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EDWARD JOHN BARKER M. D.,
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The BRITISH WHIG (Daily and Weekly) has by far the largest circulation of any newspaper in this part of Canada West.

The Daily British Whig.

"Opifer per Orbem Dicor."

MONDAY MORNING, OCT. 31, 1853.

Frightful Railroad Accident in Ireland.

In the London Globe of the 7th instant, we find the following painful graphic article, on the appalling accident, on the Great Southern and Western Railway at Straffan, near Dublin, which occurred on the evening of the fifth instant:—

A young English gentleman was travelling in Ireland, the day before yesterday, and, by several circumstances, it might be perceived that he was in the happiest enjoyment of life. With him was a young lady, "his pretty wife," for whom he showed that affection which it is a happiness even for the bystander to witness. They had with them the gentleman's sister, and their little child, about nine months old; and they had thus, it would appear, realized the fullest sense of life in all its relations. Coming up from the beautiful scenery of Killarney to Dublin, they stop at a railway station; the husband has alighted with others, and the passengers are about to resume their seats; but suddenly the whole aspect of life to that young husband is changed. His wife becomes a mutilated corpse; the little boy, now an orphan, is with difficulty extracted from under the dead bodies of its mother and its aunt: and the husband, who not long since was in glad converse with the fellow-travellers so dear to him, now throws himself madly upon the dead body of his wife, and finds kisses the food, not of happiness, but of agony. There has been a railway collision.

Perhaps no fatal wound inflicted by the great blow at the Straffan station of the Southern and Western Railway comes home to our hearts like this one; but it was far from being the only one, or physically the most horrible. The simple enumeration of the other inflictions calls up a ghastly picture. As Captain Collis, one of the passengers, whose hardworking humanity redeems the scene from unmitigated horror, proceeded to extricate the sufferers, he came successively upon these appalling objects We only repeat his words. The first sight was the bodies of two women, quite dead, lying on the bank as if shot out of the carriage door. Near them was a priest or monk, lying close to the rails, as if he had been shot against the embankments and hand rebounded back. Then a man, still living, whose thighs were broken across. A lady, whose hand was jammed between two carriages, so that she could not for a long time be rescued, her sister lying dead beside her. A heap of ruins, with shawls, hats, and handkerchiefs, and amongst them a lady greatly disfigured, but still alive. A man lying with his head torn and smashed, both legs cut off, his body torn up, and his clothes torn off him. The young lady and her sister dead, with the little infant under them. Two ladies apparently cut in two at the waist. A lady discernable only by her dress, she was so bruised. Near her a little boy, crying, both his legs broken with the axle of a carriage, which lay across them. The body of a man whose head could not be found, both his legs cut off from the thighs downwards. A lady with her chest broken in. Many others dead, and many others badly hurt.

All these deaths and mutilations were inflicted by one blow. The passengers were travelling by a train which was behind time; immediately after them came a cattle train at full speed; a signal was sent to stop the train, but the time was too short, or the signal was overlooked, and the engine dashed on. It cut right through the hindmost carriage of the passenger train; sending forward the engine and two carriages at the head of that train, three-quarters of a mile, by the transmitted concussion; and converting the intermediate part into a heap of ruins, mingling the fragments of the carriages, the cloths, and the bodies of the passengers, in the manner that we have described. "Are you hurt?" Captain Collis asked the driver of the mail train. "No," he answered, "but I'll never get over it." *That* man is effectually prevented from inflicting such another blow. But unluckily, these experiences are repeated, year after year, without, it would seem, imparting the slightest increase of wisdom to those who have the care of railways and railway trains. It was matter of common knowledge, before this accident, that such calamities happen through the kind of negligence which was exhibited on this occasion; and yet the negligence is continued, and the calamities are repeated, with recklessness which amounts to malice prepense.

Really it is time, if not to cure these defects of the railway system, at all events to mitigate their cruelty. A correspondent of the Times has frequently made, and to-day repeats suggestions of a simple change, which would, we believe, immediately mitigate the worst mischances. It is no longer to rely upon signals indicating danger for the purpose of stopping a train, but to establish the rule, that no train shall proceed without a signal *positively* indicating that the line is free. At present the driver presumes safety, and is only warned of danger by a special signal. Under the rule proposed, he would presume danger, and only be informed of safety by a special signal.

Of course that is not the cure for the whole evil. The radical cure will be found in that suggestion of the Amalgamation Committee which consists in the appointment of an officer for each line, personally responsible for its management, and for the consequences of mismanagement or neglect. We must, however, await the action of Parliament to obtain that remedy, and, in the meanwhile, it would be both easy and inexpensive for railway companies to adopt a simple rule, which would at least abate the number of deaths, and the horrible cruelty of these collisions.

MINES.—In another column will be found a letter upon the mines and mineral resources of the United States from *Hunt's Merchants' Magazine*, which, at a time when so much of our own capital and enterprise is being directed to the developement of the same resources in Canada, cannot, we think, fail to prove interesting to many of our readers.

The St. John Morning *News*, of the 21st inst., has a long communication on the Railway policy of the Province of New Brunswick, which deserves attention. We give the following extracts:

A Railway to Quebec.

MR. EDITOR:—Now that the great railway excitement and demonstration in our city have partly subsided, and calm reason and thought are supposed to preside, let us take into consideration where a Railway out of St. John will be the most conducive to our Provincial and other interests—whether the contemplated line from St. John, via Calais to Portland and Montreal, or from St. John, to join the St. Andrews line to Woodstock, Quebec and Montreal is preferable.

First, let us see the distance to each place;

From St. John to Calais	75 miles.
" Calais to Bangor	105 "
" Bangor to Portland	148 "
" Portland to Montreal	300 "
From	628
Deduct	538
Difference	90 miles.

From St. John to Woodstock, via St. Andrews Line	110 miles.
To Grand Falls	60 "
To River De Loup via Lake St. Francis	80 "
To St. Lawrence	250 miles.
To Quebec	108 "
To Montreal	180 "
	538 miles.

This table of distance shows that we can get to Montreal via Quebec through British ground, *ninety miles* less than via Portland; hence may we not reasonably infer that if flour subject to American duties, bonds, &c., can be brought on our Provincial line without change of character, &c., will not the St. John Merchant sooner pay for his flour in fish, West Indian produce, British Dry Goods, articles in demand in Canada, than pay all cash to the Portland Merchant?

If the vessel from Toronto takes her cargo of flour, &c. to River DeLoup, distant from St John 130 miles, and returns with the wants of Upper Canada, fish, W. I. produce, and British merchandize, is it not reasonable to suppose that the entire trade of Canada would take this British route and the exports of Canada, Canadian flour, ashes, &c., would go to England from St. John cheaper than from any American port.

It is not my province to traduce or oppose the Jackson line from Halifax to St. John, Portland and Canada; on the contrary, the bargain made by our Government through New Brunswick with Mr. Jackson, is a good one, as the Province advances only £1,200 per mile, and for this they have the first claim on the road. Mr. Jackson also furnishes his English capital for the balance, £5,300 per mile—therefore I say, prosperity to Mr. Jackson and his great line. It will be a national road, and of immense importance to the world, and in my humble opinion a profitable investment to the stockholders.

With these remarks I now submit, will it not be the best interest for St. John to join with the St. Andrews and Quebec line rapidly progressing towards Woodstock, having an ultimate view, Canada, and both united, how soon this important road would push through to Quebec. Again, consider the trade from all this wood country between River DeLoup and St John, would not the timber, clapboards, deals, &c., come to St. John from the American frontier, Aroostook, Allagash, and numerous rivers running out of the American territory—all the supplies of British merchandise from St. John, in exchange, finding a market in this upper country.

In reply to the first part of this statement we would say, that the distances from St. John to Montreal, by the way of the E. & N. A. R. R. are not correctly given. The ascertained distances are as follows:

St. John to Calais	73 miles.
Calais to Bangor	95 "
Bangor to Mont'l by shortest route	340 "
	508 miles.

Making the distance 30 miles less than by St. John Valley. This line via Calais passes through a country susceptible of cultivation and able to supply a large local traffic to a Railway. But if we take the line from St. John to Portland and thence to Montreal, the list requires other corrections.

The distance from Portland to St. John is as follows:

St. John to Calais	73 miles.
Calais to Bangor	95 "
Bangor to Portland	120 "
	287 miles.
Portland to Montreal	292 "
	579 miles.

Adopting the Missisquoi line, the distance to Montreal is reduced 45 1-2 miles, making the line to Montreal from St. John via Portland 534 miles; or less than by the St. John valley route.

The eastern portion of Maine have more interest in this question than we have, and Portland may fairly be expected to follow the lead of Calais and Bangor, in efforts to carry out the Eastern line.

ACCIDENT ON THE LONG ISLAND RAIL ROAD.—A freight train on its way to Brooklyn, to which was attached two passenger cars filled with Brooklyn policemen on their return from a target excursion at Jamaica, broke the axle of the forward car, throwing both off the track, and in that way were dragged for some distance before the engineer could be notified of the difficulty. The platform and wheels of the cars were torn off, and the bottom of the rear car was completely demolished, bundling the passengers one on top of the other, and yet wonderful to relate, no one received any serious injury.—[N. Y. Herald.

Mining in England and the U. States.

Freeman Hunt, Esq., Editor of the *Merchants' Magazine*.

SIR,—The magnitude of the mining interest of England is but little understood in this country, but few of our commercial and moneyed men are aware of the vast aggregate of capital invested in the mines of Great Britain, the high respectability of the parties connected with the enterprises, the high position which a majority of the companies occupy in the opinion of moneyed men, or its great influence upon the commerce of that country.

The minds and purses of our enterprising capitalists seem to be absorbed in the one idea that railroad bonds and stocks are about the only things fit to invest their surplus funds in, and this, too, in the face of the host of railroad stocks and bonds now selling for much below their original cost. Let them but turn their attention to the mines of England, and contrast their aggregate profits and yearly dividends with the bulk of our railroad shares, and we think there would then be some hope of attracting a portion of their surplus means to legitimate mining in this country.

The mines of England constitute one of its chief sources of wealth and prosperity. They not only supply the commerce and manufactories of Great Britain, but levy a tribute to the tune of many millions of dollars annually upon the United States for metals which we ought to produce within our own borders.

The English mines pay a larger profit on the amount invested than any other kind of business. The aggregate of profits annually paid to the stockholders is so large as to strike the reader of their reports with surprise, and perhaps the reader of this will be a little doubtful when I inform him that many of the English mines divide from 100 to 300 per cent. profits annually, and yet the actual facts as presented in the London *Mining Journal*, will fully corroborate this assertion. When we take into consideration the small per centage of their ores as compared with the great richness of a majority of our own mines, the rich result of their operations seems the more surprising. The average per centage of metal to the copper ore of Great Britain, as proved by their monthly ticketings or sales, is from 6 to 7½, while in this country the average, as far as can be ascertained, is more than double that amount. The same fact holds good with regard to our lead and zinc mines, and while the ores of our own mines are generally richer, they are at the same time obtained much nearer the surface than theirs, and consequently at less cost. With all these things in our favor, it seems remarkable that so little attention is paid to this highly important interest by our capitalists and men of enterprise.

Mining in the United States has but just commenced, and yet it has made rapid strides toward development, and the few mines in which capital has been judiciously employed to any extent, and the veins properly and scientifically worked, show a result which the enterprising gentlemen engaged in them may well be proud of. The mines of Lake Superior are now the most successful we have in the country, and mining in that region has been carried on under numerous obstacles of quite a serious nature, and for a long time it was doubtful and discouraging, but by perseverance, energy, and well-expended capital they are now on the highway to success, and have already begun to reap a rich harvest of dividends. The Boston and Pittsburg Company, Cliff Mine, is thus far the most successful, and with an outlay of $18 per share, has in a little more than four years, paid back $51.50 per share in dividends, and has a surplus of nearly $160,000 in their treasury, and will probably pay a dividend of $25 this year.—This mine is opened on a depth of 680 ft. The Minnesota and Copper Falls Company are in a very promising condition, and are nearly ready to pay handsome dividends. There are thirty promising mines in this region, all rich in copper.

There are lead and copper mines in New York, Massachusetts, Connecticut, Pennsylvania, Maryland, Virginia, and North Carolina in active progress, and bid fair to yield a handsome remuneration to the shareholders.

The Lake Superior mines are mostly owned by the Bostonians. The high estimate in which that interest is held, may be inferred from the prices paid for shares in some of the leading mines. The Cliff, with a par value of $18, is now in demand at $150 per share; the Minnesota, with a par value of $22, is in demand at $170 per share, and the Copper Falls, with a par value of $6, is in demand at $50 per share. The success of these mines is bound to exert a powerful influence on the whole mining interest of the United States, for it establishes the following facts, namely, that good mines may be taken hold of and carried to a successful issue by a proper application of capital and skill, and a moderate quantity of patience, that careful capitalists and shrewd business men need not be afraid to employ a portion of their surplus means in well-organized and well-managed mining companies, that legitimate mining may be made as respectable as any other branch of commerce, also that men of high position and business respectability may in this country, as they now do in England, engage in mining either as officers or private stockholders, without impeaching their integrity or tainting their standing.

In England, mining has become one of the most popular modes of investment, and every new scheme finds abundant means and the best class of men for its management.

Our country is one vast bed of mineral wealth, yet in its whole extent there are but few paying mines, and those few are the only instances where capital has been judiciously expended, and skill properly applied, in developing the veins of ore. We do not know of a single instance in this country where a good mine, with a sufficiency of capital and properly-applied energy, has failed to be productive, and wherever good mines have failed and been abandoned, it will be found that gross mismanagement, lack of capital, and great ignorance, were the causes of such result. It is a notable fact in England that some of their richest mines have been those which had been abandoned as unworkable by some previous company.

Metals are now higher in price than ever before known during this century, and mining never so remunerative as now.

The great increase in consumption of copper, lead, silver, zinc, and tin, has already called forth comment in the London *Times*, for it is feared that the home supply will soon be inadequate to their own wants, and they are now casting their eyes towards the U. States as the only country that can be counted on for an increase of the supply, even in sufficient quantities for the actual wants of the two countries. With this state of things to encourage us, it seems quite time for us to bestir ourselves and devote a part of our energies to internal developement. There is not a State in the Union but might add a large annual increase to its wealth by properly applying a portion of their energies to the working of their mines, and I believe that we all feel that we ought to supply our own wants from our own resources, without paying annually so many millions to foreign countries for that which is so abundant at home.

The English mines are worked at great depth, and in no other country in the world is mining carried to such a degree of skill and perfection, and small as their territory is they have more active mines than the rest of the civilized world, there being more than five hundred companies in full blast, beside the iron and coal companies. One would think at this rate the whole country would soon be undermined, and leave no spot unexplored; yet every year they open new mines.

The following figures will illustrate in a condensed form the value of a few of the English mines:—

There are eighty-seven companies, chiefly located in Cornwall, with an aggregate capital of only $6,961,960, or an average of only $80,000 each, the shares of which are now selling for $19,890,055, or at a premium of 285.70 per cent. Sixty-six of the companies have paid back the large amount of $19,436,450 in dividends.

RECAPITULATION.

87 Companies	$ 6,961,960
Present value	19,890,055, or 285.70 premium.
Dividends by 66 Cos.	19,436,450

What has been done in England can be done in this country.

With these few facts and figures, I will leave the subject for the present, trusting the matter discussed will prove attractive to some who have not before listened their thoughts upon it. J. H. S.

Miscellaneous Items.

An inquest was held in the Toronto Police Court on Thursday evening, on the body of a boy named John George Catlin, which was found floating in the Bay. The deceased has been missing for about six weeks. John King, Esq., M. D., Coroner. Verdict—Found Drowned.

FIRE.—The dwelling, household furniture, barns, sheds, grain, &c., of Mr. Rose, near Huntingdon, L. C., were totally consumed by fire on the evening of Thursday, the 20th instant, by which he will suffer a loss of over £400, being only partly insured. The fire spread so rapidly, that Mr. Ross and his family narrowly escaped with their lives in their night clothes. The origin of the fire is not known.

We see by a late number of the Canada Gazette, that Port Oshawa has been made a Port of Entry. Dundas has also been made a Port of Entry.

COPPER ARRIVAL.—About 50 tons of copper have just been landed by the Peninsular, from the Cliff mine. A large amount is looked for from other mines upon the Lake. The Monitou mine is looking well, and several promising veins have been lately discovered in the immediate vicinity. The Star mine's new veins are looking well also.—[Lake Superior Journal, Oct. 15.

An order in Council has been passed authorising the Bank of Upper Canada to import within twelve months, £5,000 sterling worth of copper coins, on conditions prescribed by 4 and 5 Vict., chap. 17.—This was very much needed, as persons in business experience great difficulty in making small change. If an importation of small silver coin was also made it would be of great service to the community.

BELLEVILLE.—In 1850 Belleville contained 3,000 inhabitants, and probably fifty houses were erected. In 1853 it numbered between 5 and 6,000, and over 150 houses are being put up, 50 at least of which are substantial buildings. With these facts staring us in the face, who will deny our right to the presumptive title of "the City of the Bay," when with a swarm of 10,000 busy bees, whose humming joined with the rattling of the Grand Trunk and Grand Junction Railroads, will lead the travelling community to a discovery of our geographical position.—[Belleville Paper.

The Rochester, Niagara Falls, and Buffalo Railroad Company are erecting a splendid locomotive building on the beach at Buffalo, of octavo form, with a dome roof of immense size.

The St. Catharines "Constitutional" says that a laborer named Michael Sharkey, employed on the Great Western Railway, near that town, was killed on Monday evening last, by falling into the cut now making by the steam excavator. Deceased was a sober and industrious man, well advanced in years.

The Society for the Encouragement of National Industry in France, has offered a prize of 1000 francs for the best treatise "on the evils attending the universal consumption of the potato as an article of food."

SNOW STORM.—We record for future reference, that on Monday, the 24th day of October, 1853, after a fortnight of delightful weather, a snow storm, with the wind from the North-west, set in, at eleven o'clock, A. M., and continued until about midnight of the same day. At least eight inches of snow fell; but, except in favored localities, it melted nearly as fast as it fell. It is not often we are favored thus early with a taste of winter.—[Albany Journal, Oct. 25.

MACKEREL SEIZED BY A BRITISH CRUISER.—The "Portland Advertiser" states that the fishing Schooner "Lookout," Captain Littlejohn, which arrived at that port on the 22nd, from Bay Chaleur, reports having had 90 barrels of mackerel taken from her by the British cruisers, on account of alleged fishing within limits.

THE STARS.—When I gaze into the stars, they look down upon me with pity from their serene and silent spaces, like eyes glistening with tears over the little lot of man. Thousands of generations, all as noisy as our own, have been swallowed up by time, and there remains no record of them any more. Yet Arcturus and Orion, Sirus and Pleiades are still shining in their course, clear and young as when the shepherd first noted them in the plain of Shinar. What shadows we are, and what shadows we pursue!—[Carlyle.

NORFOLK COUNTY SHOW.—The Agricultural Society of the County of Norfolk held its Annual Show for the present year at Simcoe, on Thursday the 13th instant.—Much to the gratification of those interested in the prosperity of the Institution, the display greatly exceeded that of any former year. Nearly double the number of persons present on the occasion of the last Annual Exhibition were in attendance, and in the number, quality and variety of articles put in competition, the same pleasing evidences of improvement and interest were manifested. The weather was all that could be desired—the splendid Brass Band of the town lent its aid in promoting the harmony and pleasures of the day, and on the whole old Norfolk had a fine time of it. The show of horses and cattle were excellent. In the horticultural and mechanical departments everything was worthy of praise. In short, take it all round, we question much whether quite as good an exhibition has been held in any part of the Province during the present season.

EUROPEAN AND NORTH AMERICAN RAILWAY.—We learn that Mr. Reed, Engineer of the E. & N. A. R. R. Co., has extend his location to Bangor, intersecting the Newport line 51 miles this side of the city, instead of 13 miles, as first proposed. An important saving in distance has been made, so that the line from Augusta to Bangor will be about 60 miles, making a saving of between 17 and 18 miles between Portland and Bangor, over the Newport and Waterville route.—[Portland Paper.

NEW WORK ON CANADA.—Mrs. Moodie, according to the London papers, has another work on Canada, styled "Life in the Clearings," as an off set to her Roughing it in the Bush." Both works are continued, as giving a false and imperfect view of Canadian life.

NEWS OF THE MORNING.

Details of News by the Niagara.

We give the following items in addition to the news before received:—

RUSSIA AND TURKEY.

Omar Pasha, on the 9th, formally summoned Gortchakoff to evacuate the Ottoman territory. If Gortchakoff refers to his government, Omar Pasha will allow 15 days; but if Russia definitely refuses, he will commence hostilities at once, but of the meantime will not cross the Danube. This would delay operations until the 24th of October.

A corps of 150,000 additional Turkish troops had been ordered.

The Sultan had represented to the ambassadors of foreign governments that he desired to settle the difficulties with Russia peaceably; but as his ancestors had gained their empire by the sword, the Turks would perish in its support; or if fate ordained that their country should fall to another master, they would quit Europe as they entered it—sword in hand.

The opinion is that the French and English will allow the Turks and Russians to fight their own battles, but if the Turks are defeated, will prevent the Russians from marching on Constantinople.

Neither France nor England are arming openly, but the forces of both countries are in a very effective condition.

The Russians on their part are active.—Gen. Sanders had arrived at the camp. The troops were in motion up the river. Fifteen battalions of infantry with 31 pieces of artillery had marched through Bucharest. Prince Gortchakoff, it was reported, had in effect annexed the Principalities, having formally notified the Hospodars that Prince Menschikoff will in future administer the government. The remaining Russian officials had left Turkey.

The London *Sun* says that the American Consul at Smyrna had opposed the removal of Koszta to America.

Miss Cunninghame was liberated from prison at Florence.

THE LATEST.

PARIS BOURSE, Friday.—Closing rates: 3 per cent. Rentes, 73.25; 4½ per cents, 100; Bank Shares, 28.00. To-day the Bourse rose 1½ per cent.

A large meeting has been held in London in favor of Turkey. Thousands attended.

Formal complaint has been made to the Pope respecting Father Gavazzi in N. York.

The duty has been taken off breadstuffs in Tuscany.

Arrival of the Ohio.—Later from Australia.

New York, October 28.

The Steamer Ohio, from Aspinwall, arrived at 4 o'clock this afternoon, with $925,000 on freight and $200,000 in the hands of passengers, and the mails. Left Aspinwall on 18th.

An accident happened on the Panama railroad on the 1st instant, while the train which contained the passengers and mail were passing over it. A locomotive came in collision with a bull, while crossing the bridge near Tabernilla, and was thrown off the track, tearing up the bridge and pitching the cars into the ravine, 15 feet. The locomotive and five cars were smashed and the bridge completely destroyed. An Irishman and a native employed about the Bridge were the only persons killed. Pat. Howard had both his legs broken, and several others, chiefly attached to the railroad, were more or less injured.

Dates from Melbourne, Australia, are to the 3rd of August. Great want of laborers was experienced; some received as high as £10 per week. No improvement in the market. Large stocks of goods and provisions are on hand, and but little demand.—A great decline in liquors. Accounts from the diggings are favorable. Flour was selling at Adelaide at £21 to £22 per ton, and at Melbourne £30 per ton.

Expedition against Sonora.

New York, October 28.

Jude Conkling, late American Minister to Mexico, arrived here yesterday in the barque Brazil, from Vera Cruz.

A private letter from San Francisco, received by the *Herald*, states positively that an expedition for taking forcible possession of Sonora is already organized in that city, under the lead of William Walker, formerly of the San Francisco *Herald*, and Col. J. Watkins. Two hundred men are already recruiting for the expedition, who are expected to proceed to sea in a fortnight. The leaders are all Sonora men, and their design is to make Sonora a territory under the name of the Republic of Sonora. The constitution has already been drafted and bonds issued in the name of the republic, on which considerable money has been raised.

Buffalo, October 28.

The steamer Southener, bound down with a cargo of hogs and flour, went ashore below Ashtabula this morning. It is thought that she is badly broken, and leaking water fast. She will not be likely to have many passengers. Nothing heard of the crew yet.

New York Markets.

NEW YORK, October 25.

ASHES.—Demand firm and market buoyant. Pots $5,62½ a 5,68½. Pearls firm at $5,50.

FLOUR, &c.—Market for Western and State flour opened with great firmness, and had lively demand, closing buoyant at an advance of 6¼c on low grades, with good inquiry for export and eastern, and the home trade. The private dispatches from Boston have given quite an impulse to the market. Canadian steady and fair request. Sales 300 bbls at 6,75. Sales Western Canal 19,000 bbls, 6,44 a 6,56½ for mixed to Fancy Michigan and common to good Ohio. Of the sales some 6,000 bbls are for future delivery, 6,75 for November; 6,61 a 7,09 for common and extra brands for December.

GRAIN.—Good demand for Wheat for export, and prices for prime are 2 a 3cts better. Supply moderate; sales 23,000 bush Genesee at 56 a 1,50 for fair to prime; 5,000 bush common to good Ohio, 1,40 a 1,50; 17,200 bush ordinary to prime Michigan, 1,51 a 1,57; 9,500 bush inferior to prime white Ohio, 1,40 a 1,48; 5,000 bush ordinary red Southern, 1,40. Rye in good demand for export, and the market is improved; sales 7,000 bush, 82½c cash; 93c time. Oats in request. Corn better and in fair demand; sales 22,000 bush at 75 a 76c for unsound; 77 a 82c Southern white and Yellow.

PROVISIONS.—Pork market dull and easier, owing to the increased tightness in the discount market. Sales 300 bbls at 15,94 a 16,00 for mess; 13,00 a 13,12½ prime. Beef in fair demand and prices unchanged; sales 100 bbls at 7,75 a 10,00 country mess. Beef hams not plenty;—sales of new to arrive at 15. Lard easier and quiet; sales at 11½ a 11¾c. Butter in fair demand; prime not plenty; sales Ohio at 14 a 18c; State dairies 18 a 21.—Cheese less active at 9 a 9½ for Ohio and State dairies.

CUSTOM HOUSE REPORTS.

FURNISHED BY MR. CHARLES OLIVER, C. S.

IMPORTS.

Oct. 28th.—Steamer Lady of the Lake, Cape Vincent, passengers and baggage. Str. St. Lawrence, Montreal, 3 cases stationery, E. W. Palmer, 2 bales, Walter ass.

Oct. 29th. Str. Northerner, Ogdensburgh, passengers and baggage. Str. Lady of the Lake, Cape Vincent, 1 barrel owners, 9 bales, 5 cases, J. Hickey, 14 bales batts, Browne & Harry, 1 box books, W. McMillan, 1 case, C. Whitney, 5 boxes 1 barrel, Delaney and Bowes, 6 cases, 1 barrel, J. & S. W. Stevenson, 10 boxes, E. W. & Co., 3 bales goods, W. Barr, 3 boxes hardware, W. Ruttan, 1 barrel hardware, S. Holmes & Co., 1 trunk, Miss Truax. Str. Ray State, Oswego, 1 keg ink, Mr. Barrell, 1 keg ink, R. Moore, 1 case, E. P. Ross, 1 box, 1 tin case, E. W. Palmer.

EXPORTS.

Oct. 28th.—Str. Lady of the Lake, Cape Vincent, 8 bales pelts. Schr. Leander, Genesee, 275 tons pig iron. Str. Lady of the Lake, Cape Vincent, passengers and baggage, and 3 bales pelts.

Arrivals at the City Hotel.

E. D. Priest, Bath; G. W. Andrews, Simcoe Island; W. Nicholson, Toronto;—P. W. Palmer, Montreal; Donald Fraser, George E. Sills, Fredericksburgh; E. Howard, Kingston; John Close, Sheffield; J. Campbell, Centreville; T. Smeaton, Toronto; W. N. Rombough, Fredericksburgh; Mrs. G. Membery and Son, Adolphustown; T. Davidson, Hamilton; T. P. Regan, Rochester; Charles Moore, New York; W. Potter, Quebec; O. King, Carthage, Mass.; W. Jackson, Sydenham; H. O. Larkin, Hamilton; George Valey, Prescott.

Letters and Telegraphs Received.

J. W., Shannonville; W. H. B., Hamilton; E. J. B., New York; R. C., (2) Montreal; J. W., Peru, Illinois.

DIED.

On Monday, the 17th instant, JOHN, eldest son of Mr. John Rose, Farmer, Dumfries, at the early age of 23 years, 2 months and six days. The deceased was almost amiable and talented young man, highly respected throughout the whole country.

In Montreal, on the 23rd instant, MISS JESSY SOLOMON, aged sixty-eight.

At the residence of her son, Nathan'el Andrews, near Cobourg, on the 19th instant, MRS. ANNIE ANDREWS.

In Montreal, on the 25th instant, NANCY CRANE, daughter of Mr. Alexander Bryson, aged two years and three months.

At Quebec, on the 22nd instant, aged twenty-three years and six months, MR. FRANCOIS XAVIER BETARD, Grocer.

At St. Thomas, on the 6th instant, FELIX TETU, Esquire, Notary, aged 85 years, and nine months.

On Monday evening, 24th instant, after a painful and lingering illness, HANNAH SOPHIA, wife of Mr. J. H. Dixon, and eldest daughter of Reverend A. Booker, of Hamilton.

PRIVATE BILLS.

PARTIES intending to make application to the Legislative Assembly for *Private or Local Bills*, either for granting exclusive privileges or conferring corporate powers for commercial or other purposes of profit, for regulating surveys, or for doing anything to affect the rights or property of other parties, are hereby notified that they are required by the 62nd, 63rd and 64th Rules (which are published in full in the *Canada Gazette*) to give *two months notice* of the application in some newspaper published within the County or Union of Counties affected, sending copies of the first and last of such notices to the Private Bill Office, Quebec.

W. B. LINDSAY,
Clerk of Assembly.

Quebec, Oct. 24, 1853. 250

Ottawa Citizen and *Cornwall Freeholder* to copy until the first day of next Session.

PUTNAM FOR NOVEMBER

JUST received at the CITY BOOK STORE.

E. W. PALMER.

October, 29, 1853.

Free Discussion.

AT the School Room on Johnson above Wellington Street. A. J. Davis's "Nature's Divine Revelations" will be Read and Discussed on Wednesday Evenings at 7½ o'clock. The public are invited.

Kingston, Oct. 29, 1853. 249-3in

MR. THACKERAY'S NEW NOVEL, "The Newcomes."

JOHN DUFF has received HARPER'S MAGAZINE, for November, containing the first part of "The Newcomes," Memoirs of a most respectable Family. By W. M. Thackeray.

October 28. 248

The Royal Fire and Life Insurance COMPANY.

Capital---Two Millions Sterling.

Head Offices.

Royal Insurance Buildings, Liverpool.
39 Lombard Street, London.

THE SUBSCRIBER having been appointed Agent to the above Company for Kingston, is now prepared to receive Proposals for effecting Assurances upon Lives, and also against Loss or Damage to Property by Fire, on moderate and equitable terms.

The magnitude of the available Capital of the Company—the high standing of its Proprietors—the judicious management of its Directors—and the well-known character it has obtained for liberality in the settlement of claims, entitle this Company to rank among the first Institutions of its kind in the British Empire, with respect to the security which it affords and the advantages it offers to the public.

☞ Losses promptly settled on proof thereof, without reference to the Board in England.

WILLIAM CRAIG,
Agent.

Kingston, 29th October, 1853. 249

NEW BOOKS.—E. W. Palmer has just received at the City Bookstore—
Beecher's Conflict of Ages,
Kirwan's Men and Things in Europe,
Harper's Magazine for November,
Graham's and Godey's for do.
Oct. 28, 1853.

AUCTION.

WILL BE SOLD by Public Auction, on the Farm of the Rev. J. A. Allen, Wolfe Island, several head of Ayrshire, Canadian and Grade Cattle, and some Sheep and Lambs. Sale to commence at 10 o'clock of Tuesday, 1st November next. Terms.—12 months credit on approved endorsed notes on all sums over two pounds. Other conditions to be made known on the day of sale.

MR. Hawkins purposes having 100 half blood Leicester Sheep on the ground for sale, about 60 of which are fat.

Oct. 30, 1853. 244.

EXTENSIVE AUCTION SALE OF TEAS.

Sugars, Coffees, Tobaccos, Fish, Crockery, Glassware, &c., &c.,

WILL take place at the Stores of THOMAS HENDRY, Ontario street, on TUESDAY, the 1st November next, when will be offered to the Trade, an extensive Stock of FRESH GROCERIES, &c., on Liberal Terms of Credit,—VIZ:—

40 Hhds. Bright Muscovado Sugar,
40 Barrels do do
50 do London Crushed do
4 Hhds. Refined Loaf do
6 Tierces do do
4 Cases do do
25 Barrels Syrup or Treacle,
5 do do bright,
40 Bags Coffee,
40 Boxes Ground do
200 Packages Teas, Young Hyson, Twankay, Gunpowder, Oulong and Souchong, (various grades,)
100 Boxes Tobaccos, (various brands,)
50 ½ do Honey Dew do (very fine,)
30 do Fine Cut do (tin foil,)
10 Jars Snuff,
50 Boxes Pipes, (Glasgow,)
50 do do (Montreal,)
25 do Valentia Raisins,
10 Barrels Seedless do
2 Cases Prunes, (in glass jars,)
15 Bales Walnuts,
10 do Brazil Nuts,
2 do Filberts,
500 lbs. Glenfield Starch,
25 Boxes Starch, (white and blue,)
50 do Fig Blue,
20 Bags Patna Rice,
25 Boxes Montreal Soap,
50 do Liverpool do
50 do Mathewson's No. 2, do
50 do Kingston do (Hendry's,)
25 do Tallow Candles,
25 do Belmont do
5 do Russian do
5 do Castile Soap,
20 do Fancy and Brown do
100 Gross Matches,
20 Barrels Cod Oil,
2 Cases Castor Oil,
10 Cases Salad Oil,
5 do Florence do (in flasks,)
5 Bags Pepper,
5 do Alspice,
20 Boxes Ground Pepper,
10 do do Ginger,
5 Barrels Whole do
25 Boxes Saleratus,
1 Kegs do
10 Barrels Vinegar,
80 Boxes Window Glass, 8 x 10,
40 Dozen Bed Cords,
200 Boxes Sardines,
25 Cwt. Table Codfish,
150 Barrels No. 1 Split and Round Herrings,
20 Half barrels do
5 Barrels Salmon,
150 Boxes Scaled Herrings,
10 Cases Common Tumblers,
8 Casks Pressed do (various sizes,)
10 Gross Blacking, (in tins,)
50 do Penny Cake do
50 Dozen Scrubbing and Shoe Brushes,
10 do Stove do
5 Barrels Assorted Sauces,
5 do Pickles,
100 Dozen Patent Pails,
50 do Brooms,
300 Bags Dairy Salt,
5 Barrels Resin,
500 Reams Wrapping Paper,
5 do Writing do
50 Boxes Clothes Pins,
20 Dozen Wicks,
300 Lbs. Black Lead,
25 Boxes Orange, Lemon and Citron Peel,
5 Bales Door Mats,
5 Barrels Bath Brick,
5 Casks Sal Soda,
5 Kegs Salt Petre,
2 Cases Carbonate Soda,

A LOT OF CROCKERY AND CHINA.

☞ Sale at ONE o'clock, P. M. Terms made known at time of Sale.

WILLIAM McMILLAN,
Auctioneer.

Kingston, October 29, 1853. 242

Equitable Fire Insurance COMPANY OF LONDON.

CAPITAL—£500,000 Sterling.

Head Canadian Office—17, *Great St. James Street, Montreal.*

LOCAL DIRECTORS IN MONTREAL.

William Lunn, Esq., | Hon. William Morris,
John Torrance, Esq., | J. G. Mackenzie, Esq.,
John Frothingham, Esq., | E. R. Fabre, Esq.,
Revd Laroque, Esq., | A. T. Galt, Esq.,
Benj. Holmes, Esq., | Theodore, Hart, Esq.

FREDERICK R. STARR.
General Agent B. N. A. Colonies;
JAMES B. CHIPMAN,
Accountant and Cashier.

THIS OFFICE Insures against Loss or Damage by Fire, all descriptions of Buildings, including Mill and Manufactories, and the Goods, Wares and Merchandise in the same; Ships in harbor or in dock; Craft on navigable rivers and canals, and the Goods laden on the same; and Farming Stock of all descriptions.

The "Equitable" Fire Office will by a constant analysis of its own experience from time to time adopt such rates of Premiums as the nature of the risk may justify.

With this view, an annual investigation will be made into each class of risk, and a return of one moiety—or fifty per cent—of the net excess will be made to all classes of Insurers, whose Policies have been in force for three years.

The engagements of the Equitable are guaranteed by a responsible proprietary, and an ample subscribed Capital. The insured are free from the liabilities of a Mutual Insurance Society, and entitled, according to the plan of the Company, to a return of half the profits.

Losses are made good, without deduction or discount, and are adjusted and paid in Montreal, without reference to London.

☞ By a resolution of the Court in London, PREMIUMS ARE RETAINED I