Agents for the British Whig.

Montreal ..... R. Chalmers & Co., Newsvillers.
Belleville ..... Mr. Michael Kelly, Auctioneer.
Perth ..... Thos. Evans, Esq.
Peterboro' ..... Mr. Thos. McLean, Bookseller.
Brockville ..... John Brown, Esq.
New York ..... T. S. Palmer, Tribune Building.
Boston ..... Messrs. S. N. Pettengill & Co., 10 State-st.
Rochester, N.Y., Mr. G. S. Jenny.
And Postmasters generally of the Midland District.

*** Agreements for advertising made by any of the above gentlemen, either for Cash or Barter, will be duly fulfilled.

BOSTON AND LIVERPOOL PACKETS.
TRAIN & CO.'S LINE.

SAILING from Boston on the 5th and from Liverpool on the 20th of every month, viz:—

	From Boston.	From Liverpool.
Ship Patriarch Rice, 1000 tons,	Jan. 5	Feb. 20
	May 5	June 20
Ship Elon Caldwell,	Sept. 5	Oct. 20
Ship Parthenon, 1100 tons,	Feb. 5	March 20
	June 5	July 20
Capt. Caius Sampson.	Oct. 5	Nov. 20
Ship Boston Western,	May 5	April 20
new, 1200 tons,	July 5	Aug. 20
Capt. W. H. Dennis.	Nov. 5	Dec. 20
Ship Southampton,	April 5	May 20
new ship, 1100 tons,	Aug. 5	Sept. 20
Capt. A. H. Brown.	Dec. 5	Jan. 20

These ships are all of the first class, built in Boston expressly for Liverpool Packets, and commanded by men of experience in the trade, have superior accommodation for passengers, and will be dispatched punctually as above.

A first class Ship will also be dispatched from Liverpool for Boston, on the 5th of every month.

For freight or passage to Liverpool, apply in Boston to ENOCH TRAIN & CO. 32 and 33 Lewis Wharf—and in Liverpool to TRAIN & CO., 5 India Buildings.

☞ Persons wishing to send for their friends can obtain certificates of passage—cabin, second cabin or steerage—by applying in Boston at the office as above, the only place where certificates for this line can be purchased.

Price of passage—cabin $75—second cabin $50—steerage $32.

☞ Sight Bills of Exchange for £1 and upwards, to be had in sums to suit. 181

TO CORRESPONDENTS.

In notice not in nature of advertisements communications, whatever is intended for insertion must be authenticated by the name and address of the writer; not necessarily for publication, but as a guarantee of his good faith.

We cannot undertake to return rejected communications.

TO ADVERTISERS.

The expense of advertising in a Daily Paper is very much greater than that of advertising in a Weekly or Semi-Weekly; it can, however, be easily lessened by previous agreement; but it will be found that this expense, it is imperatively necessary to pay cash for advertisements as they are handed in. In no single case will any advertisement of the advertising tariff be allowed, unless prepaid in cash.

*** Notices of Marriages, Births and Funerals, gratuitously charged.

To Our Advertising Friends.

Our advertising friends would confer an additional obligation by handing their favors in as early an hour as possible; as disappointments will unfortunately occur when announcements are sent in a late hour at night, for insertion next morning.

AUCTION SALES THIS DAY.

Auctioneers in the British Whig.

Sale of Teas, Sugars, Tobaccos, Wines, &c., at the Stores of John Carruthers, by Wm. Ware, at 11 o'clock.

The Daily British Whig.

"Entered for Colonial Press."

WEDNESDAY MORNING, OCT. 22, 1851.

The Ministry having at length been formed, it may be necessary to say some few words about it. That "bad" man Dr. Rolph is Commissioner of Crown Lands, and will doubtless be leader in the House of Assembly. He has great energy, combined with extensive powers of no ordinary description, and is capable of doing an infinity of good or evil. Let it be hoped he may choose the former course, and efface the recollections of his past life. Mr. Malcolm Cameron is President of the Committee, and we have nothing to say against this appointment. Mr. Cameron has had great experience in public life, and being of easy access, with popular manners, stands every chance of making an efficient minister. Mr. Morin remains Post Master Gen'l, a fact which gives universal satisfaction. The Inspectorship remains with Mr. Hincks—in better hands it could not possibly be. That Mr. Richards should step over Mr. Sandfield McDonald's head as Attorney General West, somewhat surprises us. Mr. S. McDonald made an excellent Crown Officer, while Solicitor General, and some good reason should be given to reconcile the country to this strange appointment. Against Mr. Richards, personally, we have nothing to say. Mr. Morin will make a most capital Secretary; kind, pleasing and affable while Speaker, what will he not be, in a less arduous post? Mr. Drummond claims to be Attorney General East, and maintains his claim very properly. The new Commissioner of Public Works is Mr. Young of Montreal, a new man, but one who brings with him a great reputation. Mr. John Ross is to be Solicitor General West; and the Receiver Generalship remains in the careful hands of Mr. Taché.

Taking the newly-formed Ministry as a whole, we like it, and shall afford it that support which its good actions may merit, not forgetting to speak our mind freely upon all and every occasion. Fortunately, the principles of Government are now so thoroughly defined, and so rigidly carried up to, that the duties of a journalist are changed from those of a censor of public men, into a mere recorder of passing events. Canada! Happy land to be so independently and so well governed.

To the Editor of the British Whig.

WARE ISLAND, }
October 20, 1851. }

SIR,—As we all desire to be fairly represented, you will pardon me for calling your attention to a mistake which occurs in Saturday's number of the British Whig. You there stated, that "Messrs Scott and Bowen of Amherst Island, have a way the best for Lobsters."

Now, Sir, though I willingly concede that Messrs Bowen and Aged Reed, Amherst Island may justly boast superiority over the newer settlement of Wolfe Island, yet in the younger charge—in Five Lamels and Ram Lambs—that is, in the later generation, which always bespeaks progress and improvement—Wolfe Island lately carried off the palm. Two Five Lambs of my flock took the first prize, and two others the second prize; so that since the two best Lambs had been selected for the first premium, my two second best were better than the best from any other township. Mr. Hawkins, of Wolfe Island took the third prize for Five Lambs, and, if I mistake not, the first prize for Ram Lambs and for his fine Shearling Ram.

The only full-blood Ayshires on the ground (with the exception of two animals owned by Mr. Bowen, he used to my brother-in-law (whose farm is on Wolfe Island,) and myself.

In Pigs, Horned Cattle, Sheep, Roots and Vegetables, Wolfe Island came off victorious; and what speaks well for our bottle soil, every root and vegetable exhibited by me was raised on land on which a single load of manure had never been spread. Even the Sow Pig which took the first prize for 1851, had been procured, a few days previously, from amongst us.

Mr. Bowen and Scott have indeed fine flocks of Sheep, at once excellent and beautiful, and some valuable Pigs, and they deserve to have them. Those who want good animals may apply to them with advantage.

In pure blooded Durhams, Mr. Ferguson stands alone, almost without a rival. Mr. Green's half-breed animals and a beautiful Heifer of Mr. W. Wilson, showed the advantage of a cross on the native cattle. Mr. Day had two beautiful Cows, and Mr. Hawkins and Mr. Finnigan some excellent Sheep. The fine-haired Sow of Mr. Briggs (half Berkshire, half Leicester,) deservedly attracted much attention.

In brief, the arrangements, (for which we desire to tender our thanks to Mr. Cameron, Mr. Ferguson, and others,) were good, and the Exhibition as a whole, (we say nothing about the boats,) a source of pleasure and improvement to many.

Yours, &c.,

J. A. ALLEN.

THE NEW MINISTRY.

The following is from the Montreal Herald of Saturday—the reader can believe as much of it as he pleases:—

It is now generally known that the list of the new Ministry which we were enabled to publish on Wednesday morning, was a correct one, so far as the officers therein mentioned were filled up. We had, from the first, every confidence in the accuracy of our informant. We have since learned, by a letter, that the late Postmaster General had expressed himself greatly dissatisfied with the proposal to remove him from the Department he had organized from the period of its first commencement into the hands of the Government, and that there was great doubt whether he would consent to be passed over, at the division of offices, to a new office. This difficulty seems to have been cleared up by the retention of that gentleman at the head of the P. O. Office, and the shifting of Dr. Rolph from the appropriate office of President of Committee to the inappropriate one of Crown Lands Commissioner; his proposed place as President of Committee being somewhat prematurely occupied by Mr. Cameron. This letter is the account given by the Examiner, as we learn by telegraphic despatch received last night and it is easily understood. When Mr Morin refused to be made a mere tool of by being unceremoniously transferred from the Post Office to the Crown Lands, Mr Cameron who was to have had the Post office, had nothing upon but the office Mr. Morin refused. But it will be remembered that Mr Hincks declared at the time of the late rupture with Mr. Cameron that the split took place, because the latter wanted this very office, and therefore he Mr Hincks would not consent to his getting it. Decency, therefore, required that he should not have it now. Hence the change in the destination of Dr Rolph.

It will be remembered that our list was only complete in so far as the Upper Canadian section of the Cabinet was concerned. We have it now in our power to add to that list the names of our fellow citizens, Mr. John Young, who has been elected, and we understand has accepted the office of Chief Commissioner of Public Works. Aside from all party politics, we know of no man in Canada who, from his energy, enterprise, and knowledge of the trade and resources of the country—as well as practical experience in acting to develope its resources,—is in every way so competent to perform the duties of the office as Mr. Young.

The full list of the Council, as at present intended, stands thus:—

President—Hon. Malcolm Cameron;
Attorney General East—Hon. L. T. Drummond;
Attorney General West—Hon. W. Richards;
Secretary—Hon. N. A. Morin;
Receiver General—Hon. Mr. Taché;
Inspector General—F. Hincks;
Post Master General—Hon. James Morris;
Commissioner Crown Lands—Hon. Rolph;
Commissioner Public Works—Hon. J. Young;
Solicitor-General West—Hon. Jno. Ross;
Solicitor-General East—Messrs Cartier and Cheveux talked of; probably no decision yet.

PROPELLER NORTH STAR WRECKED—GREAT SUFFERING OF THE PASSENGERS AND CREW.

The Lake Superior Journal, of the 8th inst., has the following par relative of the loss of this steamer:

It becomes our painful duty to record the most perilous shipwreck that has ever occurred on Lake Superior, and having been a passenger on board the Monticello at the time, we are enabled to give all the particulars in relation to the loss of the vessel, and the hardships of the passengers and crew.

We went on board of the Catamaran on the afternoon of the 25th ult. on her return from Fond du Lac.

We had been out half an hour when we discovered the water oozing around the fronts of the engine. The main pump was put into operation, but it was soon discovered that the water was fast gaining on the pump, and preparations were made immediately for raising water by means of buckets, &c. The passengers and crew worked steadily at the pumps, but the water continued gradually to gain on them. We had now been out about three hours, the wind and waves continually increasing, when it was found there was little hope of reaching Eagle Harbor; the water had risen nearly to the fires and was fast gaining, notwithstanding all the exertion of those on board.

It was not long before the fires were reported out—the engines worked lustily for a short time, the clinking of the valves became faint and less frequent, and finally, like the dying struggle of a strong man, it ceased altogether.

The fires were kindled and extinguished several times. For two hours the water-logged vessel drifted in before soundings could be had in this region. It was well known that the coast was rocky and dangerous, and the night was too dark to enable the pilot to distinguish one place from another.

A heavy sea rolled in upon the shore, and it seemed like madness to attempt to make a landing under such circumstances. Accordingly Capt. Wilcox decided to come to anchor and endeavor to keep the vessel afloat till daylight.

Sometime before daylight the wind changed to the North and commenced blowing hard, directly upon the shore, and the sea threw up mighty rollers times washing into the hatchways where the men were at work bailing, and it became evident to all that the vessel could be kept afloat only for a short time longer.

At five o'clock it was light enough to see that it was a bold rocky shore, against which the waves dashed high and furious, but it was too late to choose a place for landing, and the captain ordered the anchors to be cut. She here swung round to the east, and in 15 minutes she struck heavily on the solid rock, about 300 yards from the shore.

The largest of the two yawls on the lee side was soon lowered, and with a line long enough to reach the land, the first and second mates, Messrs Lucas and Barney, W. T. Hollbrook and one of the crew started for the shore. The line was made fast to a tree, and they commenced the far more difficult and dangerous task of returning.

By untiring exertion the passengers and crew were all landed at half past eight. All were drenched to coming ashore, and were cold, hungry, and worn out by the fatigues of the night and morning.

After a few minutes the boat was again manned, and the wreck was again explored for provisions, and a few pounds of hard bread and part of a quarter of fat h. beef, and some boiled beef were brought in. After having taken this, as many as possible started for Eagle River, which was judged to be about 35 miles distant.

On the Tuesday following, Capt. McKay with the schooner Algonquin proceeded to the wreck and brought off the captain, crew, and remaining passengers, and all that could be saved of valuable property.

The Monticello was owned by Col. McNight, of this place, and was insured for $16,000.

MOVEMENTS OF JENNY LIND.—We learn that owing to the lateness of the season and the convenient means for little navigation of the Lakes Miss Lind has abandoned her intention of visiting Detroit, Chicago and Milwaukee, and will go on further west than Cleveland. There she will give one or two concerts, after which she will go to Cincinnati, where she will come to New-York. We have not heard whether she will stop at Pittsburg or not. In all, she proposes to give some thirty concerts, the last in this country. The view will be described in New-York; she will probably also appear here before visiting Boston and Philadelphia. The first concert is given at Buffalo to-night, where she gives a second on Friday. At Toronto it is probable she will give two next week instead of one only as was at first intended. After that she will remain for some days at the Falls. She will not leave this country directly after the termination of the concerts, but will remain in the United States until the pleasant season of next year, when she will bid adieu to the New World and return to the Atlantic.

PENITENTIARY INSPECTOR.—The Montreal papers state that Dr. Wolfred Nelson, a member of Parliament for Richelieu, and Mr Sheriff Dickenson of Perth, have been appointed Penitentiary Inspectors, under the act of last session.

AFRICA.
DEATH OF MR. RICHARDSON, THE AFRICAN TRAVELLER.

It is with deep regret that we have to announce the death of Mr. James Richardson, the enterprising African traveller. This melancholy event took place on the 4th of March last, at a small village called Unyanyembe, six days distant from Kooka, the capital of Bornou. Early in January, he and the companions of his mission, Dr. Barth and Overweg, arrived at the immense plain of Dumergou, where after remaining a few days they separated, Dr. Barth proceeding to Lake, Dr. Overweg to Gubee, and Mr Richardson taking the direct route to Kooka, by Zinder. There he would seem his strength began to give way, and before he had arrived twelve days' distant from Kooka, he became seriously ill, suffering much from the oppressive heat of the sun. Having reached a large town called Kangarooa, he halted for three days, and finding himself rather refreshed he resumed his journey. After two days' more travelling, during which his weakness greatly increased they arrived at the Waddy Mellaha.

Leaving this place on the 31 of March, they reached in two hours the village of Unyanyembe, when Mr Richardson became so weak that he was unable to proceed. In the evening he took a little food and tried to sleep—but became very restless, and left his tent, supported by his servants. He then took some tea and threw himself again on his bed, but did not sleep. His attendants having made some coffee, he asked for a cup, but had not the strength to hold it. He repeated several times, "I have no strength," and after having pronounced the name of his wife, sighed deeply, and expired without a struggle, about two hours after midnight.

Early in the morning, the body wrapped in linen, and covered with a carpet, was borne to a grave which was dug four feet deep, under the shade of a large tree close to the village followed by all the principal Sheiks and people of the district. The Sultan of Bornou has given orders that all respect and honor shall be paid to the grave of the ill-fated British traveller.—Malta Times.

ROMANISM IN ENGLAND.

In the course of an abusive article upon the great Norfolk "conspiracy," the Tablet makes the following delicious admission of the decline of the Romish movement in England:—

"Dated now the church has been gaining ground in England—nobles and peasants, learned and unlearned, have entered into the fold; but now, possibly, the tide may turn. Acts of Parliament have been always dangerous to the church; from Henry III. to Elizabeth they have had great and abiding influences, and we must not shut our eyes to the danger looking in them. The first persons to suffer from them have been commoners and there in high station, from whom the poison spread through every vein of the body politic. Half-a-dozen peers turned the scale against the church under Elizabeth, and again under Charles II., when the Catholic peers and commoners were shut out from Parliament. The sad consequences of those days was submitted to and thirty appointers were the result. It may be so again; but if we are now faithless to the hour of our trial, it may be that we shall be beaten, and that the 1,000,000 converts in all England may be put off, perhaps for years. The laws of Elizabeth were not so dangerous in themselves as the frequent appointments; and James I. found the most eloquent preachers in renegade priests and cowardly Catholics."

The schooner Wm. Penn, reported as capsized about ten miles up the lake, belonged at Kingston. Two of her crew were lost.—The Captain and the remainder of her crew took the boat and made for the Canada shore, where they arrived in safety. A steamer from Kingston having the Captain of the Wm Penn on board, put into this port yesterday in search of her.—Oswego Journal.

An interesting correspondence is published between Lord John Russell and the Earl of Lucan, who writes in behalf of the Poor-law Unions of Mayo. Lord John asks, substantially, whether Ireland means to repudiate the £14,000,000 famine loan, made by the British Government. The reply is that the money in question was spent by Government officials, and spent most wastefully. Accordingly they decline paying special taxes for the repayment of moneys which ought not, in their opinion, to be charged against them, or allow themselves to be made forced agents for the collection of a tax unjust in its object, and in consequence ruinous to all classes in Ireland.

THE WHEREABOUTS OF SIR JOHN FRANKLIN ASCERTAINED?—Several years ago Captain Symmes promulgated a theory to the effect that there was an opening in the earth at each pole, through which vessels might sail, provided they could only reach it, and sail into the interior of the globe; hence the term "Symmes Hole." A writer in the Montreal Herald contends that it has been confirmed by the accounts of the Arctic exploring expeditions, and that Sir John Franklin has probably got into the hole, and can't get out! He quotes this statement from the account of Capt. Penny's expedition:

"Capt. Penny found a heavy barrier of ice in Wellington Channel, not very far from its opening into Barrow's Strait, but a navigable channel was discovered so far passed to a more Northern latitude; the ice which he had left, he returned at the early season, April and May, from and solid, was here shivered and broken, as at last travellers come upon open water, dark wood, Arctic animals and birds—the latter in enormous numbers,—these were all the signs of an improved climate."

He makes the following comment:

"I do not know how it will strike you, sir, but to me, with whom the idea of openings at the poles has been familiar for thirty years, the information communicated by Capt. Penny is exceedingly curious. Perhaps, after all, Sir John Franklin has found this opening!—If there be such an opening, it is quite probable that the strength of the current into the opening may prevent return to sailing vessels; it would not however be an obstacle to steamers. How important then it becomes that Capt. Penny's present efforts to obtain a steamer, and return to the "open water," and the "improved climate," may be successful."

Police Magistrate.

Monday Oct. 20th.

Archibald McGraham, drunk, fined 10s.

John Dandy, one of Saturday's heroes, fined 2s. 6d. for a shaft upon Leo, and bound over to keep the peace.

Tuesday Oct. 21st.

A respectable inhabitant of Johnson street, complained of the noise and disorderly conduct of a tavern from which he is only separated by a board wall; being a mechanic, he wishes to sleep at night and work during the day, but he cannot get his regular rest for nightly dances, &c. next door.

Hannah Keogher; charged by Mrs. Gant as a nuisance; after many protestations on the lady's part, the high contracting parties—aye! that's the term now-a-days, parted under mutual promises—she, of leaving the Kingston Mills, and his Worship, who was most unceremoniously left out of the late call of the House at Monklands, of furnishing her with thirty days bread and water on her next appearance.

Wm. Kirkwood, a green horn, picked up with a thousand of brick in his hat, first appearance, discharged.

A smart looking boy made a rather smart claim for wages—adjourned till to-morrow.

An old fellow named Barry, who unfortunately belongs to Kingston, requested a warrant against some person, name unknown, for stealing two cows. The examination elicited that the occurrence took place in June 1849, and that two warrants had already been granted to him; the High Bailiff went out with him and he pointed to a respectable and well known party of whom no suspicion could be entertained; his son appeared to be in search of lost money.

CUSTOMS HOUSE REPORTS.

WEEKLY RETURN OF THE CUSTOMS HOUSE, K. B. MOORE, ESQ.

IMPORTS.

Oct. 20.

Sch. Tilt, Oswego—100 bbls salt, William Anglin.

Brigs Rock, Montreal—200 bbls Liverpool Salt, H & S Jones.

Sch. Sunrise, Ohio—2500 bushels Rye and Rye, 21 bbls fish and 100 Pork bbls, James Morton; 250 bbls Flour, James Fraser.

Ann E. Marsh, Bear Creek—12000 Pipe and Wine Staves, Cohen & Cook.

Sch. New Era, Montreal—9 cases and 2 bales Stationery, R W Palmer; 3 casks & 1 case Jelly, Pearson.

Ning-o, Oswego—1 rail shaft, A McGuire; 12 boxes soap and drugs, H Fraser; 30 extra hollow ware P D Buck & Co.

Oct. 21.

Maple Leaf, Goderich—2 trunks books and 2 bbls. apples, E P Dorwin.

Bay State, do—1 box goods, Jas. Harrison; 1 chest tea C Blake.

Sch. Sidney, Port Hope—100 tons coal, James Morton.

Robert Bruce, South Bay—92 kegs butter, W Bower.

EXPORTS.

Oct. 20.

Brig Huron, Dunkirk—1500 bbls pitched hoop.

Oct. 21.

Str Bay State, Ogdensburgh—124 kegs pickles.

Sch Lewis Gibbs, Oswego—24000 feet sawed lumber.

Arrivals in this City.

AT THE BRITISH AMERICAN HOTEL:

Oct 19—J. R. Nichols, Toronto; G. Watson, N. F.; S. T. Leggett, Sydney; Henry Podgers, Penn; Mr. Spafford, Kingston; A. Cuvillier, England; Capt Miller, Montreal; J. McDonald, Belleville; C. Keogh, Grantham; Mr. Crooks, Syracuse; L. Dwight, Oswego; E. Kirr, Montreal.

20th.—G. R. Nichols, Lowell; W. Aitchen, Hamilton; D. Mitchell, Montreal; G. Spafford, Brockville; J. Wallace, Cobourg.

21st.—J. McLeod, Montreal; S. S. McDonald, Cornwall; J. C. Edgar, Indiana; W. L. Smith, England.

AT THE BRITISH EMPIRE HOTEL.

Oct. 20—Mr Hooke, Toronto; Mr R J Fitzgerald, Potton; Mr O'Brien, Montreal; S M Sherman, Auburn, N. Y; Mr Williams, Sherbrooke; Mr Urquhart and Lady, Belleville;—Angus Russell, Montreal; J McLaren, Quebec; W Robinson, Esq., Belleville; H Cornbrook, Murray; E Sandfield, Ogdensburgh; S C Fall, Watertown; Peter Sewell, Picton; E Mallory, Esq., Pittsburgh; W Pope, Picton; Mr Hawk, Montreal; Colonel Evans, Shrewsbury; N Richardson and Lady, Madison, C S; Richard Union and Lady, P J Wren, Pittsburgh;—Miss Stoughton, Picton; Miss Rice, Syracuse; Mr Spaine, East Lake; J P Dorland, Elmira; Adolphustown; Jacob Sangster, W N Hornbeck, Fredericksburgh.

Oct 21.—J D Hawley, Watertown; N S Hunt, J C Thomas, Fredericksburgh; G N Lovell, Moira; William Fraser, North Port; J G Ferguson, William Smith, Picton; J D Seymour, Ogdensburgh; John Glass, Pomeroy; John Lovell, M McMahon, Miss McPaul, Mr Hook, Picton.

MONTREAL MARKETS

Oct., 18th 1851.

	s. d.		s. d.
ASHES, Pots, per cwt	27 10½	a	28 3½
Pearls	29 3	a	30 0
FLOUR, Canada, Fine, per bbl			
196 lbs.	18 0	a	0 0
Superfine No. 2	17 0	a	17 3
Do No 1	17 3	a	18 0
Fancy & Extra Sup	19 0	a	19 9
Sour	15 0	a	16 0
American Superfine, do.			
duty			
INDIAN MEAL, 196 lbs.	12 0	a	13 0
OATMEAL, 224 lbs.	20 0	a	0 0
GRAIN, Wheat, U. C. new	60		
Do.	3 3	a	3 3
Rye			Scarce
U. S. wind	3 10½	a	4 0
L. C. Red, per minot	3 9	a	0 0
BARLEY, per minot			Scarce.
OATS	1 7	a	1 9
PEAS, White	2 7	a	2 9
INDIAN CORN, 56 lbs.	3 9	a	0 0
PROVISIONS, Beef, Mess, bbl.			Scarce.
Prime Mess	30 0	a	40 0
Prime	25 0	a	31 0
Cargo	0 0	a	0 0
PORK, Mess	37 6	a	0 0
Prime Mess	35 0	a	37 6
Prime	0 0	a	0 0
Do. in bond, Foreign	65 0	a	67 6
Inspected			
Cargo	0 0	a	0 0
BUTTER, inspected, No. 1	0 7½	a	0 7½
Do No. 2	0 6½	a	0 6½
Do No. 3	0 5½	a	0 6

REMARKS.

Ashes—The transactions have been trifling, without change in price from last week, with the exception of Pots, which has declined about 6d per barrel—the receipts from Canada West are moderate.

Wheat—A parcel of 2000 bushels good U. C. Wheat, has been placed at 3s 10½d; and a small lot of inferior at 3s 6d per 60 lb.

Flour,— } Nominal at our quotations. Sales
Barley,— } in retail only.
Oats,—

Indian Corn—No shipping demand—held at 3s 9d per 56 lb.

Potatoes—Sales of Early Surf at 2s 6d in Note Prime Mess; and 2s 6d for Old. Mess Pork is dull and can be purchased on rather easier terms.

Beef—In fair demand, but at a shade shade the quotations of last week, with the exception of Inn, which being can higher quotation.

Ashes,—Pots have been in good demand during the week—some huge lots changed hands, yesterday at our highest quotation, while Pearls are nominal at the prices of last week.

Freights—No engagements to London. To Liverpool 22s. 6d. is paid for Ashes, and 2s 6d. for Grain—there being no engagements for Flour. To the Clyde, 2s. 9d. is the nominal rate for Flour; 28s. for Ashes, and 2s. 6d. for Grain.

Exchange—Heavy; but without change in rates.

Stocks—Montreal Bank—Large Sales at 10 premium, at which it is to-day asked for. City Bank—Has advanced to 102 discount, which is the price of to-day. Bank of British North America—Much asked for, none offering. Commercial Bank, M. D—Is demand at 12 discount. Bank of Upper Canada—Without change. Bonds in Demand—There have been Sales at 2½, and more recently at 20 discount. It continues to be offered at the latter price. Montreal Mining Company—Sales at 1s. They are to-day saleable at 1s. 3d. In other Stocks—Nothing doing.

Government Notice.

SEALED TENDERS will be received at this Office, until noon, on FRIDAY, the 24th October, 1851, for the undermentioned articles for the use of the Military Prison at Kingston, viz:—

130 *Pairs of Mitts,*
2 *Thermometers.*

The above to be supplied before the 1st of November, and made agreeably to Patterns which may be seen on application at the Barrack Office.

Commissariat,
20th October, 1851. } 250

LOST COW.

STRAYED about eight days since, a light red Cow, of the Dutch breed (heavy in calf) with white back, short horns turning inwardly, dark face and milky all white. Any person finding her and returning her to the Widow Casey on the Montreal Road (near the Methodist Chapel) will be properly rewarded for their trouble.

Kingston, October 22nd, 1851. 250

WALTER BALES,

House, Sign and Ornamental Painter,
GLAZIER & PAPER HANGER.

W. B. begs respectfully to inform his friends and the public, that he carries on business at the head of Princess Street, where he will attend to orders both in Town and Country; and takes this opportunity of expressing his thanks to his friends for past favors, and hopes by assiduity in attending to his business to receive a continuance of support.

Kingston, Oct. 22, 1851. 250

SALE ON TUESDAY OCT. 28th.

FRESH FRUITS, &c.
OF THE CROP OF 1851,
DIRECT FROM MALAGA.

THE Subscribers beg to inform the Trade of Canada East and West, that they have received per Schooner "DOLPHIN," their CARGO OF FRESH FRUITS, &c. &c., of the Crop of 1851, direct from Malaga to this Port, and would call their attention to the assortment, which will be sold on Tuesday, 28th October, consisting of:—

MOCATEL RAISINS—Layer, Bunches, Sloons, and Clusters,—in boxes, halves, quarters and eighths.

LAYER AND CLUSTER RAISINS—in kegs and boxes.

FRESH FIGS, Fillets, and Soft Shelled Almonds.

FRESH GRAPES—in barrels and halves.

JORDAN ALMONDS—in boxes.

VALENCIA NUTS.

BROWN AND PALE SHERRY WINE—in quarters and octaves.

LEMONS—and other articles.

Which will be offered to the Trade at Public Auction, on the above mentioned day, to enable parties at a distance to attend the Sale.

EDW. MAITLAND, TYLER & Co.
Montreal, Oct. 18, 1851. 248

Through to New York in 20 Hours!
VIA WATERTOWN.

EXTENSION OF THE
Watertown & Rome Railroad
ROME, WATERTOWN, CAPE VINCENT, KINGSTON.

THIS Road being now completed to Watertown, within ten miles of Sacket's Harbor, the cars will run as follows:

LEAVE WATERTOWN.

First Train (WAY, leaves Watertown at 5.30 A. M.

Second Train (EXPRESS) leaves Watertown at 1 P. M.

LEAVE ROME.

First Train (EXPRESS) leaves Rome at 11-15 A. M.

Second Train (WAY) leaves Rome at 4.30 A. M.

☞ Passengers taking either of the Morning Trains will be landed in New York, or intermediate places during the day, or following night and morning.

E. H. DOXTATER, Supt.
October 14th, 1851. 247

TICKETS for the Watertown and Rome Railroad to be obtained of by

THOS. J. ANGEL,
Agent,
Market Square, Kingston.

Oct. 14, 1851. 247-3

IMPORTANT FALL SALE
OF
Fresh Teas, Sugars,
TOBACCOS, WINES, &c.

ON WEDNESDAY, Oct. 22, at Eleven o'clock, at the Stores of the Subscribers, Ontario Street:—

500 Boxes Y. Hyson, Twankay, Gunpowder, Imperial, Souchong and Congo Teas.
35 Bags Java Laguyra and Rio Coffee.
350 Boxes Tobacco, 3's, 5's, 10's, 16's & 18's.
75 do. 1-16 do. ½ lb. and lb. Plugs.
20,000 Principe Cigars.
10,000 Havanna do.
25 Hhds. Sugar, "Porto Rico."
65 Hhds. London crushed do.
35 do. Bastard do.
15 Hhds. double refined do. M.F & S.
10 Puncheons Molasses.
18 Cases Sperm Olive, Elephant and boiled Oils.
5 Hhds. Tanner's Oil.
25 Cases Vinegar.
200 Hf. Boxes pipes T D's
600 Dozen Brooms.
30 do. Whisks.
150 do. Patent Pails.
25 Bags Pepper.
5 do. Pimento.
2 Bales Cloves.
40 Matts Cassia.
150 Jars Mustard, London & Durham.
2 Cases Lipscombe, Bayes Sauces.
do. do.
25 Hhds. Essex Currants.
6 do. Madder.
25 do. Logwood.
3 Cases Indigo in tins.
65 Bales Candle Wick.
15 Baskets Salad Oil.
45 Jars Snuff.
5 Tierces Carolina Rice.
15 Bags Glenton & E. I. do.
50 Bbls Oat Meal.
50 Boxes Saleratus.
10 Kegs refined Saltpetre.
175 Boxes Starch, blue and white.
30 Reams Foil and Post paper.
315 Reams Wrapping paper.
10 Bbls. Mackerel.
25 Bbls. Herrings, No. 1 Split.
30 Cwt. Codfish.
2 Tons Cheese, Gananoque Dairy.
Almonds, Figs, Walnuts, Brazil Nuts, Cassia, Ginger and Caraway Seeds, Capers, Pickles, Sauces, Cayenne, Fig Blue, Bath Brick, Paste & Liquid Blacking, Sperm, Stearine, and Tallow Candles, Brown Windsor, Variegated and Yellow Soaps, Barley, Arrow Root, Chocolate, Epsom Salts, Cattonate of Soda, Blackleads, Citron, Orange, Lemon Peel, Glycerene, Pounded Lemon Syrup, Nutmegs, 30 lbs. Rice, Washing Soda, 10 Bbls. Brandy, "Martelle," and Hennessey's, dark and pale.
5 do. Gin, "Dekuyper and Sons."
20½ Casks Port Wine.
30 Bottles, Bbls. Gin, Cordials and Cordrons, Sherry, direct from Cadiz.
5 Pipes Brown Teneriffe.
3 Bbls. Scotch Whisky.
125 Bbls. Canadian do.
35 Puncheons and Casks, H. Wines
35 do in Leather.
200 Bbls. Liverpool and Onondaga Salt.

Several consignments positively to be closed, and this will be the last sale this Fall.

Terms Liberal.

ALSO,—Stock of Dry Goods in Store lately occupied by McMillan, Brothers, next door to the Mansion House, Picton, will be sold at 2 o'clock P. M. Inventory to be seen at the subscriber's.

ALSO,—At the same time and place:—
30 Cases assorted Boots and Shoes, and
1000 Pieces Room Paper.
Terms very liberal.

JOHN CARRUTHERS.
WM. WARE, Auctioneer.
Oct. 18, 1851. 247

AUCTION SALE OF
Dry Goods.

ON THURSDAY the 23rd instant, will be sold at the Warehouse of the Subscriber, in Brock Street, the contents of 200 packages of DRY GOODS imported this Fall, viz:—

30 pc. Pilot, Beaver & Witney cloths,
100 " Broad cloth in Black, Blue, Drab & Olive,
70 do. Cassimeres & Doeskins, in black, blue and fancy,
150 do Satinetts and Full cloths,
30 doz fancy Vest patterns,
300 pcs Witney and Point Blankets,
200 assorted rugs and counterpanes,
200 pcs striped, white and colored Flannels and Sheetings,
150 do Gala plaids and cloakings,
250 woolen shawls and scarfs,
500 pcs black and colored Grenas and Cobourgs,
800 do T-8 and 5-4 printed calicoes,
1000 do bleached and grey cottons,
100 do 4-4 brown sheetings linen,
50 do 6-4 Irish linens,
30 do huckaback and damask,
100 do 3-4 and 6-4 bed ticks,
5 case of silk goods and velvets,
100 doz buckskin mitts and gloves,
400 do assorted threads,
2 cases of Woollen Shirts & Drawers,
3000 lbs. Cotton Yarns,
50 Bales cotton Batts and Wadding,
250 lbs. Cotton Shop Twine,
200 pc. of heavy Stripe Shetings,
100 " Scotch Tartans & Ginghams,
50 " Sofa Covering,
2 Cases of Silk Cotton Handk'fs,
2 Cases of Regatta Shirts,

With a great variety of Buttons & small Wares.

Sale at 11 o'clock precisely.

WM. WILSON.
October 11th, 1851. 241

DON QUIXOTE.

A CHEAP edition of the Life and Adventures of Don Quixote, and his Squire Sancho Panza, just received and for sale at the City Book Store.

E. W. PALMER.
Oct. 2, 1851. 234

FRANK FAIRLEIGH
And Lewis Arundel,

TWO of the most popular Romances of the day, just received and for sale at the City Book Store.

E. W. PALMER.
Oct. 2, 1851. 234

BAY OF QUINTE.
THE STEAMER
NOVELTY,
CAPT. J. BONTER.

THIS fast running steamer is now on the Bay of Quinte, and will ply as follows:

UPWARD TRIP:

She will leave Kingston for the head of the Bay at 11 o'clock, A. M., on TUESDAYS, THURSDAYS, and SATURDAYS, touching at all the intermediate ports.

DOWNWARD TRIP:

She will leave the River Trent for KINGSTON, on MONDAYS, WEDNESDAYS, and FRIDAYS, at 6, and Belleville at 9 o'clock, A. M., and will touch at all intermediate ports.

Kingston, Sept. 15, 1851. 216

STEAM COMMUNICATION BETWEEN NEW YORK AND GLASGOW.

THE GLASGOW & NEW YORK

Steam-Ship Co's powerful new Steam ship Glasgow, (1952 tons, and 400 horse power,) N. Stewart, late of the Cunard Steamers, Commander is appointed to sail from New York, direct for Glasgow, on Saturday, the 6th December, next, at 12 o'clock, noon.

PASSAGE MONEY.

First Cabin, (Steward's Fee included,) $90
Second Cabin, do, do. 35

No Steerage Passengers taken.

These rates include provisions, but not wines or liquors, which will be supplied on board at moderate prices. Carries a Surgeon.

For freight or passage apply to

J. McSYMON, 33 Broadway, New York.

The New York, 2100 tons, and 450 horse power, (a consort to the Glasgow,) will be on the station early next spring. 249

FOR TORONTO & HAMILTON.

PRINCESS ROYAL,
CAPT. DICK.

WILL leave St. Lawrence Wharf, (late McLennan's,) for Toronto and Hamilton, calling at intermediate ports, weather permitting, THIS DAY, at 3 o'clock.

Kingston, Oct. 22, 1851.

BAY OF QUINTE.