THE DAILY BRITISH WHIG,
IS PUBLISHED EVERY MORNING AT
EDWARD JOHN BARKER M. D.,
At Six Dollars a year, or Five Dollars, paid in advance, at the Office of the *British Whig*, Kingston.

THE WEEKLY BRITISH WHIG
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*** Advertisers are particularly requested to send in their Advertisements early in the Afternoon, to ensure publication on the next day.

The British Whig (Daily and Weekly) has by far the largest circulation of any newspaper in this part of Canada West.

ADVERTISEMENTS inserted on the usual terms viz: Ten lines and under, 3s. 4d. for the first insertion, and ten pence for every subsequent insertion. Advertisements exceeding ten lines four pence per line for the first insertion, and one penny per line for every subsequent insertion. When advertisements are inserted *until forbid*, all discontinuances must be in writing.

Special Rates.

Special Business Notice,	0	10	0
Marriage Notice,	0	5	0
Notice of Birth,	0	2	6
Notice of Funeral	0	2	6

The Daily British Whig.

"Optifer per Orbem Decor."

TUESDAY MORNING, JULY 19, 1853.

A Letter from the Editor.

New York, Howard's Hotel,
July 15th, 1853.

MY DEAR WHIG—

Here I am in the American London, having come down expressly to be present at the Opening of the New York Crystal Palace. You and I, Mr. Whig, have been pretty severe in our strictures upon this novel Exhibition, engendered chiefly by the insufferable meanness of its Canadian Agent's having gone the double shuffle over the Canada Press, by getting his advertisements done for nothing, in the shape of communications, instead of paying for them, as the Directors had been obliged to do in all the principal cities of Europe and America. This shabby proceeding, judging of the bird from the egg, prejudiced me against this Crystal Palace affair; but wishing to do it justice, and receiving a Card of Invitation like most other Canadian Editors, I determined to take a run down to New York, see for myself, and tell the results to you and your readers. This I have done, and hence this letter.

Leaving Kingston on Tuesday night, via the Rome and Cape Vincent Railroad, and sleeping at Utica, I got to these comfortable quarters early on the afternoon of yesterday, in time to dine and go to the Italian Opera at Castle Garden, where three most delightful hours were most deliciously passed. I advise all your readers who may chance to be in this city during the ensuing six weeks, to follow my example. Music is the most delightful and most exhilirating of all amusements, and utilitarian as the age is, all bend the knee and bow the head to this divine art. Next day, that is yesterday, the city was early astir with the Military preparations being made to receive President Pierce, who was to Inaugurate, or in other words, Open the Palace. The New Yorkers are fonder of playing at Soldiers than any other people extant, but at the same time, it must be confessed, that they do the playing better than all other folks. Their dresses, arms, and equipments are positively superb, and their appearance would do credit to professionals. They mustered strongly on this occasion on the Battery, and had half New York to see them do their parading and martial exercises, preparatory to the reception of the Great Man. President Pierce was expected at ten o'clock, but Democratic Rulers have not the punctuality of Monarchs, and he did not arrive till noon. Tired of waiting for him, I missed the Procession, took a seat in a Sixth Avenue Omnibus, and made the best of my way to the Palace, which is about an hour's ride from the lower part of the city. New York has one thing, cheap and good, and that is, a ride in an Omnibus. For a York sixpence one may travel six miles, and have a pleasant, comfortable ride into the bargain.—But while I commend the New York omnibuses, I must severely condemn the New York Hackney Coaches and Coachmen. The former are heavy, slow and dirty, and the latter are the d——dest set of scoundrels that ever wore the face of humanity. They are cheats, thieves, robbers and swindlers; brutally saucy and abominably insolent; and in few words, everything that is vile and infamous. As the employment they get from city residents and those who know them, is but scanty, they have to get their living from strangers, and they certainly spare no pains in getting it. If I had not something better to write about, I could fill columns with a bare recital of their daily acts of villainy; but I pass to other matters, simply observing, that I know not which to blame most, these rascally Coachmen, or the City Council, which pretends to protect the public from their rascality!

I got to the Crystal Palace at twelve o'clock. The Building is certainly a handsome structure, worthy of the city and the object of its erection, and must reflect great credit upon the Architects. It is large enough for all practical purposes, and no pains seem to have been spared to render it both elegant and substantial. For a particular description I refer your readers to the published accounts to be found in every New York journal. At present it is in a very unfinished condition, scarcely more than half put up, nevertheless it impressed me highly with its great beauty. As a matter of course, the building being so unfinished, the Articles for Exhibition are also few, notwithstanding which, they were displayed to the best advantage, and made a very pretty show, though scarcely worth a special journey of 800 miles to see. A large and very ugly equestrian statue of Washington being placed in the centre of the flooring under the dome, the Platform for the Inauguration was obliged to be put up on one side, (under the Northern Nave) and therefore the Ceremonies, unlike those at London on a late similar occasion, could only be witnessed by comparatively few persons. My Card entitled me to a seat on the Invited Guests' Platform, (Eastern Nave,) but observing that ample and very convenient preparations had been made for the City Press, (at the base of Washington's Statue, and in full view of the Reception,) I applied to Mr. Sedgwick, the President of the Association, and obtained his permission to occupy a seat at the Reporters' Table. Here I was as snug as a bug in a rug, and had a full view of all that passed.—About two o'clock the Palace became tolerably full, though by no means crowded. The Reception Platform was filled with men, some in full dress, but the far greater portion, including the Military and Naval Officers, were in their ordinary morning attire. The day's papers tell me the names of a great many distinguished persons present, but I did not know them, neither were they pointed out to me. Those in full dress were chiefly Strangers and foreigners, the native Americans not thinking the occasion worthy of dressing.—What surprised me most was to see Generals in the United States Army, and Commanders and Captains in the Navy, in their Undress Uniform. General Scott, the Commander of the Forces, did worse than this, for he came in muffi, and did not even wear a military cloak over his injured arm. Seeing this indifference as to dress, it did not surprise me to witness a young gentleman, acting as Aid to the Superintendents, and who in fact received the illustrious guests, sporting a splendid white satin sash and fixings over a frock coat! When I say the strangers were dressed like gentlemen, I should except the Commissioner from Canada, (unless I was mistaken in hearing the name,) who actually came in a glazed oil skin cap, carrying an umbrella in a similar case! The Ladies, bless their taste and pretty faces, made ample amends for the negligence of their husbands, brothers and beaux; they put on all the braws they could muster, and certainly looked uncommonly well. But not being allowed on the Inauguration Platform, they were poked away at the sides, and did not appear to the best advantage. Even Lady Ellesmere and her two blooming daughters were only visible from the waist upwards, having seats beneath the level of the platform on the right. By the way, the Royal Commissioner did not show, neither did the British Ambassador. It is said, that his Lordship was ill, which may be the case; but no such excuse is made for the absence of his Excellency, the Minister.—Archbishop Hughes came on the Platform very early, and had a very interesting shake of the hand with Bishop Wainwright, the officiating Prelate. Cunning old foxes both! Archbishop Hughes is a youngish looking man, with a shrewd intellectual jesuitical cast of countenance; and Bishop Wainwright looks for all the world like a jolly English Bishop, who never forgets to sport his "lawn sleeves" before the assembled magnates of the land, whenever he gets the chance.

It was past two o'clock when the President and his Suite arrived, and he came in very unostentatiously, and took his seat on the platform in the arm-chair placed there for him. The Inauguration immediately commenced. For the Prayer, President Sedgwick's Address, and President Pierce's Reply, I refer your readers to the papers; there they all are in print, and mighty fine they look; but they were mighty dull to hear and see. Mr. Sedgwick spoke tolerably well, but *the* President is no orator, though he evidently fancies himself to be one; for his gesticulation is above the ordinary, which shows much pretension to the art of elocution. His voice is thin and weak, and he was scarcely audible beyond where I sat.—One incident that followed was grand beyond description. It was the singing of "Old Hundred" by a splendid and numerous choir, accompanied by a magnificent organ. This was the only thing that told; for owing to the plainness of the men's dresses, and the crowding of the multitude to hear and see the President, the Inauguration was a very so so affair indeed. This was not so much the fault of the Superintendents, who had laid out space for everything to be done properly, as the fault of the audience for crowding in and upsetting all their arrangements. There was a large Police force present, but each man had some friend of his own to favor, and aided the confusion instead of preventing it. When the singing of "Old Hundred" was ended the Inauguration was ended also; for all order was abolished and each man rushed forward to do his utmost to shove his greasy and sweaty paw into that of the President's, poor man. Just as the President finished his Reply, an attempt was made to get up three cheers for him, but it was a miserable failure. Nine Irishmen at a St. Patrick's Dinner would have shouted louder. The attempt was again made for Mr. Sedgwick, but this was worse than the other. And when three cheers were proposed for the Architects, who really deserved such honor, not a hand or voice was raised. The Yankees evidently don't understand cheering. Nothing now remained but to view the articles exhibited, and this was done higgledy piggledy. Of these it would be unfair to say much, for the floor was covered with cases yet unpacked, and but few of the departments were even named. From Canada I saw nothing, neither did I see its name painted up—nevertheless, some things from home might be there though I did not see them. The taste of New York is likely to be much improved by this Exhibition, for among the articles of vertu shown, are many statues from Italy, male and female, as naked as they were born, with not a rag of drapery by way of scanty apology. By the bye, if the New York Magistrates don't order the female statues to wear petticoats, I don't know with what grace they can send in the Police into the various Model Artists' shops now opening round about the Palace, as I hear they did last night. These latter are by far the most prudish sight of the two. After spending an hour or two in looking at the pretty things, I went home and found I had lost my dinner. Thus ended the opening of the New York Crystal Palace, of which an ill-natured critic might say it was "parturiunt montes—ridiculus mus." But it will do better as it grows "older and wiser," as the Cermonter said when he was first taught to fly "Best in Put." As to its commercial character and its being a Yankee speculation to raise money, I fear I must retract the insinuations of the "British Whig," which perhaps would never have found utterance, had the Canadian Travelling Agent acted with common honesty towards the Press.

To-day I have devoted to business—to-night I intend to go to the Opera, where Sontag and General Pierce sulk, Mr. Cushing, Governor Marcy, and Steffanone are all to be seen and heard together for one dollar—decidedly cheap under the circumstances. To-morrow morning at six I shall start for home, via the Hudson River Railroad, and be with you by nine o'clock at night, certain; consequently, be the bearer of my own letter.

THE EDITOR.

P. S.—New York is pretty full of Canadians, most of whom are stopping at Howard's Hotel, which since the departure of the Messrs. Howard from the Irving House, seems to have regained all its pristine favor in the eyes of us Northerners. The most splendid sight now to be seen in New York, is a new Saloon in Broadway, opened by a Mr. Taylor. It is the most gorgeous spectacle imagined, and as much beyond the Crystal Palace, as Paradise is beyond that. Nothing but seeing it can realize imagination.

Opening of the Exhibition of the Industry of all Nations.

The first impression produced on the minds of those among the audience present at the opening of the Exhibition, who there for the first time saw the interior of the Crystal Palace, was that of unqualified admiration of the building itself. Certainly nothing to be named in comparison with this beautiful structure has ever before seen in America. The spaciousness of the different parts of the building, notwithstanding all that has been said to the contrary, was apparent to all, and the peculiar adaptation of the halls and galleries for the exhibition of works of art and industry was at once admitted by candid observers. So far as the edifice is concerned, we hear nothing but universal satisfaction expressed, and the architects may congratulate themselves to this extent upon the entire success of their part of the undertaking.

The next point of notice to the beholder was the unique character of the exhibition. We have been familiar with fairs and displays of manufactures and the arts for the last twenty-five years; but they have been on a limited scale, and carefully restricted in the products of American industry and skill alone. The idea of inviting the manufacturers and artists of other nations to compete with our own citizens, in exhibiting the products of their labor and genius, seems not to have been entertained until the example was set us in London, at the World's Fair of 1851, and the present exhibition, at the Crystal Palace, is the first response here to that very liberal and worthy example. The idea with many persons was that this exhibition in New York would prove to be a display of the works of foreign countries, almost exclusively, and that Americans would not attempt to compete with manufacturers and artizans of the old world, in the ornamental branches of industrial pursuits, which are the most attractive portions of an exhibition of this kind. A glance through the halls of the Crystal Palace satisfies us that the Americans will have no reason to be ashamed of the proposition and quality of the home part of the exhibition. It must be admitted that there are some articles and collections which ought to have been excluded, and that too conspicuous a place had been given to those of our home exhibitors who depend on puff and humbug; but as a whole we were agreeably surprised with the extent and variety of articles brought forward by the skill and industry of American citizens.

It has been already stated that a large quantity of articles received from foreign countries are still unprepared for exhibition. The Crystal Palace must therefore grow daily in interest, as additions are made from day to day, foreign and domestic. When the spacious halls and galleries are completely occupied with the displays of manufacture and art intended for them we have no doubt the public will be entirely satisfied with the exhibition, and the success of this great enterprise will be no longer a doubtful question.

The first exposition in America of the industry of all nations must prove the commencement of a new era in the history of science and the arts. The vast collection of works of genius and skill of so many of the civilized races of mankind, must have a powerful effect in stimulating the genius and active intelligence of our countrymen. They will not, as heretofore, call upon Hercules for help, but, applying their own shoulders to the wheel of progress, will devise ways and means to take the first rank in the scale of intellectual nations, productive in the various branches of industry and art.

The character of the audience yesterday assembled at the Crystal Palace has never been excelled in this city for all those traits which give importance to a great public occasion. We have never seen assembled a larger portion of the intellect, wealth, and real worth of our citizens, than at this inauguration, embellished, also, with a large proportion of ladies—throwing, of course, that peculiar charm over the whole appearance of the audience, which female beauty alone can impart. Not only were the wealth and fashion of the city present, but the industrious business classes, the merchant, the mechanic, the agriculturist, the professional man, and the scholar, each with a portion of their families, to participate in and enjoy this very unique entertainment, graced as it was with the presence of the Chief Magistrate of the nation, and other eminent citizens, civil and military, high in the confidence of their countrymen, and with groups of distinguished strangers from both sides of the Atlantic.

Steamboats.

THE STEAMER "PEERLESS."—This splendid iron steam packet made her first trial trip to Niagara on Monday, and crossed the lake in two hours and twenty minutes, and on returning in about two hours. Her hull and machinery were manufactured at the Clyde, and are of the most superior description, while her mould seems peerless and truly worthy of her name. The engine is peculiar in its construction, possessing all the features of the best marine engines in use, with the novel addition of oscillating piston rods which communicate and produce motion direct to the cranks. The cranks are set on the shafts at right angles to each other, and over the cylinders; this arrangement avoids the common difficulty of turning the centre, and must produce a peculiarly steady equable motion. The stroke of the piston is comparatively short, and the wheels are less in diameter than other boats of similar size, but speed is secured by the greater rapidity of the stroke; her speed will equal about 18 or 20 miles an hour.—The vessel in all her arrangements is admirably adapted for a packet to run at all seasons, and in almost every kind of weather. The weight of the machinery is all below the main deck, and she has no upper saloon. The furnishing of her cabins and saloon are of the most elegant description; and we should think that for speed, safety, and comfort, Captain Dick has provided a vessel superior to any upon our inland waters.

BURSTING OF A BOILER FLUE ON BOARD THE STEAMER NEW WORLD.—On Friday morning, at twenty minutes before 7 o'clock, a serious accident occurred on board the favorite New York and Albany day-boat New World, lying at Pier No. 60, North River, foot of Chamber-street, by which 7 men lost their lives, and others were seriously, if not fatally scalded. The circumstances of this sad affair are as follows, as near as our reporter could ascertain at the time:—The New World and the George Washington form a regular daily line to Albany, leaving this city at 7 o'clock, and the Francis Skiddy form an opposition line to both of them, making the up trip by day and the down trip at night. The N. World was to leave at 7 o'clock precisely, and about one hundred passengers were on board, the greater part of whom were in the ladies' saloon aft and on the promenade deck. The deck was crowded with carriages containing passengers, and everything was hurry and confusion. At the time above stated the engine was in motion, the engineer being at his post and the firemen in the boiler rooms, when of a sudden a tremendous loss of steam was heard, and in a moment after the scalding vapor pervaded the whole deck, which was under cover both fore and aft of the engine. Capt. Peck was aft at the time, and with great presence of mind, rushed to the saloon and secured the doors, thereby preventing the passengers from coming on the lower deck. But for this precaution it is probable that many of the passengers would have been severely injured; as it was, however, they all escaped harm. It appears that one of the lower flues in the furboard boiler suddenly collapsed, blowing open the furnace door, and rushing into the boiler-room, blew in a thousand directions a huge pile of coal, and thence through two partitions into a pantry, and out upon the main deck and into the engine-room, which is inclosed merely by an iron fence. The force of the steam was so great that it completely discolored and peeled off the paint on the ceiling of the main deck. It even made its way into the clerk's room, completely saturating papers and books. The clerk was in his room at the time receiving fares, and narrowly escaped with his life. Two looking-glasses in the barber's shop were cracked.

The Saguenay.

A new steamer bearing this name has been built by our enterprising Quebec and Montreal Royal Mail Line, and is now in port receiving her last decorations and furniture. This vessel was built expressly for the trade between Quebec and the Saguenay and it is intended that she should touch at several of the intermediate ports, such as St. Thomas, Murray Bay, Riviere du Loup, Cacouna, &c. Having been designed chiefly for pleasure travel, she is fitted up with all the comforts and elegance which the tourist expects. Being a large boat, she will have sleeping accommodations in state rooms alone for over one hundred passengers, and double that number could be provided for without inconvenience. It is proper to say that her model as a sea boat and the substantial manner in which she has been built, offer more ample guarantee for safety than any other steam vessel on the St. Lawrence. The "Saguenay" is 170 feet in length, has great breadth of beam, and has a fine and aft saloon 140 feet long. A vessel of this kind was much wanted, and we therefore trust her owners will be amply rewarded for their enterprise. She leaves Quebec on her first trip on Tuesday morning next, immediately after the arrival of the mail boat from this city.

The Bloody First---Loss of the Entire Battalion, except the Piper.

By Sub-marine Telegraph from the Gallant Brave.

Once more on terra firma—thank heaven: Ay, and thanks to my sympathetic Bagpipes too. Wrecked, wrecked again, master Whig—the entire Battalion of the Bloody First are truly "down among the dead men." I didn't like the name of that vessel, it seemed to me prognostic of a crash. A furious hurricane struck us about the same spot where we were wrecked on our way down. In fifteen minutes after wards, every man aboard (including my squaw prize) had crossed the river Styx, and passed the portal of dismal Hades. My pipes being patent life preservers, I knew that so long as I played, and kept up a good bag full of wind, I was all O. K.—sink I could not, it was out of the question. So I struck up a dirge, and had the dismal satisfaction of seeing my Trojan comrades go down to their untimely graves to the sound of martial music, while I was drifted ashore.—Why were we reserved for this? Misery likes company—O, my beautiful squaw! I will write you full particulars in a day or two. Meantime let the papers be put in mourning throughout the United Counties, and let masses be said gratis for the entire Battalion. Damn the French!

Yours in sorrow,
THE PIPE MAJOR.

The Napanee Emporium.

The "Emporium" has taken the place of the "Bee," under the same management—that of Mr Greenleaf. Seeing that the publisher has at last come out in favor of a good cause, it is to be hoped that he will succeed, and that his paper will be useful and remunerative in the new field of labor Mr. G. has chosen for it. It is impossible, however, to compliment the publisher on the appearance of the "Emporium,"—but, this will probably mend in due time. The "Emporium" is a good sized sheet, and fully equal to the wants of the locality where it is published. Two papers in Napanee! This is really something to congratulate our neighbors about, and we "congratulate them accordingly."

The Daily Leader.

The receipt of this new Daily was duly noticed last week, but the following paragraphs were certainly overlooked:—

"We issue, this morning, the first number of the first liberal daily journal ever published in Upper Canada."

"It has long been a reproach to the liberals that, in all Upper Canada, they have not been represented by a single daily journal."

*** Such is not the case. Nearly five years ago, the "British Whig" was made Daily, and has ever since so continued.—Not like the Montreal Dailies, tri-weekly in the winter, but daily throughout the year. If the "British Whig" be not a liberal paper, pray what is it, Mr. Leader? It receives all the Government advertisements, and advocates Government measures. No great liberality in that, but nevertheless such is the plain fact. The Conservatives support the "British Whig" in the advertising line, because they find it their interest to do so; but the subscription list is almost entirely composed of Liberals. Not a fossil among the whole number. The "British Whig" is certainly no thick and thin supporter of the Ministry, it has opinions of its own and expresses them; but having no reason to be ashamed of them or their actions, it does not choose to allow the "Leader's" assertion to go uncontradicted.

Court Martial at Montreal.

Colonel Young, the Commander of the Forces in Canada West, received yesterday a despatch, appointing him President of the Court Martial, about to be holden forthwith at Montreal, on the Officers and Men of the 26th Regiment engaged in the recent slaughter of the citizens.

The Canadian Ocean Steamers are not likely to suffer any want of passengers. The Lady Eglington, which sailed on Saturday last for England, had all the cabin berths taken nearly a week before the time for her to start.

FROM NEW BRUNSWICK—BOSTON, July 14.—By the steamer arrival we have St. John, N. B. papers of July 13. The Observer says, that Mr. Crampton visits Halifax to obtain information on the fishery question.

LOSS OF SCHOONER JOHN ALBERT.—BALTIMORE, July 14.—New Orleans papers of Friday last are received. The schooner John Albert from New York, with a full cargo of Domestic goods, went ashore on Brazos Bar on the 29th ultimo. The vessel was a total loss, but the cargo was saved in a damaged condition.

BYTOWN, July, 14.

A large fire is raging in the woods east of the Gatineau, and another about three miles south of the city. The whole country appears to be on fire, and the air is full of smoke and ashes.

(*From McKenzie's Message.*)

LITERATURE AND LEATHER.—A NEW DAILY.—That the writer of this paragraph should have lived to see James Beaty, the Leather Merchant buy three hundred thousand dollars worth of roads—issue a Semi-Weekly Newspaper of large dimensions and conducted with real ability—and then start, as he has done this week, a larger morning Daily than were either the New York Tribune or Herald, eleven years since—the third Daily in Toronto—that we should have seen the Roads, the Leaders, the Steam Presses, the composing rooms, the lands, the bank stock, the houses leased, &c., &c., all quietly managed as mere adjuncts to the leather trade, as a Propeller tows up stream, a little fleet of schooners, was a thing scarcely to be expected—but it is a reality; like our old friend William Cawthra's pattern mansion.

Secretary's Office,

Quebec, 16th July, 1853.

His Excellency the Governor General has been pleased to make the following appointments, viz:

Hamilton Robert O'Reilly, Esquire, Barrister at Law, to be Judge of the County Court of the United Counties of Wentworth and Halton, in the place of Miles O'Reilly, Esq., resigned.

Evan McColl of Kingston, Gentleman, to be a Landing Waiting and Searcher in Her Majesty's Customs.

His Excellency the Governor General has been pleased to issue a Commission under the Great Seal, authorizing David Buchan, Esquire, Bursar for the time being of the University and Colleges at Toronto, to transfer and convey to purchasers, &c., property transferred to and vested in the Crown under the Act 16 Vict. ch. 89, sect 18.

Letters Received.

F. A., London; S. & T., New York; O. J., Brockville; O. R. G. Toronto; W. H. S., Adolphustown; H. H., Toronto; C. W. W., Coun-

Arrivals at Stenson's City Hotel.

July 18th.—O. P. Stanley, Toronto; J. Conner, Toronto; G. Hatchison, New York City; C. Musser, Hamilton; C. D. McDonnell Belleville; T. Ramage, Kingston; Reverend George Anderson, Kingston; R. Ham Fredericksburgh; J. McGilloray, Adolphustown; N. Fellows, Ernestown; Reverend Mr. Evans, Toronto; A. B. Perry, Ernestown; H. Meadew, Toronto; J. W. P. Allan, Oswego, New York; Mr. Priest, Bath.

Arrivals at the British American Hotel.

July 16th.—C. E. Evans, Utica; P. H. Rooney, Baltimore; E. C. Cleak, Albany, New York; H. Strong, Detroit; J. H. Brown and Wife, Hamilton, Canada West; C. Perry, Peterborough; R. Beard, Toronto; S. A. Green, New York City; H. waten, Chatham; H. Waters, Jr., England; R. Howard, New York; S. B. Greenshield's Liverpool; W. Greenshield's, Montreal; C. L. Stofford, Bedeville; S. H. Thompson, England; W. W. Meyers, Belleville; C. H. Tay, Belleville; Mrs. Isacon, and two children, Montreal; B. Torrance, Toronto; G. W. Brent and Lady, Burlington; Miss Kellogo, Burlington; C. L. Benedict, New York City; G. G. Benedict, do.; Reverend Thomas King, Beauharnois, Canada East.

Montreal Markets.

July 16, 1853.

Flour.—Extra Superfine, 23s. a 23s 6d. per bbl. and in demand; Superfine and Fancy, 21 3 d a 22s. 6d.; Fine 20s.; Bag, 11s. a 11s. 3d. per cwt.

Wheat.—Upper Canada White of best samples, brings from 5s. 6d. a 5s. 7d. per 60 lbs.; Canada Red, 4s. 11d. a 5s. 1d per minot. Improved English advices and the belligerent attitude of the great European Powers have influenced prices upwards. The best qualities of Flour, sound and in good shipping order, readily command our highest quotations and Wheat is even in greater request. The absence of ships, however, very greatly impairs the activity of the market, for there is quite a disposition to operate largely.

Barley—2s 8d a 2s 9d. Oats, 1s 7d a 1s 9d. Pease, 3s 7d a 3s 8d per minot, without transactions of magnitude.

Oatmeal 24s 6d a 25s 6d per barrel of 224 lbs. small sales.

Indian Meal 16s a 16 3d per barrel. Beef and Pork are held at nominal prices. Our last quotations will serve for to-day.

Lard and Tallow—(Beef) 6½d.

Sugars.—Muscovados, 34s 6d a 37s. per cwt. White Bastard, 6¾d per pound. Crushed 5¾d a 6d per pound. Refined Loaf, 6¾d a 7d per lb.

Teas.—Twankays, 1s 6d a 1s 10d per lb; Hysons 1s 10d a 2 9d; Gunpowder, 2s 6d a 2s. 9d.

Coffee.—Java 9d to 9½d. Laguayra 7d per lb. Groceries are comparatively dull, sales being chiefly made to our city dealers.

Butter.—Uninspected 6d a 7d per lb. a fair demand and a sufficient supply, principally from our own neighboring parishes.

Ashes.—Pots 27s 9d a 28s; Pearls 27s. a 27s 3rd. the first being in demand. Supplies rather short.

Freights.—Flour, 4s. 6d. Grain, 9s. a 9s. 3d. Ashes, 35s. a 37s. 6d. The limited available tonnage continues a standing grievance to the trade.

Exchange.—London, Bank 60 days, 10 per cent. premium. Private, 90 days, 8½ a 9 per cent.; New York, Bank ¼ per cent. prem. Private, ¼ discount to par.

Stocks.—Few transactions and without change worthy of record. Bank's firm at our last quotations. Railways heavy and inclined to recede. The only item calling for remark is the improvement in Montreal Mining Shares, which have run up to 35s., at which price sales have been made, but holders now ask 37s. 6d.

LIST of Letters remaining in the Kingston Post Office, 16th July, 1853.

Barry Honora		McIntosh C.	
Beauple Mrs. Ann		McIntosh Wm.	
Boon Thomas		McKim Peter	
Bayes J.		McKenzie Colin	
Boprey Joseph		McKinsie Mrs. Catharine	
Brown James W.		McLeod John	
Bridge Amos		McLeland James	
Brosnan Timothy		McMahon	
Brooking George		McRae D.	
Buckley Cornelius		McJermin Patrick	
Carlisle Richard		Manilth Ann	
Carry James		Magilton H. M.	
Christy Catharine	2	Marson David	2
Chambo Francis		Maynard William	
Clarke Peter		Meikle John	
Clokey George		Milton Robert J.	
Cline Mr.		Mitchell Jane	
Courtney George		Mitchell William	
Colquhoun Ann		Mitchell Thomas	
Coleman Messrs. B. & Co		Monison Hugh	
		Mahoney Catharine	
Cornell F. J.		Mooney Patrick J.	
Cosletto Margaret		Mountain Mrs. Harriet	
Cornell William		Murphy John	3
Cupdle John		Munro Captain	2
Cromwell V. M.		Murphy Barney	
Cromwell C. W.	2	Murphy James.	
Davis Miss S.		Murphy Johanna	
Darling J. P.		Murry Thos. or Michael	
Darce Margaret		Nickelson James A.	
Durand Mr.		O'Neil Bartholemew	
Elliott William		O'Neil Nancy	
Evans J. S.		Patrick James	
Feenaghty John		Patrick Miss Maria	
Finnigan Rose		Patterson David J.	
Flynn Thomas		Pincott Mrs. Jane	
Foy Charles		Pickenny Mrs. C.	
French Charlotte		Picard Dennis	
Fitzpatrick Wm.		Quinn Patrick	
Franklin Wm.		Rabbee B.	
Frazer James		Richardson Capt. Robt.	
German William		Rose Robert	
Gefooth Edward		Ross Samuel	
Green James		Roche Robert and John	
Gunn Dunn		Root H.	
Hall William		Savage John	
Hall James		Sallans Eliza A.	
Hamilton John		Shaw J.	
Hamlin R. S.		Shannon John A.	
Hanson John L.		Shepherd Sarah L.	
Howard Sarah Jane		Simpson Isaac	
Howard Almira		Simmons Jacob	
Johnston Robert		Stone Miss	
Johnson Captain P. H.		Smith William	
Johnston John		Smith William H.	
Joice Hugh		Smith Captain	
Jones John		Spence Benjamin	
Irwin William		Sullivan James	
Kelly Mrs. Patrick		Taylor Robert J.	
Keaner Patrick		Taylor Anne	
Kelly Bridget		Taplin John A.	
Keeler William		Territt Joshua	
King G. H.		Tenny Jane	
Kulpack John		Thom David	
Lake William		Thomson Charles B.	
La Thom Mons,		Tremain George C.	
Laptor Daniel		Urquhart Robert	
Lance John		Way Edward S.	
Leahy Honora		Walters Mrs. Augustus	
Lemmon Thomas		Ward P.	
Lonergan Mary		Walker Lewis	
McAllister Niece		Willson Alfred	
McCue. Mr.		Willson James	
McCambridge A.		Wiley Captain Thomas	
McDonnell Angus		Williams Hector	
McGann Captain John		Wright Zaduck	
McIntyre John		Young Thomas	
McIntyre Peter		Young Samuel	
McIntyre Jackson			

ROBERT DEACON, P. M.

BROOCH LOST.

LOST in the Streets of Kingston, about two days ago, a small FAMILY BROOCH, of value only to the owner, who will handsomely reward any person who will leave it at the Office of the British Whig. It is a plain GOLD BROOCH with the letter "L" in the centre.

Kingston, July 18th, 1853. 169

AUCTION SALE

Of Sugars, Molasses, Teas, Tobaccos, Wines, Oils, Liquors, &c.,

ON WEDNESDAY, THE 27th JULY, 1853,

AT THE STORES OF

HUGH FRASER,

ONTARIO STREET.

THERE will be offered to the Trade, on Liberal Terms of Credit, a large Assortment of Staple Groceries, including a Large Stock of Muscovado, Porto Rico, Refined and Crushed Sugars, Assorted Teas, Tobaccos, &c.

CATALOGUE:

40	Hhds. Bright Muscovado Sugar,
10	do Refined Loaf do.
150	Bbls London Crushed do.
15	Tierces Dutch Crushed do.
400	Packages superior Teas, in Young Hysons, Hysons, Twankays, Gunpowder, Souchong, Pecoes, &c.,
50	Bags Prime Laguaira Coffee,
30	Packets Government Java do.
200	Boxes fine Honey-Dew Tobacco in 5's, 8's, &c., &c.,
50	eighth Robes Extra Fine do. in ½lb lumps,
20	Puncheons Muscovado Molasses,
10	Bbls Sugar-house Syrup,
200	Boxes halves & quarters Fresh N R Raisins,
30	do Valentia do
15	Bbls Fresh Currants,
400	Drums fine Fresh Figs,
10	Bbls SS Almonds,
10	Bbls Government Chocolate,
200	Jars Crope & Blackwell's and Coleman's Mustard,
50	Boxes Sperm, Belmont & Russian Candles,
200	do Liverpool and Montreal Soap,
20	Bags Corks,
200	Reams Wrapping Paper, (assorted,)
100	do Pott and Post do do.
20	Bales Candlewick,
10	do Twine,
10	Cases Blacking in tins,
5	Bbls Liquid Blacking,
200	Boxes T D and Carved Pipes,
80	do Pure and Pulverised Starch,
100	do Waterford Blue,
100	do Vancleek Hill Saleratus,
30	Bags Patna Rice,
10	do Pimento,
20	do Black Pepper,
10	do Jamaica and Cochin Ginger,
30	Kegs Ground Ginger,
5	Chests Cassia (in lots,)
3	Bales Cloves do.
300	lbs Nutmegs, do.
2	Cases Indigo, do.
10	Bbls Logwood,
10	do Ombre Madder,
20	do Whiting,
5	do Chalk,
10	do Bath Brick,
20	do Epsom Salts,
3	Tierces Sal Soda,
40	Cases Castor Oil,
20	do Pepper Sauce,
10	do Stoughton Bitters,
40	Bbls Sperm, Cod, Boiled and Raw Oils,
200	Kegs and Cans Paint, (assorted,)
50	Boxes Window Glass,
50	do Toilet and Castile Soap,
100	do Clothes Pins,
100	Dozen Patent Pails,
100	do Corn Brooms,
400	Gross C. P. and round wood Matches,
25	Boxes Scaled Herrings,
10	Quintals Codfish.

ALSO

Hhds. and Quarter Casks Port and Sherry Wines, Bbls. London Porter, Bbls. and Quarter Casks Vinegar, &c.

Cigars, Liquorice, Lemon Syrup, Candied Peels, Vermicelli, Black Lead, Maccoboy Snuff, Coppers, Alum, Putty, Bed Cords, Door Matts, &c.

Sale at 1 o'clock, punctually.

W. McMLLAN,
Auctioneer.

Kingston, 16th July, 1853.

P. S.—In addition to the above a Consignment of 55 Hhds. Bright Muscovado Sugar, (in Bond and Duty paid,) with orders to close, will be offered at half past Two o'clock, precisely.

NOTICE.

THE CITY COUNCIL of Kingston lately offered Twenty Pounds for the best Portable Engine made in this town, to be tried at the City Hall, before competent judges; the best Engine to be sent to the New York Fair. None of the makers except myself accepting the offer, the Council declined giving the premium. I now offer to run any maker of Portable Engines in Canada for £25, with a Six or a Four Horse Engine, to be tried at any time; or I will run an Eight or a Ten at the Hamilton Fair for the same sum.

N. B.—I will run the Watertown Engines for the same sum, and send my Engine to Cape Vincent.

ALEXANDER MAIR.

Kingston, 16th July, 1853.

The Toronto Examiner and Montreal Herald will please give the above three insertions each, and send accounts to me.

A. M.

GOLD REGIONS!

AUSTRALIA.

Pioneer Line!

OF MONTHLY PACKETS.

The following Ships have Sailed:—

Ship *Revenue*, ... 1300 tons burthen, 3rd July.
do *Epaminondas* 1400 tons burthen, 10th Aug.
do *Ocean Eagle* 1150 tons burthen, 10th Sept.
do *Ontario* ..... 1500 tons burthen, 23rd Oct.
do *Scarpo* ..... 1450 tons burthen, 5th Dec.
do *Baltimore* ..... 1300 tons burthen, 15th Jan.
do *Euphrasia* ..... 1200 tons burthen, 1st March.
do *Oregon* ..... 1000 tons burthen, 21st March
do *Admiral* ..... 1000 tons burthen, 20th April,
do *Sea Ranger* ..... 1200 tons burthen, 20th May.

The Ships of this line are fitted with Emerson's Patent Ventilators, and carry Francis' Metallic Life Boats.

THE ELEGANT CLIPPER SHIP

KIRKLAND,

CAPT COOK,

Will succeed the "Sea Ranger" as ELEVENTH Ship of this Line, and will sail from New York for Melbourne, on the 25th of July. Her cargo is all engaged, and she has splendid accommodations for 18 first Cabin passengers.

She will be succeeded by the Clipper Ship "FRANK JOHNSON," to sail on the 10th Aug.

For information apply to

R. W. CAMERON,
116 Wall Street, New York.
JOHN MILLER & Co.,
Kingston.

July 9th, 1853.

Prospectus.

*Now in the Press, and will be Published about the