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EDWARD JOHN BARKER M. D.,
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ADVERTISEMENTS inserted on the usual 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.

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

To Subscribers.

The large class of Subscribers, who forget or neglect their obligations to pay the small sums due for their Newspapers, are respectfully reminded that remittances can be safely and without any inconvenience sent by Post.

Cattle Shows---1853.

Lower Canada—Montreal, Sept. 27, 28, 29, 30
County of Lanark—Adams' Mills, Oct. 4st.
Upper Canada—Hamilton, Oct. 4, 5, 6, 7.
County of Prince Edward, Picton, Oct. 11.
Township Kingston—Waterloo, Oct. 12.
County of Hastings—Belleville, Oct. 13.
County of Durham—Port Hope, Oct. 14.

*** 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.

We wish every reader of the *British Whig* to understand that NO CARRIER IS AUTHORIZED TO SELL A PAPER. Every person who buys a Paper of a Carrier encourages dishonesty. We give this notice, hoping that those who have bought Papers of the Carrier Boys will report the fact to this office. The Receiver is as bad as the Thief.

The Daily British Whig.

"Capiter per Urbem Dicor."

TUESDAY MORNING, SEPT. 27, 1853.

Letters and Telegraphs Received.

G. H. H., New York; S. M. P., New York; P. M., Montreal; A. M. B, Stoney Creek.

The Queen's Visit to Holyhead Harbor.

The Royal party could scarcely fail to have their attention strongly directed to the magnificent works which are being carried out under the direction of Mr. Rendel for the formation of Holyhead Harbor. Prince Albert, accompanied by the Prince of Wales, and Prince Alfred, went to the end of the North Breakwater yesterday morning, examining minutely the very simple yet bold and effective manner in which it is extended, foot by foot, into the sea; and in the afternoon the Queen drove in the Hon. W. O. Stanley's carriage to the quarries whence the immense mass of materials required in constructing it is obtained. The illustrious party must have been not a little impressed by what they saw, and it may not be inappropriate to state as briefly as possible the leading features of so remarkable and so truly national an undertaking. It was commenced in 1849, and is intended to secure a total area of 300 acres for the purpose of a harbor, two-thirds of that space having a minimum depth of seven fathoms at low water. Accommodation will thus be provided for about 400 vessels of all classes, including 70 men-of-war as large as the Duke of Wellington. The north or great breakwater will be 5000 feet long and 170 feet wide, and of this immense work 4,000 feet have already been completed to low water mark—3,500 feet of it being from fourteen to fifteen feet above high water. The depth at low water thus filled up is from 45 to 48 feet, and some idea may be formed of the magnitude of this mole from the fact that the stonework which surmounts it is about 80 feet above the foundation. The smaller, or eastern breakwater, which protects the harbor on the landward side, will be 2,100 feet long, and 1,000 feet of it have already been formed, in a depth of 30 feet at low water, and to a width of 100 feet. Since 1849, when the works were begun, 2,400,000 tons of stone, in blocks varying in weight from 10 tons downward, have been deposited in the sea, and the rate at which this gigantic operation is carried on is said to be from 22,000 to 27,000 tons per week, and from 4,000 to 5,000 tons per day. The quarries which have been opened to supply so prodigious a demand for material wherewith to control the waves, are hardly less remarkable objects of attention than the undertaking to which they are subordinated. They realize the fabulous stories of mountains removed and cast into the sea. As much as four tons of powder is frequently exploded in them at a blast, or (more properly expressed) in one mining operation, and thus 20,000 or 30,000 tons of stone are at once set free for the construction of the breakwaters. The plan adopted is to blow away a huge section of the base of the mountain, when the superincumbent mass of rock, 150 feet high, being unsupported, tumbles down after it. The reader may form some conception from these details of the manner in which the works are carried on; but it will quicken his appreciation to state that the rate of progress is 250 times greater than it was at the Plymouth Breakwater. This great economy of time has been effected by the use of piled stages carrying railways, which, projecting boldly into the sea, present a mechanical arrangement for conducting the operations at once simple, convenient, and independent of both tides and wind. Mr. Rendel was scouted as a visionary when he first proposed so daring a plan for facilitating the work, and it was confidently predicted that rails thus supported on scaffolding would never answer. Nor is it wonderful that persons less experienced than Mr. Rendel should have such misgivings, for the piles which support the stages are 80 feet long, being built up of short lengths of the timber commonly used for building purposes. This resting upon a precarious framework of wood, with water more than forty feet deep below, and required to carry long trains of heavily loaded trucks, the railways of the Holyhead Breakwater do not impress an unprofessional mind with any extraordinary confidence in their security. There is, however, no answer to the successful experience of four years in this matter, during which time thousands of tons of stone have been daily brought down from the quarries and deposited in the sea. A large proportion of the material thus removed consists of fragments of rock weighing from 5 to 10 tons each, and calculated by their weight to overcome, with the least possible delay, the momentum of the ocean. It may therefore be readily conceived how heavily Mr. Rendel's bold plan of carrying on the works has been tested, and how complete his triumph has been. The contract under which the harbor is being constructed contemplates an expenditure of about £80,000, and the outlay so far is under £400,000. This sum, however, includes the purchase of the surrounding land—a prudent precaution, not hitherto adopted by the Government in the execution of similar undertakings.

The foregoing details may possess some interest at a time when everything which affects the commercial and maritime greatness of the country attracts so much attention. They certainly place in a conspicuous and even sublime point of view that national energy which, in defiance of the most formidable objects, is establishing, upon a barren, rock-bound island adjoining our mainland, a secure harbor, within which the mightiest fleets may take refuge, and where the great transatlantic steamers will, two years hence, at the nearest point on their homeward voyage, find a convenient place of debarcation for their passengers and mails. To the Irish traffic, also, this harbor will afford peculiar facilities, and the Irish people anticipating a visit from their Queen, may well be asked to consider, at such a moment, how complete an illustration these works supply of the true paths to prosperity and power. Before they could be undertaken it was necessary to span the Menai Strait with a railway bridge which is the wonder of the world. That feat was accomplished, not by Government, but by a public company, which now anxiously, yet confidently, looks forward to the time when the increasing commerce of the world may afford them some return for their enterprise, and for the immense outlay of capital which it entailed. There is a social and moral interest connected with Anglesea which those who abuse England for her policy to Ireland would do well to ponder over. To diminish as far as possible the distance between the two countries, we have made a little miserable Island the theatre of the greatest engineering achievements that the world has ever witnessed.—Well, therefore, might the royal family pause on their way across St. George's Channel and take a leisurely survey of the new harbor at Holyhead. They all appeared much struck with the quarries, and the young Prince of Wales, especially, bore a stone away to remind him of his visit.—The Queen returned to the yacht in one of the railway trucks, a rough conveyance for Sovereignty certainly, but one which enabled her more thoroughly to comprehend how the works are carried on. Mr. Rendel was in attendance. During the afternoon the royal tourists also visited the Stack Lighthouse, Prince Albert and the Prince of Wales descending to the rock on which it stands, and spending some time in examination and in the survey of the fine coast scenery which it commands.—[Times.

The Chinese Revolution.

From the Times.

The Chinese revolution is in all respects the greatest revolution the world has yet seen. In mere magnitude it comprises a population equal to that of all Europe and all America put together. It unites the chief features of all the great changes that stand out in the history of the world. As a destruction of temples, and idols, and a total change of religion, it recalls to us the early ages of the Christian church, and those later times when the northern nations embraced Christianity in masses. As the extermination of a people, it compares with the great conflicts of races, the irruptions, fusions, expulsions, and returns that occupy the earliest pages of authentic history, and resumed their prominence on the decline and fall of Rome. As a total change of system, and an opening of China to foreigners, it so far does in a day the usually slow work of modern civilization. This mighty change has come so fast on us that we have not yet realized its consequences. So great is the distance of China, and so small the sympathy between it and the rest of the world, that the Emperor of China ranks in figure of speech with his alleged brother the moon, as a being who knows nothing, and of whom nothing is known in this our own sphere, and with whom we have no imaginable concern. In a moment that wall is thrown down, that gulf is filled up, and that veil is rent asunder. China has hitherto been the very type of all that is unchangeable, formal, and slavish; all of a sudden it not only yields, but absolutely falls to pieces at a foreign impulse. But the most marvellous feature of this revolution remains.—The means are utterly insignificant. The chief agent appears to be a person who has received some instruction from a missionary, and whose conduct or apparent motives were such that the missionary refused to baptize him. In fact, he seemed to be a mere charlatan. On comparing his success with the failure of another pretender nearer home, it certainly occurs to us that Mr. Provis has mistaken his sphere, and that if he had made a dash for the throne of China he might have succeeded. The huge balloon has collapsed at the prick of a needle. There is an old saying that every thing has a handle, if we only knew where to find it. For ages it has been the complaint of the civilized world that China had no handle. We could not get at it, or into it, or do anything with it. The result shows that there was a way, nevertheless, for somebody has found it. He has pronounced "Open, Sesame," and the everlasting hinges begin to creak, the huge gates begin to turn, the deep recesses of ancient empire are opened to light, we enter, and China becomes part of the world.

Why, in a couple of years we shall all be going to China. The last mail left Hongkong on the 10th of July, and arrived here on the 27th of August, doing it in 48 days; and there is every prospect of the time being much shortened. People are tired of Europe, now that it is railroaded, handbooked, and "opened up," as the phrase is, to its very backbone. Moscow has been burnt; Petersburg is a city of arsenals and palaces; Constantinople, we have been lately told, is a city of wooden boxes; Athens is a bad Herne Bay; Germany has been so often scoured out by its thirty years' wars and its seven years' wars that its cities have nothing to show; Berlin is a poor imitation of Paris; Munich is in pieces, fresh painted, and not yet put together; Paris everybody has seen over and over again; and these are the best—the rest are nowhere. But there is something new in China—something genuine and undiscovered. It is undoubtedly great, ancient, curious, and original. So in a couple of years we shall all be running to the Chinese Consulate in Leadenhall street or Buckleersbury to get our Foreign-office passport *vised* by a gentleman with small eyes, high cheeked bones, and yellow skin, but without a tail, and dressed like everybody else in the city. Those who dont wish to be the pioneers of the grand stream of British tourists may wait another twelvemonth, and Mr. Murray will have by that time a *Handbook of China*, or perhaps Northern China with Japan, and Southern China with the Indian Archipelago. A column of indomitable John Bulls, with their carpet-bags, and in that unmistakeable costume which denotes the nation all over the world, will force its way up all the rivers, over all the mountains, and along all the canals, till the great wall of China is surmounted by English ladies' maids and English parasols. What splendid hotels we shall have at Pekin, and what incessant jokes at the exploded peculiarities of Celestial cookery! In a few years every lad of twenty will have "done" China, and will have his budget of stories of Chinese couriers, commissionaires, cabs, and custom-houses. What letters shall we have complaining of hotel charges and impositions on travellers, for John Chinaman is a bit of rogue, and so like the majority of Christians that it is wonderful why he is not one of them! In ten years time we shall know much more of China than we now know of Russia, or shall know within fifty years.

Then what a country for railways, canals, gas companies, water companies, and all sorts of investments! The Chinese pay most admirably. The effort of discharging the opium ransom has contributed to the present revolution by the exhaustion of the treasury. The people have always been ready to adopt whatever improvements the jealousy of their Tartar rulers permitted them to import; and it appears, on the authority of Jesuit and other writers two hundred years ago, that aversion to change is not an original element of the Chinese character. We shall have steamers without end on the great rivers before long, with Chinese engineers and Chinese engines.—The amount of internal travelling in China is such, that we are assured by those who have managed to penetrate into the interior that there are continuous streams of travellers on horse, on foot, and on litters, from Canton to the great wall, some fifteen hundred miles;—in many parts so crowded as to impede one another, and even in the mountain passes so numerous as to leave no traveller out of sight of others before and behind. Among these are long lines of merchandise. What a case of railway traffic! Our children may see China as much a network of railways as England itself. This is not mere speculation on the possible consequences of change, for it is evident that the successful insurgents are as disposed to invoke the aid of progress and civilization as defensive auxiliaries against the tyrannical bigotry of the Manchoos as the latter were always disposed to rely on the fixedness of their institutions. It is felt that the most effectual way to seal the exclusion of the Tartars, and prevent them ever getting head again in China, is to revolutionize the country as much as possible, and as far as is consistent with a strict moral code. That our new relations with China will be without trouble we do not imagine, for the religion of the conquerors is one which we cannot claim as identical with our own; but, at all events, a very injurious and unnatural state of things is removed; the Chinese population is no longer imprisoned within its walls and shores, and we shall now no longer be stopped at the threshold of the empire.

Items of News.

THE £10,000 AFFAIR.—Yesterday this case came off again, before the Chancery Court. The only part taken up was the letter of Mr. Hincks to Mr. Ridout, enclosing the acceptance of his draft by the London bankers. This letter is dated 5th July. The Mayor had stated that he had no communication with the contractors earlier than two or three days before their letter of 30th June, offering to take £40,000 for their Debentures. But the date of Mr. Hincks' letter shews clearly that the whole matter must have been arranged with the parties as early as the first of June, to allow time for Mr. Bowes to communicate with Mr. Hincks, and Mr. Hincks to get the acceptance of the London Bankers. It shows also that the matter was all arranged long before the alleged offer was made to the Finance Committee about buying up the Debentures. Comment on this is unnecessary, we merely give the facts.—*Globe.*

We understand that on Wednesday last an amended Bill was filed in the Court of Chancery against the Mayor, in the matter of the £10,000. The Bill has been filed against Mr. Bowes alone, for payment o the full amount, that being deemed the most convenient course, as Mr. Bowes, upon taking the oath of office, swore to protect the interests of the city.

We understand that orders were issued yesterday by Colonel Tulloch for two hundred of the pensioners belonging to the Veteren companies, to be prepared to assemble at Toronto, on the 11th of October for the purpose of proceeding to Montreal. We suppose they are to be sent there to aid in keeping the peace of that city, at the next Criminal Term, when disturbances it seems, are apprehended.

The American steamer *Niagara* has been purchased by Captain Harrison to supply the place of the *Queen of the West*. The price is said to be £9,000.

The Niagara *Mail* says: "We believe we may state with certainty, that the talked of purchase of the Niagara Dock property by the Great Western Railway Company is completed; and that the transfer of the Erie and Ontario Railways to the same Company, is also arranged.

FIRE IN MANCHESTER NEW HAMPSHIRE.—On Thursday morning, shortly after five o'clock, the extensive Delaine Printing Works, belonging to the Manchester Print Company, were totally consumed by fire. Loss, $250,000; Insurance, $150,000.

BELLEVILLE AND PETERBORO'.—We are informed that a letter from Mr. Jackson was read on Friday last at Lindsay, in which he stated that the road between the above places would be built upon the completion of the Grand Trunk; but he held out no hopes of the immediate construction of the line to Georgian Bay."

By the Report of the Special Committee on the Magdalen Islands, &c, a copy of which we have received, we perceive that the population of the Magdalen Islands is nearly 2,500 souls; and that the imports for 1852 were to the amount of £3,248,17 10s; the exports £11,096,36, and the duties £303 18 6d.

The *Western Planet* says "the demand for laborers is so much greater than the supply, that 12s york, (7s 6d currency,) per day, is freely paid. The contractors on the several public works in progress, have much difficulty in procuring hands even at that.

The Grist Mill and Distillery belonging to Mr. Jacob Holmes in Chatham were completely destroyed by fire on the night of Tuesday last.

QUEBEC RIOTERS.—We received a telegraphic despatch last night, from Quebec, informing us that true bills against Hearn, Giblin, Bowen, Donoghue, Macnamara, Charlton, Andrew Kelly, Foy, Redmond, O'Brien, Gallegher, Burns, Maher, and Roach, for riotously beginning to demolish Chalmer's Church and Dwelling House, had been found during the day—no bill against Jas. Kelly, Fitzgerald, Gleeson, Shea, Cooper, Finn and Shelan.—*Herald.*

MORE BLUNDERS AT QUEBEC.—We learn by Telegraphic dispatch, last night, from Quebec, that all the indictments before the Grand Jury have been quashed, in consequences of an error in the name and identity of one of the parties sworn on the Jury. Proceedings will be resumed, on the part of the Crown, before a properly constituted Jury, to-day. Our correspondent also mentions that Mr Maguire, the Police Magistrate, has been presented to the Jury for failing to use the proper legal means to suppress the Gavazzi riot—that the presentment was not read, but handed to the Crown Officer, a proceeding not usual and which had caused remark.

The workmen on the Grand Trunk Telegraph Line reached the city yesterday, in setting the poles. The wire men are only some ten miles behind them. The new Printing Telegraph Line from Montreal to New York is pushed vigorously. The poles are being set by a large number of workmen.—*Montreal Gazette.*

The English Admiralty have determined to discontinue the employment of Lieutenants of the Royal Navy as Admiralty agents in the North American mail contract steam packets.

A convention of clergy and laity of the Anglican diocese of Toronto has been called by the Lord Bishop for the 12th October next, when he will hold his triennial visitation.

☞ LAMENTABLE OCCURRENCE.—The Quebec *Chronicle* states that on Sunday at noon an accident of a very lamentable nature occurred on board of Mr. Lee's splendid ship "Arthur the Great." The vessel, Capt. Ross reports, had just come to an anchor off the Islands when the three topmasts came down by the run, with all the men upon them, who were on the act of taking in sail. Some of the men are grievously injured, one having his brains dashed out and others their legs and arms broken. The ship made between twelve and thirteen knots an hour and steered admirably.

Floral Festival.

Mr. William Pay, who has been holding a series of entertainments on a novel principle in Adams and Jefferson Counties and other places, is now in this city, and will wait upon the several schools to-day, for the purpose of testing the likelihood of giving a series of similar entertainments here. It is to be hoped that Mr. Pay will meet with every encouragement in the carrying out of his praiseworthy undertaking; the intellectual advancement and enlightenment of the young mind being a matter of the first importance to all parents and guardians of children. Leaving Mr. Pay to work his way with the teachers, we select the following from the 'Jeffersonian Farmer' from amongst a host of equally favorable notices:—

MR. PAY'S CONCERT.—Mr. Wm. Pay's Juvenile Concert which came off on Monday evening, at Malcolm Hall, was quite a pretty affair. There were some fifty young Misses and Lads that took part in the singing exercises, and for the short course of instruction they had received, performed their part admirably. On the whole it was a fine entertainment and cannot but result in good to the youthful choir, by giving them confidence, a self respect, and leading their minds to the cultivation of a musical taste and good manners.

SECRETARY'S OFFICE,
Quebec, 21st Sept., 1853.

His Excellency the Administrator of the Government has been pleased, under the provisions of the Act 16 Victoria, Cap. 37, intituled, "An Act to incorporate the Grand Trunk Railway of Canada," to appoint the Honorable Lewis T. Drummond, to be one of the Directors of the Company thereby incorporated in the room of the Honorable Rene Edouard Caron, resigned; and as such to represent the interests of the Province in the undertaking.

CUSTOM HOUSE REPORTS.

FURNISHED BY MR. CHARLES OLIVER, C. P.

Imports.

Sept. 24th.—Steamer Boston, Ogdensburgh, 12 hay cutters, W. Rudston, one case goods, H. Case.

26th.—Steamer Lady of the Lake, one box, B. Meadows; one basket peaches, C. Ross, one box, J. Donter. Schooner Tom Thumb, Milford, 1,500 bushels wheat, Hooker & Holton. Schooner Queen Victoria, Bear Creek, 60 pieces timber, Calvin & Cook. Steamer Ottawa, Montreal, one case, one bale, W. Wilson; one case, one bale, Deykes & Co.

Exports.

Sept. 24th.—Lady of the Lake, Cape Vincent, one barrel eggs, one keg butter.

Arrived at the British American Hotel.

September 26.—J. Claphum, Quebec; F. P. Sparrow, Belleville; Jas. M. Smith, Oswego; R. W. Crawford and daughter, Toronto; L. Appleby, Belleville; Mr. and Mrs Lang, servants and 3 children, D. Gilman Perry, Wyming Co.; J. L. Watkins and lady, Rome, N. Y.; W. A. Brainard and lady, do.; Edward Berrey, Quebec; George Johnston, George J. Niles, Mr. and Mrs. Brock, Three Rivers; Shas. Taylor, England; J Brooks, do.; W. Shamlay, Toronto; Dr. Robertson and lady, Cambridge, Mass.; D. Robertson, Colborne; B Seymour, Bath; Joseph Shuter, Montreal; W. Crawford, Bath; George Mc Howard, Amherst Island.

Arrivals at the City Hotel.

September 26th.—J. B. Aiken, Sheffield; M. Smith, Connecticut; J. Bloomfield, Chatham; J. Steward, Montreal, G. Striker, Picton; Mrs. Chapman, do.; Miss Haight, Adolphustown; Mrs. Haight do.; Mr. Ham, Fredericksburgh; Mrs. Ham, do.; G. German, Belleville; Mr. Lark, Belleville; J. Sharp, Bath; R. Williams, do; G. Andrews, Simcoe Falls; J. Brown, Smiths' Falls; H. J. White, Hamilton; G. C. Memberg, Sacketts Harbour; Mr. Squire, Picton, Mrs. Campbell, Centreville, do; J. Lane, Ernestown.

COMMERCIAL.

Montreal Wholesale Markets.

MONTREAL, September 24th, 1853.

Flour.—The news by the Asia have caused a small decline; but as the stocks were very low, the question has not been greatly felt. Wheat has yielded rather more this week, probably from the fact that the stocks were much heavier. A strong impression of the continuance of peace is evidently gaining ground in Europe; and as the harvest has turned out better than had been anticipated, it is very questionable whether prices will hold even at the present figure. We quote Extra Superfine at 32s. 6d.; Superfine, 30s. a 30s. 6d. No other kinds offering.

Wheat.—Upper Canada White, per 60 lbs., 6s. 3d. a 6s. 6d. Lower Canada Red—none.

Oats—2s. 11d. a 2s. 2d. per minot. Somewhat scarce and in fair demand.

Pease—3s. 7d. a 3s. 8d. per minot. Not much doing.

Barley—3s. 2d. per minot.

Oatmeal—25s. a 25s. 6d. per bbl. of 224 pounds.

Butter—9d. a 9½d. Not much come down as yet, but the city is well supplied from the vicinity.

Pork—From the butchers, 6d. a 6d.; Imported, 7d. per pound.

Beef Mess, none; Prime Mess, 60s.; Prime, 45s.; Cargo, 30s. Rather heavy.

Pork—Mess, 97s. 6d. a 100s.; Prime Mess, 75s.; Prime, 65s.; Cargo, 50s. a 52s. 6d.

Lard—7d. a 7½d.

Sugars.—The market is steady and prices have advanced a fraction. We quote Muscovado, Bright, 36s. a 37s. 6d.; White Bastards, 6d. Very little offering. Dutch Crushed, 6½d.; Refined Loaf, 6d.

Teas.—Holders are firm. Small lots withdrawn at public sale. Prices realized:—Hyson, 2s. 2d. a 2s. 4d., common; Hyson Twankay, 1s. 9½d. a 1s. 10½d., good; Twankay, 1s. 8d. a 1s. 9d., fair; Young Hyson, 1s. 11d. a 2s. 4d. In Fancy Catties, 2s. 10d., 2s. 11d., 3s.; Gunpowder, 2s. 1d. a 2s. 4d., and very little choice Teas offering. Black—none good offering. Common Souchong, 1s. 6d. a 1s. 8d.

Coffees.—Less active but firm. Old Government Java, 11d.; Java, 9½d.; Laguayra, 8d. to 8½d.

Tobaccos.—Moderately firm. Prices obtained at sale during the week, "Hawley & Wilsons," ½ lbs., 1s. 1½, 1s. 1d in 8s boxes; "Barbers," ½ lbs., 1s. 1d. a 1s. 2d. in 8s boxes; "Archers," ½ lbs., 8½d to 8½d. "Nassau," ½ lbs., 8½d in 8s boxes; "Randolphs," tens, 9½d. to 10d.; "J. S. Watson," tens 10½d. to 10½d. and 11d.; "Pins," tens, 10½d to 10½d.; "Crosses," 8s. 11d. to 11½d.; "Hamilton," 5, 9½d.; "Tyres, 3s. 3d. Cut Chewing in Tindon, "Amulet," 1s. 5d. to 1s 6d.

Fish.—No. 1, Split Herrings, 20s. to 22s. 6d.; Do. do., Inferior, 15s. to 17s. 6d.; Round, Good, 15s.; Interior, 12s. 5d. to 13s. 9d.; Dry Cod, large, 17s. 6d.; Do. small, 14s. to 15s.; Salmon, $14 per barrel.

Molasses.—Muscovado, 1s. 5½d. a 1s. 6d.; Cuba, 1s. 4d. a 1s. 4½d.

Sundries.—Maccaroni, 7½d. a 9d.; Vermicelli, 8½d. a 9½d.; Isinglass, 10s. a 10s. 6d.; Castile Soap, 7d. a 7½d.; Salad Oil 2½s. 9d. a 22s. 6d.; Pepper, Black, 7½d. a 7½d.; Carraways, 6d. a 5½d.; Indigo, 4s. a 4s. 6d.; Sago, 5d. a 4½d.; Nutmegs, 4s. 3d.; Black Lead, 3½d. a 4d., Cassia, 2s. 1d. a 2s. 4d. Ginger, Ground 8d. a 7½d.; Saltpetre, 45s. 6d. a 47s. 6d. per cwt.; Sulphur, 22s. 4d. a 22s. per cwt.

Fruit.—Raisins, boxes, 15s. to 15s 6d.; half, do, 7s. 9d. to 8s.; quarters, 4s. 3d.; Valencia, 6d. Currants, 7s. 1d. to 1s. 3d. Figs, old, 5½d. to 6½d. Plums, jars, 5s. Almonds, 9½d. to 10d.; hard shelled, 6½ to 7d. Walnuts, 5d. to 5½d. Filberts, 5½d. to 6d.

Candles.—Sperm, 2s. 4d. to 2s. 6d.; Belmont, 1s. 4d. to 1s. 4½d.; Tallow, 8½d.

Soap.—English, 3½d.; Montreal, 2½d. to 2½d.

Ashes.—Pots, 30s. a 30s. 3d.; Pearls, 27s. 6d. a 27s. 9d.—the former in demand, the latter inactive.

Freights.—Flour, 4s. a 4s. 3d.; Wheat, 9s. 6d. a 11s.; Ashes, 35s. a 37s. 6d. No London vessel in port.

Exchange.—London, Bank 60 days, 10 per cent. premium; Do., Private 90 days, 8½ a 9 per cent. premium New York and Boston, ½ per cent. premium; New York, Private par.

STOCKS.—Bank Shares about ½ per cent generally over last week's quotations. Railway Shares still heavy and difficult to sell No transactions of a nature to base correct quotations. Montreal Mining Consols have taken another start up, and are now valued at between 75s. a 80s. with expectations of still greater improvement. Municipal County Railway Bonds from Upper Canada are seeking purchasers here, and we understand that considerable amounts have been sold at 5½ per cent. discount.

VERY ENCOURAGING TO WOOL GROWERS.—Nathan Choate, Esquire, of the Township of Hope, delivered at the Factory, Coburg, last week, a load of Wool, containing as follows:

733 lbs.	Merino, full-bred.
210 lbs.	do. half do.
124 lbs.	South Down.
137 lbs.	Leicester.
1204 lbs.	Total.

This wool was taken from 320 sheep, all of this year's growth, and sold for prices to net £138 to 12s. Besides that sum, Mr. C. reserved about £1 worth for domestic use.—One Merino ram had twelve pounds which fetched the handsome sum of £1 11s. 4d. for the wool alone. If a more valuable load of produce has been sold in the country, or any larger quantity of wool forwarded from one farm in one year we should like to know it. Mr. Choate informs us, that finding wool-growing more profitable than raising any other kind of farming produce, that he intends adding one hundred more to his fine flock of sheep next year, and keep on doing so until he has a thousand sheep in his flock. We are glad to see such an enterprising spirit. How many of our agricultural friends in these Counties will try to emulate Mr. C.'s laudable, which has proved so advantageous to himself and beneficial to the community?—[Port Hope Warder.

HAMILTON MARKETS.—The arrivals of wheat this week have been considerable, but the demand is not so active; price one dollar eighty cents for a good clean article. Oats are also more plentiful, but find a ready sale at from 2s. 6d. to 2s. 9d. The supply of of Potatoes is good, and four cents can now with difficulty be obtained for the best quality. Peas are worth one dollar, and Peaches one dollar and a half, per bushel. Farmers' Flour is selling for $2,75, and superfine for $3 per hundred pounds. Butter is still in demand at 8s. per pound, and eggs a 9d. per dozen. The supply of green groceries is short, and prices nominal. Chickens are worth 2s. per pair.

Beef is retailing at from 4d. a 6d., and Mutton at from 4d. a 5d. per pound.

A very considerable quantity of inferior hay has been brought in this week, some of which has been sold as low as $10 per ton; but the current rate for the best quality is from $16 a $17.

DIED.

At Three Rivers, on the 14th instant, Mary Ann White, widow of the late David Anderson, Esq., formerly of Quebec, Merchant.

At Quebec, on the 18th September, Robert H. Wainright, late Purser of Steamship "Lady Eglinton."

At Quebec, on the 18th inst., Eliza Westman, aged 57 years, relict of the late Mr. Thomas Miles.

At Quebec, on the 17th instant, Mr. James Poole, Issuer in charge of the Commissariat Bakery, aged 67 years.

In the Township of Niagara, Mr. Joseph Haines, aged 85 years.

At Hamilton, on the 15th inst., in the 33d year of her age, Elizabeth, wife of Mr. Thos. Phillips.

Newest Fashions for the Fall.

THE Subscriber begs to inform the ladies and gentlemen of Kingston and surrounding country that he has just returned from Europe, where he has been making extensive purchases of the most

Fashionable and Suitable Goods

for ladies' and gentlemen's Fall and Winter wear. He can with confidence say that such a splendid assortment was never before brought into Kingston. In

Carpets, Oil Cloth, and Drapery

the assortment will be most complete. Many of the goods have already arrived, and the residue is daily expected.

WILLIAM WILSON.

Wellington Buildings,
Kingston, Sept, 27th, 1853. 220

ORDNANCE LAND,
AT KINGSTON.

TO BE LEASED for a term of SEVEN YEARS from the 1st of October, 1853, viz:—

All that plot of ground on Lot No. 24, 1st Concession, Township of Kingston, lying between Union and Stuart streets, containing about 15 acres, with the buildings thereon, and now in possession of the Venerable Archdeacon Stuart.

Tenders for Leasing the above will be received by the Respective Officers of the Ordnance at Headquarters, Montreal, until the 10th of October next.

The Fences are to be kept in repair at the expense of the Lessee, and no stone or brick buildings are to be erected on the land, or any stone quarried.

The Tenders to be "in duplicate," stating the price per acre in Halifax currency.

Two Sureties will be required, whose *bona fide* signatures must be on the Tenders, &c.

Any further information may be obtained at the Ordnance Office, Dockyard.

Office of Ordnance, Dockyard,
Kingston, Sept. 26, 1853. 220

The *Daily News* and *Commercial Advertiser* three insertions each.

SHERIFF'S SALE OF LANDS.

United Counties of Frontenac, Lennox, and Addington, to wit: } ON Saturday, the 8th day of December next, at 12 o'clock noon, will be sold at the Court House, in the city of Kingston, the undermentioned lands and tenements thereon, seized and taken in execution under a Writ of Venditioni Exponas issued out of the Court of Queen's Bench, and to me directed, at the suit of

John Mowat

vs.

John McLean,

all the right, title, and interest of Defendant in lots numbers 5 and 6 on the West Side of the Great River Cataraqui, in the Township of Kingston. Also in Lot number One, on the West Side of the Great River, now in the City of Kingston. Also in Lots Number 113, 114, 102, 108, and 91 in the City of Kingston.

THOS. A. CORBETT,
Sheriff, U. C. F. L. & A.

Sheriff's Office,
Kingston, 26th November, 1853. 220

FALL IMPORTATIONS,
1853.

WHOLESALE DRY GOODS WAREHOUSE,
KINGSTON.

DEYKES & CO.

ARE now receiving, per Mail Steamers to Boston, and by following Traders to Montreal, viz:

Cambria, Toronto, Eromanga, Montreal, Lady Eglinton, Lilly, Sappho, Britannia, City of Manchester, Paragon, Alice Gill, and Jane Brown.

A very General Assortment of every Description of FANCY and STAPLE DRY GOODS, to which they would respectfully solicit the notice of Merchants, confidently anticipating that the Goods will bear a favorable comparison with those of any House in Canada, having been purchased by MR. DEYKES in the English, Scotch, Irish, French, and American Markets, previous to the advance in Price which has since taken place.

King Street,
Kingston, 26th Sept., 1853.

WM. H. FULLER,

Two Doors North of the Victoria Warehouse, (West Side,)

Clothes Cleaner, Fancy Dyer, &c., &c.

REPAIRS NEATLY EXECUTED.

*** Colors restored in all kinds of garments to their original brightness. Liquid chemical labor-saving soap, (a new article) for washing; for cleansing Coat Collars, &c., for sale.

Kingston, 26th Sept. 1853. 220

AUCTION SALE
OF
HOUSEHOLD FURNITURE.

TO BE SOLD by AUCTION at the residence of H. HOLLAND, Esq., Hardware Merchant, Princess street, on *Wednesday next*, 28th instant, his HOUSEHOLD FURNITURE and EFFECTS, consisting of Sofas, Chairs, Tables, Bedsteads and Bedding, Chest of Drawers, Carpets, Window Curtains, Ornaments, &c., together with the Kitchen Utensils, Stoves, Pipes, Fire-irons, and a general assortment of Kitchen Furniture.

Terms Cash. Sale at 1 o'clock P. M.

JAMES LINTON, Auctioneer.

Kingston, Sept 26th, 1853. 220

SUPERINTENDENT WANTED.

Office of the Canada Grand Trunk Telegraph Co., Picton, 10 Sept., 1853.

THE Directors of the Canada Grand Trunk Telegraph Company wish to engage a gentleman who is properly qualified to fill the situation of Superintendent of the Line. Applications to be addressed (post paid) to the Subscriber on or before the 28th instant.

CECIL MORTIMER,
Secretary and Treasurer.

THE WORLD RENOWNED
SIAMESE TWINS,
CHANG AND ENG,
ACCOMPANIED BY
Two of their Children.

AFTER a retirement of, nearly twenty years from public life, are now again on a brief tour for the purpose of Exhibiting, and will hold their

LEVEES
AT THE
CITY HALL,
ON THURSDAY AND FRIDAY,
September 29th & 30th.
Afternoon and Evening.

Positively for Two Days Only!

☞ Doors open from 3 to 5, and from 7½ to 9½ P. M.

ADMISSION 7½d.

Kingston, Sept. 22, 1853. 216

NOTICE.

United Counties Frontenac, Lennox & Addington, To Wit: } NOTICE is hereby given, that the Courts of Oyer and Terminer and General Gaol Delivery, and of Assizes of Nisi Prius, in and for the United Counties of Frontenac, Lennox and Addington, will be holden at the Court House, in the City of Kingston, on Friday, the 21st October next, at 12 o'clock noon, of which all Coroners, Justices of the Peace, Bailiffs, Constables, and all others concerned, are requested to take notice and govern themselves accordingly.

THOMAS A. CORBETT,
Sheriff,
U. C. F. L. & A.

Sheriff's Office,
City of Kingston, Sept. 22, 1853.

NOTICE.

TENDERS will be received at the Office of the County Clerk, until 12 'oclock, Noon, on Tuesday, the 4th day of October next, from persons willing to Contract for the Delivery of Ten Toise (or more if required,) of BROKEN METAL, to pass through a 2½ Inch Ring, for the use of the Boundary and Waterloo Road. To be delivered in such places and quantities and at such periods as I may direct.

By Order,
D. C. SMITH,
Superintendent.

Kingston, 22nd Sept., 1853. 216

GRAND TRUNK RAILWAY,

KINGSTON DISTRICT.

CROSS TIE SLEEPERS.

THE Undersigned is prepared to receive Cross Ties, which must be in accordance with the Specification subjoined, and delivered in heaps, on the lengths stated below, by the 1st May, 1854.

SPECIFICATION.

The Cross Ties to be of sound, straight Tamarac, nine feet in length, squared at the ends, and flattened on two opposite sides to an uniform thickness, which must not be less than five nor more than six inches; the flattened face to be nowhere less than eight inches in breadth.

In case Tamarac cannot be obtained, a proportion of Ash, Rock Elm, or Oak, will be received.

BETWEEN	Kingston Mills and Kingston	8,000
"	Kingston and the Little Cataraqui,	2,000
"	The Little Cataraqui and Collins' Bay,	3,500
"	Collins' Bay and Furrot's Bay,	3,500
"	Farrot's Bay and the Bath and Newburg Road,	4,000
"	Bath and Newburg Road and Big Creek,	5,000
"	Big Creek & Napanee,	4,500