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*** 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.

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.

The Daily British Whig.

"Optimus per Urbem Dicor."

MONDAY MORNING, NOV. 7, 1853.

Loss of the Ship Annie Jane with 348 Passengers.

Our English fyles by the Niagara announce one of the most terrible catastrophes on record—the total loss of the ship Annie Jane, Mason, commander, belonging to Liverpool, which was driven ashore on the iron-bound coast of Barra Island, during the recent gales, on the night of Wednesday, the 28th ult., when no fewer than *three hundred and forty-eight* passengers—men, women, and children—met with a watery grave. The Annie Jane was a large vessel, and sailed from Liverpool, for Quebec and Montreal, on the 9th of last month with some 450 emigrants, most of them Irish families. It is presumed that she had made some progress across the Atlantic, when she encountered the late fearful south-westerly gales, which disabled her and rendered her unmanageable, and in that hopeless condition she was driven back and dashed on the terrible coast of Barra, one of the Hebrides.—With a point called Vatersay, where the wreck occurred, the island is six miles in length and two and a half broad, and lies some 5 miles south-west of the next island. There is a lighthouse on the head, which is the highest in the United Kingdom, being 680 feet above the level of the sea. Such is the terrible character of the coast, however, that there is little chance of a vessel being rescued when once it is entangled among the reefs.—Several of the survivors contrived to get a passage from the island over to Tobermory, a small seaport in the island of Mull, and from them the authorities learned that 348 passengers were drowned, and 102, with Mr. Bell, the chief officer, and 12 of the crew, saved.

We give below portions of the fearful narrative:—

* * * At the time that the ship struck, all the officers and crew were below, but there were also on deck a large number of male passengers, who held on by ropes and rigging, and with feelings of despair contemplated their fate. Meanwhile, the great majority of the passengers, including all the women and children, were below in their berths, but the striking of the ship gave them a fearful wakening. Many rushed on deck in a state of nakedness; wives clung to their husbands and children clung to both, some mute from terror, and others uttering appaling screams and eagerly shrieking "Is there hope?"

The scene is described by the survivors as the most agonizing which it could enter into the heart of man to conceive. After the first shock was over, the passengers rushed to the boats, three of which were placed between the mizenmast and the poop, and the fourth lay on the top of the cooking-house forward. The lighthoat had already been lost. But the boats were of no earthly use, for they were all fixed down and secured, or lay bottom up. While the passengers were thus clustered around the boats, and within a very few minutes after the ship grounded, she was struck by a sea of fearful potency, which instantly carried away the dense mass of human beings into the watery waste, and boats and bulwarks went along with them. At least one hundred of our fellow-creatures perished by this fell swoop. The wild wail of the sufferers was heard for a moment, and then all was still.

The great majority of the women and children, as well as some of the male passengers, remained below, either paralyzed by terror or afraid that they would be washed away in the event of their coming on deck. But their time also had come. The frightful thumping of the great ship, taken in connection with her cargo of railway iron, must have immediately beaten the bottom out of her; and while her fabric was in this weakened state, another dreadful sea broke on board and literally crushed that part of the deck situated between the mainmast and the mizenmast down upon the berths below, which were occupied by terror-stricken women and sleeping children. They were killed rather than drowned, as was fully evidenced by the naked, mutilated, and gashed bodies which were afterwards cast on shore. The main and mizenmasts went at the same moment. This second branch of the catastrophe took place within a very few minutes after the passengers and part of the crew had been swept away from the deck along with the boats.—The most of the remaining seamen and passengers now took refuge on the poop, which was a very high one, and each succeeding assault of the sea carried away its victim or victims. In short, within one hour after the Annie Jane struck, the remaining stumps of her masts went by the board, and she broke into three pieces. An additional number perished at this disruption; and all the survivors remained on the poop, with the exception of seven men who had secured themselves on the topgallant forecastle. The poop fortunately floated well, and, as it was about high water, the wreck was drifted inwards by the wind and each heave of the sea, when it finally grounded about 4 o'clock A.M. The forecastle, with the seven men, came ashore much about the same time.

The wreck had been observed from the island almost as soon as the day broke; and, in the first instance, seven or eight of the Barra men came down to render such aid as might be in their power. The remains of the mizenmast were still attached by the shrouds to the wreck of the poop, and by the help of the islanders it was placed so as to form a sort of bridge or ladder between the poop and the shallow water; and, as the tide had now fully ebbed, all the survivors got on shore without much difficulty by 7 o'clock in the morning. When mustered, the survivors were found to number a total of 102, of whom one was a child, 12 were women, and 28 belonged to the crew, exclusive of the captain, who was also saved. When the poop was drifting ashore he secured himself upon its skylight. But the departed friends of the survivors were ashore before them, for the beach was literally lined with their dead bodies, as well as by innumerable fragments of the broken ship, and the light part of her cargo. None of the survivors estimate the loss of life at less than 350, and consider it close upon 400 hundred souls. The latter would be the case if 500 individuals, including children, were on board, as is generally believed. Almost all the cabin passengers perished, including Captain Munro, of Quebec.

Such as were saved remained by until the tide ebbed, when they waded ashore, the water taking them nearly to the armpits. At daylight the bay was strewn with dead bodies to the number of nearly 300, greatly disfigured, many of them without limbs and heads, and nearly all naked, thereby showing how instant must have been their death, and the fearful strength of the waters which in so short a time made such havoc.

Only one child was saved: it belonged to a humble Irish woman, who, with her two children, was about to join her husband in America. She struggled hard to preserve them both, one on her back, and grasping the other in her arms; but when the ship parted, the latter was dashed into the sea, and the other remained.

The Glasgow *Herald* contains some further particulars of the loss of the Annie Jane. The account thus concludes:—

Christian sepulture was deemed impracticable, for the churchyard was ten miles distant, and there were neither carpenters to make coffins, nor proper timber to fashion them, for the numerous bodies which lay above the ground. Capacious pits were dug close to the lonely shore, and the poor sufferers were deposited therein exactly in the state in which they were cast from the wreck, a great many being naked and mutilated. To this style of burial there were only two exceptions, namely, in the case of Mr. Bell, the 1st mate, and a French Canadian clergyman or priest, for whose remains roughly constructed coffins were made by the surviving carpenters from pieces of the wreck. In this way 260 bodies had been interred up to Monday last, when our informants left the island; but a great many still remained unburied, and indeed every tide threw them up.

The names of the men who have already come from Barra are—Crew: James Boyd and James Marshall, both of Quebec; Chas. Carrol, Bay of Chaleur; Thomas Gemmill, Joseph Miller, and Antoine Ligett, of Quebec; Chas. Barden, of New York; James Wood and Chas. Burnet, of Dundee. We have not obtained the names of the other seamen, who are French Canadians. Passengers: John Kingston and John Kingston, brothers, from county Cork; Timothy Dineur, Cork; Thos. Edmiston, Antrim; Alexander McCormick, Armagh; and — Twearing, Cork.

The emigrants were mixed English, Irish, and Scotch. A hundred house-carpenters and joiners from Glasgow were of the number—fresh, able young men; all of them have perished. They unfortunately had been in that part of the ship immediately above the cargo, which gave way first, and were among the first that were carried off. Others perished in endeavoring to get out of the boats.

The Last Calumny Refuted.

The 'Pilot' knocks on the head the charge brought against Mr. Hincks in connection with his name having been placed on the books of the Grand Trunk Railway Company for £50,000. This stock it will be remembered, was represented by the inventive journalists as a gift, or in other words, as a bribe to Mr. Hincks, and the conclusion was drawn that he was thereby placed under such obligations to the Company that he would be bound to advance their interests even though he should, in doing so, sacrifice the interests of the Province. All this story about the gift, and the imaginary consequences drawn from it were pure inventions, as will be seen by the following explanation:—

"Lest, however, there may still be found a few persons credulous enough to place some faith in this last idle story, notwithstanding the refutations which those that have preceded it received, we have been at the pains to ascertain the real facts of the case, and shall explain them in a few words, in a manner that cannot but be clear to every understanding. As it is true, that there is seldom smoke without fire, so a story would be utterly without point were there not some basis on which to erect it.—That basis in this instance is, that there was placed, on the opening of the Grand Trunk Railroad Stock in London, the sum of £50,000 in the name of Mr. Hincks. And now comes the purpose for which this appropriation—not gift, be it observed, but simply right of subscription—of stock was made, that was explained to be, that it had been made, by Canadians in London at the time of opening the stock list, a subject of complaint that reservation was made for Canadian subscribers. To obviate this objection £50,000 was set apart, and Mr. Hincks was informed that it was so set apart for disposal amongst such Canadians as might be willing to become stockholders in the Company. Mr. Hincks, on receipt of this intelligence, signified his refusal to become either a proprietor himself, or to be the medium of distribution of stock to others, and he was consequently duly apprised that he was of course relieved from all liability on account of the reserved stock that stood in his name. As to all the rest of the story about the paid up stock for £50,000 yielding Mr. Hincks a revenue of £3,000 per annum, it is pure invention.

On Saturday we were enabled to expose the falsehoods so industriously concocted in regard to the Point Levi affair; on Monday we published an official refutation of the charge brought by political malice against Mr. Hincks in connection with the Sault Ste Marie Canal; and to-day we are enabled to explode the £50,000 railroad stock invention. It will be seen that the truth, in these cases, makes Mr. Hincks poorer than he was represented to be by the trifling sum of $1,400,000! We wait with patience to see what new thing the inventive powers of the enemy can next concoct.

Miss M. Cunninghame's Case.

It appears that from the first arrival of Mrs. Cunninghame and her daughters in Italy, that the spies of Tuscany had been watching her through the Sardinian States, and from the moment it was known that they intended to journey through Tuscany and spend their winter in Rome and Naples, the Jesuits had made up their minds to make them the first victims of the new law called the "bloody edict." The farmer who asked Miss M. Cunninghame for the Bible had been sent to her for that purpose by one of the Society of Jesus, known under the name of Padre Georgio, and so was the other man who obtained the 'Pilgrim's Progress' from her.

When the Carabiniere went back with Miss Cunninghame to her apartments, two were placed at her bedroom door whilst she was changing for the purpose of accompanying them to the prison in Lucca, when the fellows broke into her room before she was ready to go out, and examined all the clothes she had put up to carry with her, in the most unmanly and offensive manner, and seizing her violently by the wrist forced her out of the apartment. They would not permit her mother to accompany her, and until her arrival at the prison were most abusive and insulting. The officers of the gaol were much more conciliatory in their manner, and promised every indulgence that they could, without violating their orders. She was conducted to the same cell that had been occupied by Rosa Madiai, and all intercourse with her friends and family at first interdicted; she has since been permitted to see Mrs. Gordon, who has accompanied her to the place where she has been secretly examined, but has not been permitted to be present at them.

All the Foreign Ministers in Tuscany have protested against this act of the Duke and the Priesthood, and his Imperial and Royal Highness is very sulky about their interference.

The Austrian Minister gave an intimation to Mr. Scarlett that warrants for the arrest of Miss Cunnibghame and the Rev. Mr. Gordon were to be issued after dark that evening, and they were enabled through this timely hint to leave Lucca, and get into the Genoese before their residence was searched for them. Mrs. Cunninghame was seriously ill in bed, when the officers broke into her chamber to search for her eldest daughter. Miss Cunninghame and Mr. Gordon arrived in Genoa and was received with the greatest kindness by the authorities, although they had no regular passports.

On October the 7th, Miss M. Cunninghame had a long and harrassing examination before the Jesuit Commissioners, who insulted her repeatedly in the most dastardly and unmanly manner, and assured her that England's accursed heresies should be soon rooted out, and that there were British Catholics enough to rid that land of the vile heretics. Miss Cunninghame appears quite calm, and shows by her lady like dignity her superiority over her bigoted and brutal opponents.

Great terror seemed to be created this morning by a communication made by the British Minister, and followed by one of extreme severity to this (the Tuscan) Government by the Russian Envoy. It is understood to be to this effect, that "the conduct of the Tuscan Government seems as if it were directed through blindness, or incapacity, to the creation of universal discord in Europe."

Montreal Screw Steamship Company.

It is with pleasure we learn that the first vessels for this Company, of which Messrs. Edmonstone, Allan & Co., are the Agents, have been contracted for and are now building in the Clyde. They are of 1875 tons new register measurement, and will be fitted with engines of 350 horses power which are guaranteed to propel the vessels 10 knots an hour, and enable them to make the passage from Liverpool to Quebec in a period not exceeding twelve days.

The first vessel is to be completed by the first June next, and will be put into the trade immediately thereafter. The others will follow in quick succession. Arrangements are also in progress to put a similar vessel into the trade from London to Montreal. When these vessels are ready the Merchants of this Province will have nothing to envy in the Steamers trading to the United States, either for speed, safety or accommodation.

Messrs. Edmonstone, Allan & Co., are also making the following additions to their line of sailing vessels. A splendid iron Clipper ship of 850 tons register, building by Messrs John Reid & Co., of Port Glasgow, and a wooden one of similar dimensions under construction by Messrs. Robert Steel & Co., of Greenock, the celebrated builders of the Cunard Steamers. These ships will take their places in the line early next spring.

Awfully Fat!

We learn that George Brown, the *eating* politician of Kent, is to feed in Stratford to-morrow (Friday 4th) and that Thomas Robinson of the Cuban Hotel, has received orders to prepare a feed for the occasion, sufficient to appease the craving appetites of at least a *hundred men!* Who says there is no statesmanship in Canada?—*Canadian.*

*** This petty ridicule of George Brown amounts to less than nothing at all. The gentleman is about as bad a man, privately and politically, as can be found in all Canada; but he is popular with the people, and that fact can't be laughed down. He owes his popularity, not to his principles, but to his Protestantism; which whether real or feigned, brings him prominently forward at a time when nearly all the Reform journals in the province are aiding to raise up the Catholic portion of the population, at the expense of the Protestants. His policy shows his knowledge of the human heart.

PROSPERITY IN TORONTO.—The activity of all kinds of business has been remarkable during the whole season, but a brisk fall trade has added to it wonderfully. At present, our city is filled to overflowing with merchants from the country, and other strangers; every shop and store is thronged, manufacturers and mechanics are working double tides, and labourers are not to be had for love or money. For the most ordinary work a York shilling an hour is paid in some quarters, and men cannot be had even at that.—The newspapers no more contain advertisements of persons wanting situations, but every body desires to obtain hands. The same phenomenon is to be observed in the neighbouring towns and villages, which are all equally prosperous. There is an evident necessity for an increase of population by immigration; and we will no doubt have it in due time. The want of dwellings is becoming every day more injurious to the city and the evil effects of the carpenters' and masons' strike last spring is more evident. Not half the number of houses necessary for the new population have been built and residences are scarce and far too high in price. The evil will cure itself ere long, however. The sales of property by auction have not been so numerous during the last fortnight as before that period, but they are now recommencing with redoubled energy, as our advertising columns testify. Amidst all this prosperity, it is necessary to repeat the warning to "Make hay while the sun shines, but have it housed before the storm comes on."—[*Globe.*

PUBLIC BUILDINGS, TORONTO.—An influential member of the administration was asked, last spring, when the Parliament would go back to Toronto, and his answer was very brief—"Never!" Some of the members of government voted openly to fix the seat of legislation in Lower Canada. The latest news is, that everything is to centre there; and Mr. George Brown, who defended the unjust removal of the public offices to Quebec, is out in his *Globe* in favor of one parliament for all the six colonies—*down at Quebec.*—The Toronto University has been ordered to seize upon the Parliament buildings, and they are cutting and carving the premises as if they were to continue till doomsday. The brick house on the west, with the frame attached to it, is being fitted up for a large dissecting establishment, where dead bodies are to be cut up for the instruction of the living. Mrs. Higgins and Mr. Patrick are removed, and everything is turned over to the college folks, who have moved in with their families. Neither government house nor new parliament buildings are begun. It is said that the Lower Canada section of the government will not hear of any expenditure being made in this direction.—*Mackenzie's Message.*

Items of News.

THE CANADIAN OCEAN STEAMERS.—The Canadian Ocean Steam Line is confessedly a failure up to this hour. The contractors find it impossible, they say, to get the owners of steamers to entrust their vessels to the Saint Lawrence route. The question is, will the contractors not build vessels of their own for the Line? How much of the bonus are they to receive for the "poor unoffending *Sarah Sands*," and her thirty days' struggle against wind and tide.

PUBLIC SALES.—MONTREAL, Nov. 4th.—Sale of teas, sugars, gins, &c., &c., at the stores of Messrs. Mesurier, Routh & Co., on Saturday, the 29th instant.—J. G. Shipway, auctioneer:—

10 bags Patna Rice 21s 6d a 21s 9d; 18 bags Bengal rice 14s; 12 bags Pimento 9½d; 5 boxes hyson twankay 1s 7d; 20 chests congou 1s 3d a 1s 4½d; 17 hhds Porto Rico sugar 34s 6d a 35s; 10 hhds Cuba sugar 33s 9d a 94s; 11 boxes Hill's 18's tobacco 6½d a 6½d; 6 cases figs 9d a 9½d; 41 kegs white paint 6s 3d a 6s 6d; 11 hhds DeKuyper's gin 5s 9d.

TORONTO, Nov. 4th.

At a meeting of the City Corporation last night, the resignations of Messrs. Denison, Carr, Bugg, Hutchison, Smith, Bell, Brook, and Wright were on the motion of Mr. Gowan accepted, and writs were ordered to be issued for the new elections which are to take place on Wednesday next. A memorial to the Government, requesting their sanction to the line of Esplinade agreed to by the Council was approved of, and Alderman Thompson was appointed to proceed to Quebec to present it. The Council adjourned at a quarter past ten.

PRESENTATION TO JOHN EGAN ESQUIRE.—A splendid carriage has been presented to John Egan, Esquire, M. P. P., for the county of Ottawa, by several American gentlemen who are engaged in erecting large saw mills on the Chaudiere at Bytown. Such a tribute speaks largely for the manner in which Mr. Egan's many good qualities are appreciated.

SENSIBLE YOUNG LADIES.—The young ladies of Damariscotta, in the State of Maine, have recently formed themselves into a society of mutual improvement and protection. Among the resolutions adopted at a regular meeting we find the following:—"That we will marry no young man who is not a patron of his village paper, for we have thus not only strong evidence of his want of intelligence, but that he will prove too stingy to provide for his family, educate his children, or encourage institutions of learning in his vicinity."

WASHINGTON, Nov. 2nd.

It appears that Commodore Perry is indebted to other causes besides the imposing aspect of his force for his reception at Jeddo. It would seem that before the expedition set sail the British government sent instructions to Doctor Bowring, Consul at Shanghae, to communicate with the Japanese authorities, and apprize them of the intentions of the United States. Doctor Bowring accordingly despatched a special private envoy to Jeddo, and noticed the Japanese Emperor that a great and powerful nation, occupying nearly the whole northern portion of the American continent, was about to apply for admission to the ports of Japan; that it would be imprudent on the part of the Japanese authorities to refuse to grant the request of the American envoys, as the Americans were prompt and fiery, and would be likely to do mischief if thwarted or treated rudely; but that they were also fickle and prone to change, and if the Japanese just agreed to all they asked, it was more than probable that they would tire of the bargain after a short while, and then matters would relapse into their former condition.

To-day Mr. Crampton, the British Minister, had a long interview with the President, which was particularly in reference to the recent savage and ridiculous attacks on the British government and British policy in relation to Cuba. Mr. Crampton denied positively that the British government had any idea of authorizing the slave trade in Cuba for any length of time; or, in fact, had any other dependency of Spain than those which were guided by philanthropy and humanity. At the British legation it is declared positively that there is not the slightest truth in any of the dreadful descriptions of British intrigues in Cuba which have been recently put forth in the Union and other journals; and the British Minister is very indignant at the imputations cast on his government through the organ.

Two trains are to be run per day each way between Hamilton and the Falls, leaving Hamilton at 7.30 A. M. and 2.30 P. M., and the Falls at 10.30 A.M. and 2.25 P.M. The time of transit is two hours and a quarter.—Omnibuses will convey passengers over the bridge.

LOSS OF THE STEAMER SOUTHERNER.—The Cleveland *Plaindealer* says the Southerner lies at Ashtabula, a complete wreck. She was bound for Buffalo, and was out in the severe gale of Thursday, which has resulted in so many disasters on the Lake. She sprung a leak near Erie, and Capt. Hayes put about with the intention of making the harbor at Conneaut. He was unable to make out the lights either at Erie or Conneaut, and he consequently put back for Ashtabula. Having got opposite Ashtabula, she attempted to gain the harbor. As she neared the dock the swell left her, she touched bottom, sided around with the sea, and struck on a crib or rock about 60 feet from shore. She soon after broke in two. Her engines were broken up. She had considerable water in her when she struck. The waves made sad havoc with her. She went ashore at 6 o'clock on Friday morning. The cargo consisted of 1,500 bbls. of flour and 1,200 hogs, all loaded at Sandusky, except 500 bbls. of flour shipped here. Most of the hogs were got off; a good many were, however, drowned. The flour is much damaged, and a large portion of it spoiled.—*Oswego Times.*

THE CAIRNGORM CLIPPER.—This fine ship, built expressly by the Messrs. Hall, of Aberdeen, to compete with the fastest of the American clippers, has made the voyage fo China in 72 days from Lisbon, or 77 from London. This is the quickest voyage yet made to China. The Cairngorm had the misfortune to lose her mainmast on the passage out, and was obliged to refit at Lisbon; yet, notwithstanding this hindrance, she distanced all her competitors, sailing, when the weather was favorable, at the rate of 14 miles an hour, and delivering her cargo in the most perfect state.

The Hamilton and Toronto Railway Company is arraigned before the bar on public opinion, on the charge of being a deceptive scheme in its original pretensions in England; its prospectus having issued pledges to the English subscribers, prior to the grant of its Charter by the Provincial Legislature. Mr. George K. Chisholm of Oakville is the prosecutor on behalf of the public; and if half his allegations as to the financial deception practised on the English stockholders and the notorious proceedings of the officers of the Company since its actual organization be true, it is time that Parliament, if there is any honesty there to be found, had the case under investigation. The farmers along the route, according to Mr. Chisholm, have been treated with a defiance of property rights which calls loudly for redress. In the meantime, a defence has been put forth by Mr. H. B. Wilson of Hamilton, the merits of which will be weighed, with the caution, with which the statements of an agent of the Company should be received. We offer no opinion at present, in the absence of further evidence. It appears the Attorney General has declined to interfere.

Kingston Fall Assizes.

Nov. 5.

No signs of the Court's rising. The Court was occupied all day in a couple of suits of no public importance. In the Drowned Lands case that occupied the Court so long on Thursday and Friday, the Jury found for the Defendant.

Holland and Robinson for the Burglary at Mr. Angel's, received Sentence—Holland ten years and Robinson five years in the Penitentiary.

EARLY SNOW.—It snowed lightly all Saturday night, and on Sunday morning the ground was covered with several inches of snow, which disappeared in the course of the day.

Godey's Lady's Book.

We have received the November number of this interesting periodical, replete with the usual amount of carefully prepared and agreeable reading, furnished by a variety of clever contributors. The embellishments are neatly got up, and appropriate. This Journal richly deserves the extensive patronage it has received from the fair, to whom it presents so many attractions, so much matter, useful, ornamental, and instructive. The present number contains 100 pages and 65 engravings, and is a *chef d'œuvre* in the walk of literature to which "Godey" is devoted,—and for the catering of which he is so well qualified.

NEWS OF THE MORNING.

FURTHER BY THE "AFRICA."

Abdel Kader is offered a command by the Turks, but awaits permission from the French Government.

The Turks are pouring immense treasure into the Treasury.

The fleets are ordered to the Dardanelles, but are not to enter the Black Sea, except on a hostile advance of the Russians.

The Sultan had granted a Firman to an English company to construct a ship canal from Rassova to the Black Sea; thus superseding the mouth of the Danube.

The French trans-Atlantic mail steamship company of Dieppe, have ordered twelve screw steamers from a London builder.

A statement is going the rounds that Koszta is not released.

The import duty on wheat into Sardinia, is reduced to 50 cets per centime.

A bread riot had occurred at Turin.

Another earthquake has occurred in Greece.

CONSTANTINOPLE, Oct. 13.

The combined fleets have not entered the Dardanelles yet, but it is momentarily expected. The fleet in our harbor which had gone into winter quarters, has been ordered to prepare for sea with all possible haste.

St. Petersburgh dispatches state that preparations of war are proceeding steadily.

The Emperor returned from Berlin on the 13th.

Two hundred ships were lying at Odessa loaded with grain.

PARIS, Oct. 21.

The Bourse was steady at the opening, but closed with a decline.

The Russian Ambassador at Paris denies that the Czar threatens extermination of the Turks.—On the contrary it was reported, but disbelieved, that the Czar would soon issue a peace manifesto.

Miss Cunninghame, the lady who was imprisoned in Tuscany for distributing Protestant tracts, was so ambitious of martyrdom, that when the order came for her release she refused to leave the prison, and had to be turned out.

The reported reduction of the Austrian army was a sham. Marshal Radetsky's forces in Italy, and the garrisons of fortresses, are exempted from the reduction.

Vienna dispatches announce that in the mean time the diplomatic conference for the settlement of the Oriental question have suspended their meetings, but though inactive, is not dissolved.

The English operatives' strike continues. Many mills are closed, but hopes are entertained of a settlement at no distant day.

The British public are as yet in the dark respecting the intentions of that Government in the present crisis, and will probably remain so until after the meeting of Parliament.

The ship Dalhousie, from Gravesend, 13th, for Sidney, sunk on the 19th, off Beechy Head; 59 lives lost.

At Maidstone, about 38 hop pickers were drowned on Thursday evening, by the upsetting of the wagon in which they were crossing a flood.

NEW YORK, November 5th.

The Hermann sailed to-day at noon for Southampton and Bremen, with fifty-six passengers, $536,000 in specie.

The large stores Nos. 18 and 20, Liberty Street, was burnt last night. Loss 30,000.

BOSTON, Nov. 5.

Three men were arrested at Nashburn today, for counterfeiting.

The powder mill of Mr. Blumis, in Spencer, Mass., exploded yesterday, killing five men.

The Oswego Bank has failed.

Baltimore, Nov. 4.

The British ship Liverpool, from Shields for New York, foundered at sea, taking down Capt. Williams, his wife, one lady passenger, and 14 of the crew. The first mate and four of the crew were picked up and carried into New Orleans.

It is announced that Wm. Hamilton Penton, Esq., has been appointed Registrar of Hastings, in the place of Mr. Benjamin, removed.

New York, Nov. 4.

Yankee Sullivan was brought before Judge Edwards to-day, on a writ of habeas corpus, he having been arrested yesterday for the purpose of being surrendered to the authorities of Massachusetts. The Court adjourned the case till to-morrow, in order to allow the District Attorney to consider the objections brought by Sullivan's Counsel for his surrender. Sullivan remains in the custody of the Sheriff.

New York Markets.

NEW YORK, November 5th.

FLOUR, &c.—Flour advanced 25 a 37 cts. per bbl during the day; but the demand was not sustained. Market closed tame. The inability to negotiate produce bills, restricts rates. Sales Western Canal 1,500 bbls. closing at $7,00 a $7,06 for common to straight State, $7,00 a $7,12 for mixed to fancy Michigan and common to good Ohio. Of the sales 5,000 bbls were for delivery the latter part of this month at $7,00 and the same price for December, closing quiet for future delivery. Rye flour better; demand limited at $4,87 a $5,00 for prime, and $5,12½ a $5,37 for superfine. Corn meal not active but higher; we quote Jersey at $1,18 a $1,25. Buckwheat in good demand at $2,00 a $2,25.

GRAIN.—Wheat has advanced since the Africa's arrival, 8 a 10 cents, with little here and a good demand for delivery. Sales 5,000 bushels white Canadian at $1,75; 10,000 bushels Western red last evening at $1,50 to arrive this month; 1,500 bushels Southern white, fair quality, at $1,58 a $1,60; 5,000 bushels prime to arrive at $1,30; 2,300 bushels white Michigan at $1,75 for unsound; 6,800 bushels fair to choice Canadian at $1,68 a $1,75; 2,300 bushels read Southern, at $1,56. Rye 92 a 93 cents. Barley quiet; sales 3,500 bushels mixed at 81 cents. Oats are in good demand at 47 a 50 cents for State and Western, 45 a 46 for Jersey.

PROVISIONS.—Holders of Pork firmer; demand fair; sales 500 bbls at $5,75 for mess, $13,00 for prime, $18,00 for sour mess. Beef active; sales 50 bbls at $11,75 a $12,00 for country mess, $13,50 for repacked Chicago, $6 a $6,50 for new prime; old dull and heavy, prime mess quiet at $17 a $19,00. Beef Hams not plenty. Lard active; Sales 200 bbls and tierces at 11 and 11½ cents.—Butter in fair request at 12 a 15 cents for Ohio, 18 a 20 cents for State. Cheese dull at 9 a 10½ cents.

STOCKS.—Dull and and easier. Money and Sterling Exchange same as previously reported. New York Central bonds 90½.—Nicaragua Tran. Company 21½, Michigan Southern 115. Erie 72½. New York Central 111.

Arrivals at the British American Hotel.

Nov. 5.—E. R. Sullivan, Paris, C.W.; James Row and Lady, Brockville; Mrs. Fields do; W. G. Stebbins, Montreal; P. H. Lewes, do; Thos B. Stimson, do; P. A. Williams, Toronto; Henry Engelke, Montreal; Mrs. Campbell, Son and Daughter, Napanee; Mr. Cheney, Plantagenet; G. O. Rodges, Syracuse; G. R. Prentiss, New York; Henry A. Jones, Brockville; Mr Crawford, Bath; Mrs. F. Patterson, do; J. D. Lelaine, Harrisburgh; D. Ruttan, Adolphustown; W. W. Stevers, Belleville; W. H. Sweetman, Adolphustown; W. H. Buck, Albany; G. H. Phelps, Montreal; Mr Brown, Rochester; Mrs. Budge, Toronto; Thomas McKay, Junr., E. Smith, Bytown; Mr. Killala, Montreal; F. Walbridge, Belleville; J. Deacon, Junr., Perth; John Franck, Guelph; Thomas Davidson, Berlin, C. W.; D. S. Robinson, Oswego; J. Newstead, Waterloo; S. Rocher, Berlin, C. W.; H. Acton and Lady, Napanee; R. F. Stevens Syracuse; B. C. Davy, Napanee; G. P. Ogden, R. Harrison, St. Lawrence Co., New York; J. R. Boyd, G. T. Telegraph, Picton.

CUSTOM HOUSE REPORTS.

FURNISHED BY MR. CHARLES OLIVER, C. P.

IMPORTS.

November 4th.—Str. N. York, Ogdensburgh,—1 rocking horse, 12 P. Ross. Schr. W. Sherman, Ogdensburgh,—436 kegs white lead, A. H. Barry. Schr. Queen Victoria, Mersey,—3,00 ft oak timber, Cliffe & Cook. Schr. Enterprize, Port Hope,—296 barrels flour, J. Miller & Co.; 946 barrels flour, G. M. Kinghorn. Schr. Bristol, Port Hope,—3,622 bushels oats, E. F. McCuaig. Schr. St. Andrew, Cleveland,—2,73 barrels flour, 518 barrels pork, 52 barrels tallow, 40 barrels lard oil, 4 barrels buns, J. Young, Montreal. Schr. Admiral, Port Hope,—1,730 barrels flour, Thos. Maxwell. Str. Lady C. Vincent,—8 cans varnish, 2 packages veneers, John Boddell, 2 boxes ware, Geo. Wright; 1 box, G. Baker & Co.; 1 package books, J. Duff; 2 packages, E. W. Palmer; 1 box, J. Darley; 1 bale, D. C. Hickey; 2 boxes oysters, S. C. Edwards; 2 box, 3 machines, W. Radston; 6 bbls oil, H. J. Martin; 1 box, Jas. Hickey; 2 barrels oysters, W. S. Winn; 2 cases saws, Delaney & Bowes; 1 piano forte, 1 box, D. E. Fairfield.

EXPORTS.

November 4th.—Lady Cape Vincent,—6 bales wool, 9 barrels fish, 1 bale sheep pelts.

Letters and Telegraphs Received.

M. & B., Hartford, Conn.; F. W., Brantford; P. Mrs., Wolfe Isle; P. M. Elgin; P. M., Montreal; P. M., Picton; P. & P., New York.

DIED.

At Waterdon, on the 20th ult., Charlotte Theresa, second daughter of Abram Griffin, Esq., aged 17 years.

At Owen Sound, on the 7th Oct., Margaret Howard, relict of the late Dr Howard, formerly of Brockville, aged 69 years.

At Burnside, near Brockville, on the morning of the 29th ult., aged 26 years.

At Burnside, near Brockville, on the morning of of the 29th ult., aged 26 years, Andrew, youngest surviving son of the late W. Freeland Esq.

At Montreal, on the 31st ult., Stanley Bagg, Esq., J. P., Lieutenant Colonel of Militia, in the 67th year of his age.

At Montreal, Nov. 2, at his residence, St. Anicet, Township of Godmanchester, on the 24th inst., Donald Rankin, aged 76 years.

Sale of Buffalo Robes.

TO be Sold by AUCTION, at the Store of the Subscriber, on Thursday, the 17th of November, 800 Buffalo Robes, unless previously disposed of by private sale.

MATTHEW BOURK.

Kingston, Nov. 2nd, 1853. 254

SERVANT MAID WANTED.

WANTED, a young woman to do the Household Work of a small Family. Apply at this Office.

November 5, 1853.

AUCTION SALE.

AN Extensive assortment of TEAS, COFFEES, SUGARS, TOBACCOS, FRESH FRUIT, OILS, FISH, GROCERIES, CROCKERY, CHINA and GLASSWARE, BRANDY, GIN, Rum, Scotch Whiskey, Canadian Whiskey, Cherry Brandy, Port and Sherry Whiskey, will be Sold by Auction, at the Stores of the Subscriber, Ontario Street, on Thursday, 1st, the 10th instant, at 10 o'clock A.M., precisely. Terms very liberal.

For particulars see Catologue.

J. CARRUTHERS.

Kingston, November 7th, 1853. 256

BOARD AND LODGING.

SEVERAL Young Gentlemen can be accommodated with Board and Lodging in a respectable private house, if application be made soon at the Store of the undersigned in Thibodo's new Buildings, opposite Bruce's Store, Princess Street.

M. LANG.

Nov. 7, 1853. 256

CUSTOM HOUSE SALE.

ON MONDAY, November 15, 1853, will be Sold on account of Her Majesty's Customs, at No. 1 Warehouse,

One 8 Horse Power Thrashing Machine,

Of the best and newest description, seized for a breach of the Revenue Laws.—Can be seen at the above Warehouse any day previous to Sale. Sale at 12 o'clock, noon.

WILLIAM McMILLAN,

Kingston, Nov. 5, 1853. Auctioneer. 2.6

LONDON

TEA, GROCERY, GLASS, CHINA, AND

EARTHENWARE ESTABLISHMENT

DIRECTLY OPPOSITE

Mr. M'Cracken's well-known Dry Good Store, Princess-street, Kingston.

THE Subscriber begs to inform the inhabitants of Kingston and the surrounding country that he intends to open the above establishment on *Thursday, November 10th*, 1853, with an entirely

NEW AND EXTENSIVE STOCK

Of Teas, Groceries, Glass, China, Earthenware, etc.

The Subscriber having made arrangements with some of the largest manufacturers in Staffordshire and other manufacturing districts of England, also with several eminent importers in New York and Montreal, will be enabled to submit to the inspection of the public one of the best and choicest stocks ever exhibited in Kingston.

He trusts, from his long and great experience in the trade in England, and by assiduity and strict attention to business, to merit that share of public patronage he now respectfully solicits.

ROBERT OCKLEY.

Kingston, November 7th, 1853. 256

RECEIVED at the Store of the Subscriber,

Per Steamer Novelty—
19 Barrels Whitefish.
Per Steamer Beaver—
45 Boxes Cheese, "Vancleek,"
10 Hf. do do. do.
Per Steamer Novelty
100 Barrels superfine flour, "Amelias-burgh Mills,"
1 Barrel Potatoes.
Per Steamer Bay of Quinte—
25 Barrels Whitefish.

JOHN CARRUTHERS.

Kingston, 5th Nov., 1853. 256

PUBLIC WORKS.

TENDERS WILL BE RECEIVED at THIS OFFICE, until MONDAY, the 16TH DAY OF JANUARY NEXT, for the execution of the work of the EXCAVATION, EMBANKMENT & MASONRY, necessary for the

CONSTRUCTION OF A CANAL,

to open a navigable communication between BIG BAY, at the head of the CHAUDIERE LAKE, and the CHATS LAKE, Ottawa River.

The Maps, Plans and Specifications for the Work, can be seen on and after Monday, 22nd November next, at THIS OFFICE, or at the CROWN TIMBER OFFICE, BYTOWN, where Mr. GALLWEY, the Resident Engineer, will give such information as may be required.

Printed Forms of Tender can also be had.

In the Tenders, which are to be sealed, addressed to the CHIEF COMMISSIONER OF PUBLIC WORKS, and endorsed "Tender for Chats Canal," are to be given the names of two responsible persons as security for the due performance of the work.