THE DAILY BRITISH WHIG,
IS PUBLISHED EVERY MORNING, BY
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
IS PUBLISHED EVERY FRIDAY MORNING.
*Terms*—*To City Subscribers* twelve shillings and six pence per annum, if paid in advance, or fifteen shillings, if paid at the end of the year.
Advertisements inserted on the most favorable terms—viz: Ten lines and under 3s. 4d. for the first insertion, and ten pence for every subsequent insertion. All 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 discontinuations to be in writing.
*To Country Subscribers*, ten shillings per annum, if paid in advance, or ..... by mail, within three months after subscription, and twelve shillings and sixpence if collected at the end of the year.
*** Advertisers are particularly requested to send in their Advertisements early in the Afternoon, to ensure publication early next day.
The British Whig (Daily and Weekly) has by far the largest circulation of any newspaper in this part of Canada West.

**Special Rates.**

| | | | |
|---|---|---|---|
| Special Business Notice, | 0 | 10 | 0 |
| Marriage Notice, | 0 | 5 | 0 |
| Notice of Birth, | 0 | 2 | 6 |
| Notice of Funeral, | 0 | 7 | 6 |

# The Daily British Whig.

"Order for Order Direct."

TUESDAY MORNING, AUGUST 22, 1853.

### Arrived at the British American Hotel.

Messrs. Jackson, Betts, Stephenson, Hodges, Rowan, and several others of the Grand Trunk Railroad; they leave by the Novelty at 11, A. M.

### European Emigration---Train & Co.'s Line.

The attention of the readers of the "British Whig" is called to the Advertisement of Messrs. Enoch Train & Co., in this day's paper. The advantages of being able to pre-pay the passages of intending emigrants with such a respectable and responsible firm are well known. The emigrants are secure from the shoals of sharpers and runners that infest European and American Ports. For instance, Messrs. Train & Co.'s Agents in the several cities in Canada and the United States will sell for a very reasonable amount, a passage ticket which entitles the emigrant (after giving ten days notice to the House at Liverpool) to a passage from Liverpool to Boston in one of their Leviathan Packet Ships, with a specified quantity of provisions; and immediately on arrival at the latter port they are despatched by Railroad to the several places agreed for. For the fulfilment of the terms of each contract ticket, Messrs. Train and Co. hold themselves responsible. Agencies are now being established in the principal cities in the Canadas and Western States, for the furtherance of this object, by Mr. David Armstrong, late of this city, who has been in the Messrs. Train & Co.'s employ since his departure from Kingston, five years since.—From our knowledge of Mr. Armstrong's business talents and his general fitness for the responsible trust reposed in him, the public may rest assured that any Agents he may appoint will be gentlemen worthy of being connected with the firm he represents. As to the superiority of their Packets, the Editor writes from personal observation when he says that their accommodations as Packet Ships for the conveyance of Emigrants cannot be surpassed; as to the reputation of the Messrs. Enoch Train & Co., it needs no comment. William Ferguson, Esq., County Treasurer, whose Office is in the Court House, has been appointed Agent for Kingston and its vicinity; a better selection could not have been made, Mr. Ferguson's long residence in the place, and particularly his urbanity of manners rendering him in every respect "the man for Galway." The names of the Toronto and Hamilton Agents will appear in the British Whig so soon as they are appointed.

### Correspondence of the New York Commercial Advertiser.

London, August 5, 1853.

Ever since the Turkish question obtruded itself upon the attention of Europe, the news of one day with regard to the prospects of a favorable solution has always, to a certain extent, been contradicted on the next. It has, therefore, not created surprise that the pacific announcements which were received from all quarters, just before the departure of the last packet, have since been damped by a variety of adverse rumors, and although the effect of these rumors has been sufficient to produce a new decline of the funds, there is no reason to consider that the hopes then expressed were premature, or that they are now in any great danger of being broken.

The precise position of the affair at this moment is believed to be that all the leading European powers most interested in it, namely, England, France, Austria, and Prussia, have unanimously agreed to certain conditions, which have been put into the form of an ultimatum, and transmitted through the Austrian government to the Emperor of Russia, by whom the "good offices" of that power had been previously accepted. The answer to this cannot be known until the 10th of August, but the inferences warranted by the course which the negotiations have taken, promise so decidedly that it will be accepted, as to have left no doubt on the minds of diplomatists that the question might be regarded as virtually settled the moment the agreement of the four powers was arrived at. Hence arose the general intimations that were received in London last week from the courts of Vienna, Berlin, and Paris, that every difficulty might be regarded as removed; and nothing that has since occurred is calculated to impair their accuracy. The conclusion drawn is that Austria, in her present relations to Russia, must have been well aware of the precise terms the Czar would be disposed to submit to, and that she would not have joined any alliance to dictate such as would be contested.

On the other hand, all the movements of the Russian troops in the Danubian provinces are of the most ponderous character, as well as in daring violation of every principle of international law; and the alarmists set these before the public as more than enough to counteract all the favorable impressions which the Czar may cause to be created in other quarters. The latter, according to their view, are merely so many ticks to gain time; and they contend that everything he has done shows an amount of deliberate preparation that renders the idea of his marching back without having accomplished anything altogether improbable. They admit that the course thus anticipated from him would put him out of the pale even of the ordinary morality of his brother monarchs on the continent, but at the same time maintain that this consideration is likely to have little weight, since whatever may now be his measures, the falsehood already shown and the designs which have been unmasked have utterly destroyed all the absurd prestige that had gathered around his name, during the past four years, as the champion of order.

But supposing all reasonable weight to be attached to these arguments, they are, nevertheless, in the mind of those who look for a pacific termination, rendered utterly nugatory by the actual position of Russia, whose gigantic proportions are merely terrible on maps, and whose real weakness, it is believed, would be discovered in a week from the day in which she ventured on an aggressive contest with any other first-rate power. To suppose, therefore, that she will, when it comes to the last, throw down a challenge to combined Europe, is regarded by some persons as one of the most preposterous conceptions that could be entertained.

Still there can be no doubt that there might be great delay in withdrawing, and no one would expect her to adopt that course until it became the final alternative between peace or immediate war. This alternative is considered, however, to be involved in the ultimatum now forwarded to her, and therefore evasion must now prove useless. Indeed it is the confident belief that the terms submitted by the four powers are couched in this categorical form that creates much of the new uneasiness that prevails for the moment in the money market. Every one approves of what has been done, and it is also the common impression that it will lead to an immediate and satisfactory termination of the difficulties, but there is just the possibility of disappointment, and hence the answer now waited for is one of the most momentous ever anticipated. Even although the probabilities may be as a hundred to one that it will be for peace, the bare contingency that an announcement of war may suddenly appear in the daily papers to-morrow week, causes a degree of anxiety which dispirits all men of business, and prevents the slightest manifestations of speculative buoyancy.

Nevertheless the regular course of trade increases in activity every day, and the demand for labor of all kinds is excessive.—The workhouses, as far as able-bodied persons are concerned, are empty throughout the kingdom, and at the same time all the resources of machinery are being taxed to the utmost. In both cases, however, the supply is inadequate to the general requirements, and the working classes, conscious of their prosperity, continue to demand increased wages. In many places this demand has been wisely met, but in others it has been resisted—sometimes wisely and sometimes indiscreetly. Strikes consequently are increasing in frequency, and many more will take place unless the question is well managed. The laborers at the London docks abandoned work yesterday morning, without notice, and are still holding out.—The metropolitan police are among those who are requesting an increase of pay, and as nothing is more contagious than such a movement, a wide augmentation in the ordinary scale of remuneration for labor must evidently henceforth be conceded. The cabriolet drivers, however, found it prudent to give way, after they had been out of work three days, their trade being essentially a profitable one, and the certainty having dawned upon them that if they left the field open, it would be immediately filled up by new and more efficient supplies. Both the public and the railway companies were determined to resist, and to take instant measures for organizing a fresh system, which within a week would have been sufficiently in progress to render it impossible for the old drivers and proprietors to regain their place.

The bullion in the Bank continues to diminish, and is now lower than at any period during the last year and a half. Some considerable arrivals, however, have taken place within the past two days.

Consols at the last date were quoted 98¾. They have since receded to 97¾, and have closed this afternoon at 97¾.

An increased demand for money has sprung up to-day, as is not unusual just before the 3rd of the month, and the rate paid for the best bills has been as much as 3½ per cent. The discount brokers have in consequence increased their allowance for money at call from 2½ to 2¾ per cent.

Rumors have been circulated, to increase the depression of the funds this afternoon, that a further rise may be expected in the Bank rate of discount. Such a step, however, is improbable, and most persons believe that the activity even of the existing demand will prove merely temporary.

### Leviathan Steamship.

Mr. Betts, the great Railway contractor, who just left for Montreal, is a director in the Eastern Steam Navigation Company, who are constructing the Leviathan Steamship, for the purpose of facilitating Ocean Navigation. The other head of this company is the Earl of Yarborough, and the names of Mr. Peto and others of equal note, are also associated with Mr. Betts in the direction.

This Company have laid the keel of a monster steamer, whose dimensions are given us as follows:—

| | |
|---|---|
| Length, | 673 feet. |
| Breadth, | 80 " |
| Out to out of wheel houses, | 120 " |
| Depth of hold from combings of main deck, | 60 " |
| Power of Engines, | 6000 horse. |

Her deck presents an area of over 1 1-2 acres of surface.

This ship is being built by Scott Russell, Esquire, the greatest naval architect of England, and is constructed in separate compartments, made water tight, so that in case of her bow or her stern breaking off, she would still be able to float in separate pieces.

We have seen notices of this ship before, but have not been able to ascertain her precise dimensions till now.

All experience has tended to show that speed and steadiness have been attained in proportion to the increase of a size of a ship. The better opinion now is that 30 feet is the extreme depth of the highest ocean wave, and that a vessel drawing 32 feet of water, of a length of 600 feet or over, can ride the waves without being moved from a level.—We have this opinion enforced upon our attention by several of the captains in the Cunard and Collins line.

It is doubtful if such a steamer could enter our harbour, and Halifax is therefore regarded as the most suitable port for this new move in Ocean navigation.

This steamer is to sail from Milford Haven—where she is now building—or from Holyhead-Harbour, which promises eventually to become the great Steamship Terminus of the British Isles.—[Portland State of Maine.

### Accidents and Offences.

Melancholy Suicide.—On last Wednesday evening the body of a young female was taken from the water at the city wharves and an inquest held on the remains. The name of the deceased was Elizabeth Grace, aged eighteen years, of very prepossessing appearance. From the evidence given at the inquest and information derived from other sources the following particulars may be pretty well relied upon. On Thursday evening last, the deceased came to Hamilton, from Oswego, on board the Schooner ———, commanded by a Captain Cooke. She had left her brother's house in Oswego to accompany Cooke to this City, where he was to have married her on Tuesday evening. Tuesday evening arrived, but Cooke had flown and left her penniless, friendless and homeless in a strange City. The melancholy circumstances under which she found herself placed added to the shock which her affections received, caused her to walk down to the wharves on Wednesday evening from the Hotel at which she had been staying, take off her bonnet and shawl and plunge into the water. Several persons were present but there was no effectual assistance rendered.—When she rose to the surface the second time she is stated to have exclaimed "no, no, let none save me." About twelve minutes after she had sunk, for the last time, an old man named Thompson dived in and brought the body to the shore. The deceased leaves some very respectable relatives residing in Belleville to lament the loss of one of the many victims to misplaced affection.—[Hamilton Journal.

Inquest on Sudden Death.—It having been represented to Dr. Wanless, Coroner, that the daughter of Mr. Madill, tavern-keeper, corner of Clarence and Bathurst Streets, had died very suddenly, without medical attendance, and that there was strong suspicion of unfair means having been used as to the cause of the death, an inquest was held on Friday morning last, when it was adduced, in evidence, that the deceased had been in the habit of taking charge of the money belonging to the establishment, that this money, amounting to $150, had been taken out of her pocket while she was in a state of inebriation, by a young man, a resident of London, who was in the habit of frequenting the house; the money was afterwards returned by the party, but notwithstanding this, the father of the deceased, and the sister, thought that the money was no longer safe in her possession, it was therefore deposited in the bank. The deceased took this want of confidence much to the heart, and commenced to drink large quantities of brandy. A post mortem examination revealed extensive inflammation of the stomach and bowels, the result of intemperance. The verdict of the jury was rendered in accordance with that fact, and to which they appended the following opinion: "It is the opinion of the jurors, that the tavern at the corner of Clarence and Bathurst Streets, licensed by John Madill, is improperly kept, and we would recommend that the proper authorities should deprive the said John Madill of the license to keep a tavern, or house of public entertainment."—[London Times.

Melancholy and Awful Accident in Louth.—A melancholy accident occurred at the Sixteen-Mile-Creek, in the Township of Louth, on Saturday last, which resulted in the death of two men, William Richardson and James Craig. It is stated that some of the Contractors of the Great Western Railroad laid a line of rails up the face of the Mountain, in order to bring stone down for the railway works; but it seems not to have been very secure. On Saturday last, two trucks were running down with terrific velocity, on the foremost of which, in addition to some huge masses of stone, were Richardson, Craig, and a third person, whose name is not given, this third person felt that the rails were yielding, and with much presence of mind, jumped off and escaped. He had scarcely cleared the car, when one of the wheels of the car gave way, and it fell between the rails, and catching on one of the sleepers, was held there. The other car, a second or two after, rushed upon it, struck it with prodigious violence, and upset, hurling the huge blocks on the top of the poor fellows of the first car.—The were both killed instantaneously, and their bodies terribly mutilated.

### Secretary's Office,

Quebec, 17th August, 1853.

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

The Honourable James Morris, to be Speaker of the Legislative Council of the Province of Canada, in the room and place of the Honourable Rene Edouard Caron; appointed a Puisne Judge of the Superior Court for Lower Canada.

The Honourable Malcolm Cameron, to be Post Master General of the Province of Canada, in the room and place of the Honourable James Morris, appointed Speaker of the Legislative Council of the Province of Canada.

The Honourable John Rolph, to be the President of the Honourable the Executive Council of the Province of Canada, in the room and place of the Honourable Malcolm Cameron, appointed Post Master General of Canada.

The bill repealing the advertisement tax in Great Britain has become a law. It is said that the London Times, by the remission of tax on the four pages of supplement, without which it is rarely ever published, will gain about £40,000 a year.

The Township of Haldimand is now making a good road free of toll leading corner-wise through the Township to Percy from Grafton Harbor, a distance of ten miles.—Another road through the centre of the Township to Alnwick. The side lines in every direction leading to the main road are also being constructed. This township gives £400 annually exclusive of statute labor to its roads. Success to it.

The Great Western.—J. T. Gilkinson, Esq., has been dismissed from the Secretaryship of the Great Western Railway. This circumstance is regarded as a consequence of the control of that work having fallen into the hands of one mercantile house—Buchanan, Harris & Co. Of Mr. Gilkison's competency for the duties there is naturally a variety of opinions.

The New Orleans Delta of the 3rd says: The Levee presents a scene of awful desolation. The bustle on the wharf is hushed—the animated crowd has departed and no one knows whither. The ships are all gone, and only a solitary steamer, whose straggling passengers seem almost afraid to land, finds an ample berth at the deserted wharf. No cabmen there to importune you for a fare, for their calls are now in the grave. Sick—dying—dead! Those are the words on every lip. Opera music and dancing seem sacrilegious now.

### The Chinese Troupe.

The Chinese Troupe of Dramatists and Jugglers, now at Toronto, will be in Kingston early this week, and exhibit their extraordinary selves and performances in the City Hall. They have been doing a big business in Toronto, and may anticipate a similar business here.

### The Weather.

The weather has become suddenly cooler, but no rain has fallen, as was expected at the change of the moon. It is now some months since anything in the shape of rain, save a very partial shower, has been seen in Kingston, or its immediate vicinity. Every thing is literally parched up with most excessive drought.

*** It rained for a few minutes last evening.

New Orleans, August 19th, 1853.

The deaths during twenty-four hours ending this morning of the 17th at six o'clock, are reported to be 219, of which 198 were from fever.

The number of deaths for the last twenty-four hours was 193—of fever.

New Orleans papers have advices from El Passo to July 23nd, which mention that a collision had occurred there between parties of Americans and Mexicans in which the former were fired upon by the Mexicans, and the District Attorney of El Passo County, Mexico, killed. Great excitement exists.

### New York Markets.

New York, August 20 h, 1853.

Ashes.—Market unchanged; arrivals not large. Sales 50 bbls. at $5,18¾ for Pots, and $5,18¾ for Pearls.

Flour, &c.—Western and State flour firm, demand good for export and fair for home trade and the east. Little fresh ground here, a large proportion having been sold here. Canadian firm—small stock and held at $5.25. Sales of Western Canal 9000 bbls. at $5 a $6,12 for common to straight State; $5 a $6,25 for mixed to fancy Michigan, Indiana and Wisconsin. Rye flour firm at $3.50 a $3.62½ for fine. Corn Meal quiet at $3,12½ a $3,18 for Jersey.

Grain.—Wheat market good, part for France—supply moderate—holders firm.—Sales 10,600 bushels good to prime Ohio at $1.31 a $1,32—2400 bushels good prime red Ohio at $1,17 a $1,18—2600 bushels prime red Southern at $1,23—1100 bushels fine Genesee to arrive, supposed $1.37½. Rye nominal and dull. Oats firm at 46 a 47 for State and Western; 41 a 43 for Jersey.

Provisions.—Pork market active—holders firm—demand mainly for shipping. Sales 2500 bbls. at $15,37½ for Western; $16,25 for clear; $12.87 a $13 for prime mess.—Beef hams firm. Sales of good Western at $13. Lard better. Sales 4500 bbls. at 10¼ a 11. Cut meats buoyant at 5¾ a 6¼ for shoulders; 7¾ a 8 for hams. Bacon firm.—Sales 200 hhds. of Western short middles in dry salt at 7¾ a 7¾. Butter firm at 12 a 15 for Ohio; 15 a 17 for State. Cheese steady at 8 a 8¾.

### Arrivals at the City Hotel

August 20th.—S. W. Stenson, Port Byron, New York; D. S. Waggoner, Glenburnie; M. N. Wright, Ernestown; Mrs. W. Lake, New York; J. C. Rycett, Toronto; J. R. S. Furse, Ernestown; E. B. Allan, Detroit; G. Miller, Simcoe Falls; J. F. Hunt, Albany, New York; John Dulmage, Sydenham; R. Jones, Toronto.

### Arrivals at the British American Hotel.

August 20th.—Reverend J. W. Braden, Holland; Mr. Martin, Perth; Mr. H. G. Gillespie, New York; Mr. H. H. Cooper and Lady, W. & R. R.; Charles Hamilton and Lady, Utica; D. H. Whitman, Batavia, New York; C. E. Allan, Batavia; S. P. Bergett, Utica; Mr. Cumming, Montreal; S. Adams, Watertown, New York; S. B. Baker, Hamilton; D. Campbell, Hamilton; William Clark, Georgia; C. Ashworth, Quebec; Mr. and Mrs. Wright, Oswego; Mr. Leech and Lady, England; John Wells and Wife, Massachusetts; J. V. Ham, Whitby; William Crawford, Bath; O. L. Holley, Albany; P. B. O'Brien, Montreal; Miss E. O'Brien, New Orleans; George Keefer, G. T. R. R.; D. O. Ketchison, Rockford; Samuel Taylor, Rockford; William Cook, Georgia; J. T. [illegible], Hamilton; A. H. Wallbridge, Belleville; J. Kirley, Hamilton; H. J. Larkin, Montreal; A. C. Porter, Cincinnati, Ohio; J. W. Vield, Montreal.

### CUSTOM HOUSE REPORTS.

FURNISHED BY MR. CHARLES OLIVER, C. H.

**Imports.**

August 19.—Schr. Avoca, Colborne—15,000 W. I. pipe staves, Calvin & Cook. Str. Lady of the Lake, C. Vincent—2 bxs. cigars, D. Clapp; 2 bskts. peaches, owners. Str, Niagara, Oswego—13 bxs., B. Murphy; 1 pc. casting, D. Burton; 3 bags yarn, W. S. Tremain. 20.—Schr. Sorel, Bruce Mines—284 tons copper ore, H. & S. Jones. Str. Passport, Ogdensburgh—12 chests tea, 12 bxs. tobacco, J. B. Bytown; 6 bxs. sardines, J. Kneeshaw. Str. Lady of the Lake, Cape Vincent—1 box cages, W. S. Weim; 1 box ware, Delaney & Bowes; 1 box, G. Baker; 1 box dry goods, E. H. Hardy; 2 cases silk hats, H. Sigman. Str. Cataract, Oswego—31 bbls. apples, J. Linch; 40 bbls. apples, G. Brock; 1 lot oil polish, S. Lit; 1 sextant, 1 surveyor's chain, 1 compass, W. Wadbridge. Schr. Princess Victoria, Morpeth—11,000 pipe staves, Calvin and Cook. Schr. Georgiana, Chatham—17,000 pipe staves, Calvin & Cook.

**Exports.**

August 19.—Str. Lady of the Lake, C. Vincent—1 horse, 1 pkg. eggs. Str. Swan, do.—98,652 feet sawed lumber. Str. Sarah Jane, C. Vincent—12,000 ft. saw'd lumber.

### DIED.

In Ernestown, on the 18th inst., Hiram Lindley Spafford, Barrister-at-Law, in the 27th year of his age.

At Belleville, on the 14th instant, Mr. James Reeves, after a short but severe illness, aged 29 years.

At Quebec, on 14th inst., Mr. Pierre Vachon, master joiner, aged 57 years.

At New Orleans, on the 2nd instant, of yellow fever, Henry Elphege Bardy, son of P. M. Bardy, Esq., M.D., of Quebec, aged 20 years.

At Toronto, on the 3rd instant, Mr. Robert Auburn, innkeeper.

At Brockville, of apoplexy, Mr. Alexr. Wink, a native of Elgin, Murrayshire, Scotland, aged 61 years.

Suddenly, on the 13th inst., Mr. Thos. Brown, baker, Dundas, aged 37.

NEW BOOKS.—John Duff has just received—
Mark Hurdlestone; or, the Two Brothers. By Mrs. Moodie, author of "Roughing it in the Bush," &c.
Jim Bunt; or, Life Afloat and Ashore. By Captain Headley.
New York Illustrated News for Aug. 20.
Eclectic Magazine for August.
Dickens's Household Words for August.
Kingston, August 20.

*EUROPEAN IMMIGRATION*
TO THE
Canadas and the Western States,
BY
TRAIN & CO.'S LINE.

ENOCH TRAIN & Co., Proprietors of the Boston and Liverpool Line of Packets, hereby give notice that they have made extensive arrangements with the Western Railroad Corporation, in connection with the Railroads in the Western States, and Steamboats on the Lakes, for the forwarding of
**Pre-paid Passengers from Boston to the Canadas and Western States;**
and are now selling at their office in Boston, and at their authorized agencies, pre-paid Certificates of Passage as follows:—

| | | |
|---|---|---|
| From Liverpool to Boston, | | $18 00 |
| " " | Albany, N.Y., | 18 00 |
| " " | Buffalo, " | 22 00 |
| " " | Kingston, C.W., | 22 50 |
| " " | Columbus, Ohio, | 24 00 |
| " " | Toronto, C.W., | 23 00 |
| " " | Hamilton, " | 23 00 |
| " " | Cleveland, Ohio, | 23 50 |
| " " | Sandusky, " | 23 50 |
| " " | Dunkirk, N.Y., | 22 00 |
| " " | Toledo, Ohio, | 23 50 |
| " " | Detroit, Mich., | 24 00 |
| " " | Cincinnati, Ohio, | 24 00 |
| " " | Chicago, Ill., | 25 00 |
| " " | St. Louis, Mo., | 28 00 |
| " " | Milwaukie, Wis., | 25 00 |

And from Liverpool to Montreal, C. E., $24, via Vermont and Canada Railroads.

Children under twelve years of age at the time of embarkation, five dollars less than the above; and infants under twelve months, thirteen dollars less than the above-named prices, to Boston or Albany, and to other places in proportion; but we will not issue a pre-paid certificate for children under twelve years of age, unless accompanied by a passenger over twelve years, who must be paid for at the same time and on the same certificate.

The above prices embrace a steerage passage from Liverpool to Boston, by any of our splendid Line of Packets; provisions at sea according to the undermentioned dietary scale; doctor's attendance and medicine on board when required; port charges at Boston, and all expenses of transportation of passengers and baggage from the ship at Boston to the destination agreed upon.

In addition to any provisions which the passengers may themselves bring, the following quantities, at least, of water and provisions will be supplied to each steerage passenger of twelve years of age and over, every week during the passage, commencing on the day of sailing, and at least three quarts of water per day.

Two oz. of Tea; 8 oz. of Sugar; 5 lbs. of Oatmeal; 2½ lbs. navy bread; 1 lb. wheat flour; 2 lbs. rice.

Children under twelve years of age (not including infants,) are furnished with six pounds of bread stuffs per week, the usual allowance of water, and half allowance of Tea and Sugar.

As soon as our Liverpool House informs us per steamer of the names of pre-paid passengers embarked, we publish their names in the Boston Pilot, and also notify each purchaser of pre-paid certificates, either directly or through our agents.

On the arrival of any of our ships in the outer harbour, we immediately dispatch an agent on board, to give pre-paid passengers the necessary instructions regarding their route westward.

Bedding and utensils for eating and drinking, must be provided by passengers; and those going to the Canadas, or Western States, must furnish their own provisions from Boston.

Train & Co., of Boston, inform those who take an interest in the welfare of Immigrants, that as owners of the only Liverpool and Boston line of Packets, they have determined, that their Immigration business shall be conducted in their own name, on their own responsibility, and by themselves or their immediate servants.

In calling public attention to the subjoined list of the Ships which comprise our Boston Line of Packets, we believe that its general reputation as the first of American Lines is sufficiently well known and established. The Thousands of Letters which have been sent by American Immigrants to their friends in every part of Europe, have borne ample testimony to the Rapid and Successful passages made by those Ships, and to the superior Health, Comfort and Safety which their Passengers have hitherto enjoyed. Many of them will be recognized as vessels which have gained the very highest character, by a succession of unusually rapid passages.

**Packet Ships which are Dispatched in this Line:**

| | | TONS. |
|---|---|---|
| STAR OF EMPIRE, | Capt. Brown. | 2000 |
| WESTERN STAR, | " Thayer. | 1000 |
| FRANK PIERCE, | " Marcy. | 1500 |
| PRESIDENT, | " Cummings. | 1600 |
| CHARIOT OF FAME, | " Knowles. | 2 00 |
| STAFFORDSHIRE, | " Richardson. | 2000 |
| PARLIAMENT, | " Sampson. | 1000 |
| NORTH AMERICA, | " Dunbar. | 1200 |
| DANIEL WEBSTER, | " Howard. | 1200 |
| PLYMOUTH ROCK, | " Caldwell. | 1000 |
| SUNBEAM, | " Putnam. | 800 |
| LEVI WOODBURY, | " Nickerson. | 800 |

These Ships, when in the Line, sail from Boston on the 4th of each month, and from Liverpool each week during the year, and are distinguished by a Red Flag, with a White Diamond.

OFFICES;

Enoch Train & Co., Nos. 37 & 38 Lewis Wharf, Boston, Massachusetts. Train and Co., Merchants, No. 5 India Buildings, Water Street, Liverpool, England. Train & Co., Passage Office, Nos. 116 and 119 Waterloo Road, Liverpool, England. Train & Co., No. 121 St. Patrick Street, Cork, Ireland.

As Train & Co. have made such arrangements in Liverpool as will protect their friends from the frauds and impositions sometimes practiced there, they believe that those who pre-pay passages cannot but see the advantage of being able to engage with a Respectable House, on favourable terms, for a well known line of magnificent Packet Ships, and in this way avoid the disrespect, annoyance and delay which they so often experience, when they engage with agents who are but slightly connected with transient Ships.

As a proof that their Immigration business is conducted on principles uniformly Honourable and Humane, and that they have been distinguished for the most exact fulfilment of all their Engagements, we are permitted to refer the Very Reverend Theobald Mathew, Cork, Ireland.

We also subjoin the following testimonial from the Right Reverend John Bernard Fitzpatrick, D. D., Bishop, Cathedral, Boston.

(COPY.) Boston, January 22nd, 1849.

"I am happy to testify, from personal knowledge, that the firm of Ship Owners, known in this City of Boston, under the name of Enoch Train & Co., is composed of gentlemen of tried and acknowledged integrity, and that implicit reliance can be placed in their fidelity to accomplish all that they may promise, to those who have occasion to make any contract with them.

(Signed) † John B. Fitzpatrick,
Bishop of Boston.

Those applying by letter or otherwise for pre-paid Certificates of Passage, should in all cases express the names and ages of the persons sent for, with their address in full, containing the names of the Town-Land, or Village, nearest Post-Town, and County, together with the address of the person to whose care a letter is usually sent.

N. B.—Those making inquiries for prepaid Passengers, are requested to furnish the date and number of their Receipt.

For further information apply to
ENOCH TRAIN & Co.
Boston,
Or to
H. JONES & CO.,
Montreal.
H. & S. JONES & CO.,
Brockville.
WILLIAM FERGUSON,
County Treasurer,
*Agent for Kingston.*

COUNTY OF FRONTENAC
**ARICULTURAL SHOW**
**To be held in the City of Kingston on Tuesday, the 20th September, 1853.**

*RULES AND REGULATIONS.*

1. No one but a Member of the County of Frontenac Agricultural Society, who shall have paid five shillings on or before the 1st May last, will be entitled to exhibit.

2. All animals and articles intended for exhibition must be entered in the Secretary's Book at Kingston before 8 o'clock on Monday Evening, the 19th September next.

3. All animals and articles intended for exhibition to be on the ground at 11 o'clock, A. M., on Tuesday, and must be the bona-fide property of the person exhibiting the same.

4. Agricultural live stock must be owned in the said County.

5. No articles or stock exhibited will be allowed to be removed from the grounds till the awards are made, under the penalty of losing the Premiums.

6. No animals or articles exhibited shall receive a Prize if considered unworthy by the Judges, even though it be the only animal or article of the kind exhibited.

7. All animals and articles brought for the purpose of sale, are to have places appointed them, and auctioneers will be present for that object, and all persons, whether members or not, may bring their stock, &c., within the ground, free of charge, if for sale.

8. Discretionary Premiums will be awarded for such articles as may be considered worthy by the Directors, although not enumerated in the list, and the Committee will determine the amount of premium, and will also exercise a discretion in other matters.

**PREMIUMS.**

*Horned Cattle—Durhams.*

| | £ | s. | d. |
|---|---|---|---|
| Best Bull, | 1 | 10 | 0 |
| 2nd do. do. | 1 | 0 | 0 |
| 3rd do. do. | 0 | 15 | 0 |
| Best 2 year old Bull, | 1 | 0 | 0 |
| 2nd do. do. do. | 0 | 15 | 0 |
| 3rd do. do. do. | 0 | 10 | 0 |
| Best 1 year old Bull, | 1 | 0 | 0 |
| 2nd do. do. do. | 0 | 15 | 0 |
| 3rd do. do. do. | 0 | 10 | 0 |
| Best Bull Calf of 1853, | 0 | 15 | 0 |
| 2nd do. do. do. | 0 | 10 | 0 |
| 3rd do. do. do. | 0 | 7 | 6 |
| Best Cow, | 1 | 10 | 0 |
| 2nd do. | 1 | 0 | 0 |
| 3rd do | 0 | 15 | 0 |
| Best 2 year old Heifer, | 0 | 15 | 0 |
| 2nd do. do. do. | 0 | 10 | 0 |
| 3rd do. do. do. | 0 | 7 | 6 |
| Best 1 year old Heifer, | 0 | 12 | 6 |
| 2nd do. do. do. | 0 | 10 | 0 |
| 3rd do. do. do. | 0 | 7 | 6 |
| Best Heifer Calf of 1853, | 0 | 10 | 0 |
| 2nd do. do. do. | 0 | 7 | 6 |
| 3rd do. do. do. | 0 | 5 | 0 |

*Horned Cattle—Ayrshires.*

| | | | |
|---|---|---|---|
| Best Bull, | 1 | 10 | 0 |
| 2nd do. | 1 | 0 | 0 |
| 3rd do. | 0 | 15 | 0 |
| Best 2 year old Bull, | 1 | 0 | 0 |
| 2nd do. do. | 0 | 15 | 0 |
| 3rd do. do. | 0 | 10 | 0 |
| Bes 1 year old Bull, | 1 | 0 | 0 |
| 2nd do. do. | 0 | 15 | 0 |
| 3rd do. do. | 0 | 10 | 0 |
| Bes Bull Calf of 1853, | 0 | 15 | 0 |
| 2nd do. do. do. | 0 | 10 | 0 |
| 3rd do. do. do. | 0 | 7 | 6 |
| Best Cow, | 1 | 10 | 0 |
| 2nd do. | 1 | 0 | 0 |
| 3rd do. | 0 | 15 | 0 |
| Best 2 year old Heifer, | 0 | 15 | 0 |
| 2nd do. do. do. | 0 | 10 | 0 |
| 3rd do. do. do. | 0 | 7 | 6 |
| Best 1 year old Heifer, | 0 | 12 | 6 |
| 2nd do. do. do. | 0 | 10 | 0 |
| 3rd do. do. do. | 0 | 7 | 6 |
| Best Heifer Calf of 1853, | 0 | 10 | 0 |
| 2nd do. do. do. | 0 | 7 | 6 |
| 3rd do. do. do. | 0 | 5 | 0 |

*Horned Cattle—Grades.*

| | | | |
|---|---|---|---|
| Best Cow, | 1 | 10 | 0 |
| 2nd do. | 1 | 0 | 0 |
| 3rd do. | 0 | 15 | 0 |
| Best 2 year old Heifer, | 0 | 15 | 0 |
| 2nd do. do. do. | 0 | 10 | 0 |
| 3rd do. do. do. | 0 | 7 | 6 |
| Best 1 year old Heifer, | 0 | 12 | 6 |
| 2nd do. do. do. | 0 | 10 | 0 |
| 3rd do. do. do. | 0 | 7 | 6 |
| Best Heifer Calf of 1853, | 0 | 10 | 0 |
| 2nd do. do. do. | 0 | 7 | 6 |
| 3rd do. do. do. | 0 | 5 | 0 |
| Best Yoke Working Oxen, | 0 | 15 | 0 |
| 2nd do. do. do. | 0 | 10 | 0 |
| 3rd do. do. do. | 0 | 5 | 0 |

*Horses.*

| | | | |
|---|---|---|---|
| Best Stallion for Agricultural purposes, | 2 | 0 | 0 |
| 2nd do do. do. | 1 | 0 | 0 |
| 3rd do. do. do. | 1 | 0 | 0 |
| Best Brood Mare and Foal, | 1 | 0 | 0 |
| 2nd do. do. do. | 0 | 15 | 0 |
| 3rd do. do. do. | 0 | 10 | 0 |
| [The Stallions must have stood within the Counties during the season of 1853.] | | | |

*Sheep—Leicesters.*

| | | | |
|---|---|---|---|
| Best Ram 2 shears and over, | 1 | 0 | 0 |
| 2nd do. do. do. | 0 | 15 | 0 |
| 3rd do. do. do. | 0 | 10 | 0 |
| Best Shearling Ram, | 0 | 15 | 0 |
| 2nd do. do. | 0 | 10 | 0 |
| 3rd do. do. | 0 | 7 | 6 |
| Best Ram Lamb, | 0 | 10 | 0 |
| 2nd do. do. | 0 | 7 | 6 |
| 3rd do. do. | 0 | 5 | 0 |
| Best 4 Ewes 2 shears and over, | 1 | 0 | 0 |
| 2nd do. do. do. | 0 | 15 | 0 |
| 3rd do. do. do. | 0 | 10 | 0 |
| Best 4 Shearling Ewes, | 0 | 15 | 0 |
| 2nd do. do. | 0 | 10 | 0 |
| 3rd do. do. | 0 | 7 | 6 |
| Best 4 Ewe Lambs, | 0 | 10 | 0 |
| 2nd do. do. | 0 | 7 | 6 |
| 3rd do. do. | 0 | 5 | 0 |

*Sheep—South Downs.*

| | | | |
|---|---|---|---|
| Best Ram 2 shears and over, | 1 | 0 | 0 |
| 2nd do. do. do. | 0 | 15 | 0 |
| 3rd do. do. do. | 0 | 10 | 0 |
| Best Shearling Ram, | 0 | 15 | 0 |
| 2nd do. do. | 0 | 10 | 0 |
| 3rd do. do. | 0 | 7 | 6 |
| Best Ram Lamb, | 0 | 10 | 0 |
| 2nd do. do. | 0 | 7 | 6 |
| 3rd do. do. | 0 | 5 | 0 |
| Best 4 Ewes 2 shears and over, | 1 | 0 | 0 |
| 2nd do. do. do. | 0 | 15 | 0 |
| 3rd do. do. do. | 0 | 10 | 0 |
| Best 4 Shearling Ewes, | 0 | 15 | 0 |
| 2nd do. do. | 0 | 10 | 0 |
| 3rd do. do. | 0 | 7 | 6 |
| Best 4 Ewe Lambs, | 0 | 10 | 0 |
| 2nd do. do. | 0 | 7 | 6 |
| 3rd do. do. | 0 | 5 | 0 |

*Pigs—Large Breed.*

| | | | |
|---|---|---|---|
| Best Boar, | 0 | 10 | 0 |
| 2nd do. | 0 | 7 | 6 |
| 3rd do. | 0 | 5 | 5 |
| Best Breeding Sow, | 0 | 10 | 0 |
| 2nd do. do. | 0 | 7 | 6 |
| 3rd do. do. | 0 | 5 | 0 |

*Pigs—Small Breed.*

| | | | |
|---|---|---|---|
| Best Boar, | 0 | 10 | 0 |
| 2nd do. | 0 | 7 | 6 |
| 3rd do. | 0 | 5 | 0 |
| Best Breeding Sow, | 0 | 10 | 0 |
| 2nd do. do. | 0 | 7 | 6 |
| 3rd do. do. | 0 |