THE COURIER

MONDAY, NOVEMBER 5, 1849.

☞ SEE FIRST PAGE.

THE ENGLISH STEAMER.—The *Hibernia* arrived at Halifax on Saturday morning last, but, from some inexplicable cause or other, her news was not transmitted over the wires. We shall, no doubt, receive it this morning at an early hour, when Extras, containing it, will be immediately published. The news will be of deep moment and interest.

FURTHER ARRANGEMENTS.—In connexion with the Montreal *Herald*, we have determined (as a further inducement to our numerous patrons to continue, and the public generally to give their support to the *Courier*) to furnish, by electric telegraph, diurnal reports from all the principal cities of Canada. This further addition to our current expenses, will be very heavy, and we trust that as we advance into this new path of newspaper enterprise, we shall receive the firm support of a generous public.

THE BRITISH AMERICAN LEAGUE.

A short telegraphic despatch from our Toronto correspondent informed us on Friday, that the Convention of the League had assembled in Toronto, and that some eighty delegates were present. This despatch we published on Saturday morning.

If our correspondent be correct, there will be no objection made in the Convention, if any delegate shall choose to bring forward the question of Annexation, in order to the full discussion of its practicability, and its benefits, or the reverse. This is one step gained. All that the Annexationists desire, is to have their plan fairly laid before the world. They would be met by facts and arguments, not by bold assertions and vulgar hootings; if the people can be got to study this question for themselves, instead of taking the declamations against it on trust from the mouths of the old party hacks on both sides, and their organs, the Annexationists have no fear of the result. They are not like the twelve-year old Tory in Toronto, who said, the other day, "Oh, it will never do to reason with these Annexationist fellows; if we reason with them, we are lost!" That the Convention, constituted as it is, almost entirely of the old Tory party, at least as far as the Upper Canada delegates are concerned, will decide for Annexation *now*, we have no expectation, but we are glad to find that they have liberality enough to permit its discussion; it shows that they have taken one step forward since the Kingston meeting. If those of the delegates who are determinedly in favor of British Connexion can show good reasons for that determination, of course they need not fear discussion. Can it be possible, that our article, in which we urged the League to put a bold face on the matter, and allow the *pros* and *cons* of this grave question to be freely debated, has induced this liberality? We cannot say, but at least we shall take the credit of it.

From the same telegraphic despatch we learn that two Resolutions have been introduced, the one by Mr. Gamble, in which he proposes the dissolution of the present Parliament, and the assembly of a General Convention, of all the North American Provinces, to draft a new Constitution; the other by Mr. Gowan, which implies that if we cannot obtain a restoration of the Protective policy of Great Britain, or perfectly Reciprocal Free-Trade with all Foreign Countries, and the United States particularly, we must plainly tell Great Britain that she must give us up.

Of Mr. Gamble's Resolution we shall say very little. It is all very well to say that the Parliament must be dissolved, but how is that to be done? Let us just reverse the picture for a moment, and suppose that the Conservatives were in office, with as large a majority in the Lower House as the present Ministry commands, and an equally pliable Legislative Council, would Mr. Gamble recommend them to dissolve Parliament, at the simple request of some eighty or a hundred Reformers? We think not. We do not like to see any thing proposed as a ground of action, unless the proposer can point out some feasible mode of carrying out his proposition, and we are quite certain that Mr. Gamble would be very much puzzled to show how the Baldwin Administration is to be compelled to advise Lord Elgin to dissolve the Parliament.

Mr. Gamble's proposition for a General Convention of all the North American Provinces, to draft a new Constitution, we think very absurd. We have very little faith in the practicability of working either a Legislative or Federal Union of the Provinces; and we have never yet heard one valid argument in support of the benefits to be derived from such union, could it be effected. The expense and uncertainty of our present institutions are the great evil; we are quite satisfied that under either a Legislative or Federal Union the expense would be much greater, and the instability as great as at present. Besides, if this country is to continue under British rule, with quasi Monarchical institutions, what new Constitution can we have? Whenever we hear any one talking of a *new* Constitution, we always think of the Abbe Sieyes, the South American Republics, and all other confusion worse confounded, and we start heartily. No, if we are to remain British, we cannot alter our Constitution for the better, and we should resolutely oppose all tampering with it, for we do not think it at all likely to be improved by the eighty gentlemen collected at Toronto.

Mr. Gowan's Resolution is more directly to the point. That gentleman, we have ever believed to be one of the most sagacious and clear-headed practical men in the Province, and we are quite convinced that Mr. Gowan knows as well as we do, that there is no hope on earth of obtaining either Protection or Reciprocity; but Mr. Gowan's long tried devoted attachment to the Mother Country induces him to urge the pleading before her the three alternatives, before he will demand himself to the last, and we cannot but say that it is fairly and manfully done.

We really cannot understand how any man possessed of vigorous sense, or moderate understanding to see and draw the natural deduction from what he sees, can ever indulge in the delusive idea that England will, by any power of ours, be induced to restore Protection. The whole tenor of her commercial policy for years—the express declarations of her leading statesmen—the voice of her most influential journals, we should think sufficient to convince the most unbelieving, and the most unwedding. Who, every man knows that the people of England would have obtained cheap bread at the price of a revolution. Will Englishmen see the monarchy of England—risk a revolution, in order that the people of Canada, number two millions out of the hundred and twenty millions that own Queen Victoria as their liege sovereign, may make a few shillings more on a barrel of flour? The notion is preposterous. And yet there are hundreds of persons in this country silly enough to believe that such will be the case, and that a petition from Canada will alter the commercial policy of the Empire! Day dreamers indeed. Mr. Gamble proposes to make Canada prosperous by a system of most restrictive duties, and Mr. Boulton, by perfect free trade with all the world, and converting Canada into a grand depot of goods, and her people into an army of smugglers, to force those goods on the United States! We deliberately record our opinion that the United States would be justified, in the eyes of the civilized world, in a declaration of war, should such an attempt be made to demoralize her people. Mr. Gamble's project would convert the whole of the frontier people of the United States into smugglers, and Mr. Boulton's three on our side! Two such outrageously immoral propositions were never before deliberately submitted to a thinking people.

Taking Mr. Gamble, Mr. Boulton, and Mr. Gowan, on their own propositions, each of them must, in the end, be an Annexationist, for each, though he does not say so in words, admits, by inference, that that *is* the last resort; failing their respective crotchets, and every one admits them to be impossible, except those who are interested in keeping up the delusion, "to the same complexion they must come at last."

MR. BOULTON'S LETTER.

Mr. Boulton suggests three modes whereby Canadian interests would be so fostered, that all motives which urge the Colonists to advocate Annexation, would cease:—

First:—Reciprocity in Trade with the United States.

Second:—A restoration of the exploded Protective system.

Third:—The abolition of Customs Duties.

The two first ideas are impracticable, and Mr. Boulton has common sense enough to appreciate the uselessness of seeking their realization.

As regards the third, there are objections, morally, politically, commercially, and agriculturally, any one of which would justify a Colonist in rejecting the scheme.

The advantages of such a condition may be briefly stated:

A contraband trade extending along a frontier of fifteen hundred miles; a reduction of governmental expenditure; a direct taxation, which is desirable as a check upon official extravagance.

The contra side may be thus furnished:

Morally:—A contraband trade conducted for the benefit of the British manufacturer, to the corresponding injury of the American, of which we would be the instruments and tools, and which would, in half a dozen years, extinguish every spark of honor, honesty, and patriotism in the Colony; we would be knaves as regards the Americans, fools as regards the British.

Politically:—We would alienate the respect and esteem of a people whom nature has pronounced our neighbors; we would excite the animosity of the Americans, by pandering to British manufactures, and our soil would still be the common battle-ground for two rival nations.

Commercially:—We would virtually prohibit the creation of Canadian manufactories, without which this country cannot prosper; and we would, consequently, perpetuate, even if the system lasted, a rate of wages for laborers and mechanics far inferior to that which they can command in the United States.

Agriculturally:—The scheme would be a failure; taking off the Customs Duties would not raise the price of produce. The value of produce is regulated by the market where it is sold; the Americans must, from henceforth, be our best customers. Now, if we adopt a policy which is open war upon Lowell, are they likely to grant reciprocity?—and if they do not grant reciprocity, how would we serve the interests of the only producing class in the community (i. e. the farmer) by lending ourselves to a national fraud?

The subject is susceptible of discussion at great length, and under varied aspects; but though men may differ as to the influences of such a policy—upon one point they are unanimity itself.

While we remain Colonists, we have no guarantee that our constitution or our laws, defective though they both be, will be permanent.

The second number of our fellow-laborer, the *Toronto Independent*, reached us on Saturday. The articles are written with more than common ability, and in appearance, and the amount of information it contains, it is decidedly superior to any paper published in Upper Canada. We are also glad to see that its advertising columns give evidence that it obtains that support, without which no newspaper can flourish.

We quote from the *Independent* the Editor's opinion on the Reciprocity Scheme between this country and the United States. It is eminently entitled to consideration, because, as the Editor says, he was in Washington while the affair was before Congress:—

Having felt a deep interest in the measure ourselves, and spent a length of time at Washington, during the last Session of Congress, in endeavoring to further the passage of the Bill through the Senate, we conceive that our knowledge of the difficulties that stand in the way of the measure, entitles our opinion to as much weight as that of Mr. Hincks or any member of the Canadian Cabinet, whose reception at the Federal Capital could only have been that of private individuals. Though we were at first led to regard the measure as certain to pass in consequence of the sanguine opinions expressed by several of its advocates, we left with the conviction that its fate was sealed. The opposition to the Bill was not confined to Senators from any particular portion of the Union; on the contrary, many of the Southern members were favorably inclined, while a number from the East and North were adverse. Three from Maine and Vermont were instructed by their State Legislatures to oppose it, on the ground that it would bring the lumber of the Provinces into competition with their own in the Boston and New York Markets. Those of Rhode Island, Connecticut, Pennsylvania, and New Jersey, were opposed, because it did not go far enough, and include Free Trade in manufactures. Maryland, Pennsylvania, and Virginia, on the ground that it would damage their agricultural interests by bringing Canadian wheat into competition with theirs in the markets of the Union, which they alleged must therefore be better than our own. A majority of the Southern States were adverse to the passage of the Bill in consequence of petitions of various kinds towards the Northern then the Legislature of Michigan, for reasons which we have not seen stated, have instructed their Senators to oppose it. Indeed it may now fairly be assumed that the State of New York, the one most deeply interested in the measure, on account of the carrying trade that would be thrown into their hands, is the only one out of the whole sixty that is favorable. If Mr. Hincks and his Ministry have no better success in Canada than in the country, we have no fear of their brooding the present movement, even though every man, woman, and child, in Toronto were to protest against it.

There is something further significant, and painfully disheartening, in the last paragraph of the "whipping-in" letter of the Hon. Inspector General's. He actually tells the Reformers that if they meddle with this vexed question "the Ministry will resign and support the naughty Tories"—Mr. Hincks supporting Mr. Sherwood as Prime Minister of Canada! Why that is just what we reflected in our last would be the result of the Montreal movement. There is something "rich and rare" in threatening the Reformers with so awful a scourge as the Tories. How does it comport with the universal assertion of the Ministerial Press, that the whole Annexation movement was set on foot by those same disappointed deluded miscreants? And yet Mr. Hincks tells these same benighted beings that he will support them if deserted by his own friends. Take courage, ye Leagues of Canada; there is yet hope for you, provided the Annexationists back up Mr. Hincks' good intention towards you.

The following extract from a letter in the New York *Courier & Enquirer*, dated from Constantinople, will be found interesting just now:—

Physical power, rather than social amelioration is the prime end of the present Government. The army and navy are its great pride and constant attention. The regular army consists of about 100,000 men, but it is now rapidly increasing by large conscriptions made all over the country to resist the threatened aggressions of Russia. The pay of the soldiers is about ninety cents a month; their uniform is no longer Turkish, but consists of a red Fez cap, blue jacket, and blue or white pantaloons. The men are generally older than other European soldiers, but yet appear like stout hardy fellows. Though they have many European officers, their field discipline is very imperfect, and their march anything but soldierly. They are well clothed, well equipped, and particularly well lodged; better barracks I have seen no where. The artillery is exceedingly well appointed; its stock of field pieces is immense, and constantly increasing. The very day of my arrival, every shore was ringing with the first trials of 150 new brass cannon. The Turkish navy contains the finest and largest three-deckers in the world; and its strength is at every short interval reinforced by the launching of some splendid war steamer. But all the vessels are poorly manned; their crews are made up chiefly of raw conscripts from the country, who hardly know a rudder from a plough-tail.

After all, these efforts of Turkey to get up a "martial and swashing outside" remind one of an impotent old dotard creeping into fine armor and strutting under borrowed plumes. The Ottoman Empire has lost its virility, and does not contain within itself a single element of National greatness nor a solitary germ of social regeneration. Its carcass is only upheld by the rival jealousies of the three great powers of Europe; when that sustaining force ceases to act, in consequence of open war or secret compromise, the earthly tabernacle of the Ottoman Sultans will fall to the ground for ever. The Turks themselves have a presentiment that their days are well-nigh numbered; and on account of this they bury their dead on the Asiatic side of the Bosphorus. A book which they regard as canonical and holy, predicts the downfall of the Western Empire 400 years after its establishment, which period, reckoning in lunar years, the Mahomedan mode of computing time, will expire in 1853.

Abdel Medschid, the present Sultan, is 26 years of age; dresses, with the exception of a Fez cap, in the European style; and, save that his face is unusually pale and deeply pitted by the small pox, has nothing very noticeable in his personal appearance. He inherits little of the intellectual vigor of his father Mahmoud, but his heart is amiable to a degree bordering on weakness. His sensibilities are such that he never signs death warrants except in cases of the most urgent necessity. He takes scarcely any personal part in the Administration of the Government, choosing to leave every thing to the control of his Vizier and Divan. He has five or six wives and a large Harem. The latter is regularly increased by the annual presentation of two beautiful and accomplished Circassian virgins, one by his mother, the Sultana Valede, the other by his Grand Vizier. The old custom of sacking the unfaithful and throwing them into the Bosphorus, has become totally obsolete; but it is generally supposed that State policy still makes way with some at least of the Sultan's male offspring, for the number of his sons is always very disproportionate to that of his daughters. The Sultan is not only extremely effeminate and licentious, but he very frequently indulges in the use of spirituous liquors, and it is by no means improbable that he will meet the fate of his father, who died in the prime of his life of *delirium tremens*.

Abdel Medschid has dispensed with much of the glittering pomp that used to attend the Sultan's appearance in public, but yet he goes to the Mosque every Friday in great state. His splendid barge of 28 oars, escorted by numerous beautiful pinnaces, and gliding with swallow-like swiftness up the Golden Horn to the Mosque of Eyoub, near the valley of the Sweet Waters, amid the roaring of cannon from each side, and the cheers of the sailors and soldiers from the decks of the magnificent seventy-fours, has been one of the most stirring sights I have yet witnessed in Constantinople.

George Vanfelson, Esq., has been raised to the Montreal Bench, in room of the late Mr. Justice Bedard, deceased. The appointment is not yet gazetted. Mr. Chabot, we are told, is about to receive a District Judgeship, and Messrs. Caron and Baoquet are to receive Judgeships under the new act. The Ministry will be judged by and bye, by their acts.—*Quebec Chronicle.*

SNOW.—We have been favored with a few flakes of snow to-day, to remind us of the approach of "Old Winter."—*Ib.*

TRAFFIC TABLE of the Atlantic and St. Lawrence Railroad, for the months of August and September:—

	Passengers.	Freight.
August,	$7517 85	$2714 97
September,	7217 76	2725 43
	$14835 31	$5440 40

Total receipts for freight and passengers, $20,275 71.

Of the above sums, there were received for freight and passengers, passing between Portland and North Yarmouth, and transported over the Brunswick and Bath Road, the following amounts:—

	Passengers.	Freight.
August,	$1819 65	$21 74
September,	1899 95	42 63
	$3719 60	$64 37

Total receipts for freight and passengers, derived from this source, $3,783 97.

NOTE.—The above tabular statement has been compiled by us with great care. We vouch for its accuracy, so far at least as the books of the Company are concerned, to which we have had access.

It will be remembered, that at the close of the month of September, the cars ran on the Atlantic and St. Lawrence Road no further than Mechanic Falls, and on the Androscoggin and Kennebec no further than Winthrop.

It will not be amiss to cast of place for us to add here, that the benefits of Railroad improvements to our fellow-citizens of the interior, are but just beginning to be realized by them. For instance: We learn from the Master of transportation on the Atlantic and St. Lawrence Road, that he had an application last week for the loan of three freight cars to go up empty to Readfield for the purpose of their being laden with country produce; principally apples, because every freight car of the Androscoggin and Kennebec Road was engaged and in use. He was obliged to reply, that for a similar purpose, not a freight car belonging to the Atlantic and St. Lawrence Railroad was unengaged and in use, and could not just now be spared from the Road.—*Argus.*

A STORM.—The wind blew a hurricane, and the rain fell in torrents last night. This morning, Barns, Fence, Trees, and other similar objects in several parts, were covered with the clay and sand which had been washed down from the hills. Some of the sewers were partially clogged, and a few families were disturbed by the water overflowing the side-walks, and working its way, unbidden, into their basements.

The storm was equally furious on the river. The *Isaac Newton* was tossed about considerable, in Tappin Bay, and elsewhere, but she pushed through in gallant style, and was up about the usual hour this morning.

The steamer, in all directions, were furnished with a superabundant supply of water, and some apprehensions are entertained of damage to the Railroads and Canals. As yet, however, we have heard of nothing.—*Albany Journal.*

A DAY'S WORK ON THE WESTERN RAILROAD.—The agent of the Western Railroad has furnished us with the following statement of the amount of freight started yesterday from their depot at East Albany:—

10,053 half barrels of flour.
942 barrels of apples.
1,405 boxes of cheese.
75 bales of wool.
1,150 firkins of butter.
956 barrels of beef.

Eight trains, with 361 cars, were sent East. The receipts for freight were $5423.

WASHINGTON, Oct. 31—P. M.

The lady of Mr. Bodisco has published a card, wholly denying the statement put forth by the Washington correspondent of the New York *Courier and Enquirer*, relative to the exile of her husband to the snow-clad wilds of Siberia. Madame Bodisco further states that she received letters from Mr. B., by the steamer Europa, in which he informs her that he had taken his departure from Russia, on his return to this country.

Mr. Bodisco, it is anticipated, will arrive here about the 1st of January.

ADVICE TO GREEN MINERS.—Our late epistolatory agent at the mines has not exhibited his usual promptitude and punctuality touching his advice to green miners, promised in his communication of the 22nd ultimo. The following morceaux was handed to us only last evening, and from the crumpled condition of the paper, and the Virginia fence style of the manuscript, every word of which appears to be flying off at a tangent from the plane of the horizon, as if "the man with the poker" was after it, we infer that the author has been indulging in what he classically terms a *jeu de spree*. Some portions of the chirography are almost illegible, and exhale a strong alcoholic odor, from which we infer that the author, in the "excitement of composition," occasionally dipped his pen into the toddy glass instead of the inkstand:—

Eddytors of the Sunday Times:

As aforesaid in my last epistol, I send you the subsekwent advice to grene miners, which I hope will prevent menny from bein dun brown. I pertickerlerly call attenshun to the last parrygraft.

Yures, A DISBANDED VOLUNTEER.

None but the rele bone and sinner of our poppylayshun should emmygrate to California. In the furst place, gettin thar is an orful tuff job. I have kalkilated the chances of emmygrants by all the rowts, and redoosed em to a fokus, as folers:

If you go by Pannyma, an hurry across the Ismus, an take a stemer afore you take a fever the odds is a *lestle* in favor of gettin to San Franciaky alive. Menny, however, carris the sedes of disease on borde, and closes thir ies in deth afore they cleverly get to see. Goin round South Amerikey is dull musick, an Cape Horn is the worst horn of the dilemmy. Takin into consideration shipwreck, skurvy, sooiside from lowness of sperrits, purtracted sea-sickniss, and want of purvishuns, the chances is about six to four agin passengers by that rowt. Over the plains an the Rocky Mountings, the odds increases. It's nine to one the individjal dies, and four to three he's eaten by the woolves or his survivin friends. On the other land rowte, the averdige odds is a hundred to one that the traviller in sairch of welth has to pay the det of natur on the rode. The principal impedyments to life on the land traile is collery, Injuns, yaller fever, snow drifts, greasers, starvation, thurst, *coo de solile*, rum, and constitooshunal wekeness.

The buv' kalkylashans bein made up by me at the rekwest of the inshoorence offisses, may be relied upon as substanshally korrect.

Supposin the emmygrant overcums all obstickles and reaches the mines, how is he to purceed? I would advise him not to make no inkwiries for good spots or the like, for the old coons allus has a lot of worn out holes on hand, with a little dust of gold in em to sell at a grate sakrifice to grene minurs. The furst panfull opens rich, but the crop, bein sooperfishul, don't extend no further. Let the grene hand take his pick and his pan, and sairch for a nice bit of low ground on the edge of the streme, where the sile looks as if it had been washed down from the mountings, and thar put in for the chances. If he comes on a camp where they 'pear to be playin brag pitty strong, there's probably good diggin in that nayburhud. I rekylect one place on the Merrykun Fork, whar a party happened on a mity rich gold patch. Arter they'd been diggin a few days, an doin remarkable well, three fellers cum along, nice genteel-lookin chaps, with rings and chains, just as like sum gents I see tother night in Park Place as too pins; an one of 'em, arter talkin' awhile, perduced a deck o' cards, and down they all sot in the sand to playin poker. It warnt long afore all the diggers had wun in the stranger's pile. So then the miners went to wunk agin, and the strangers looked out a smokin there seegars till the poor fellers had yot another pile, and then they chawed em out agin, and so it went on, dig and clean out, for about a weke, when the gold patch gin out, and the strangers sloped with every naig the poor devils had got out of it. This is what the gutlemen that handles the papers calls *dressing the sap out of the grene miners*. So, as I was sayin, wherever you see a purty peart game o' bing goin on, you may know there's some o' the hard hard by. I needn't give no directions about washin the gold. Just do as you see the rest a doin. Arter you've been at wunk a few days in the sand and water, your legs 'll swell about the size of a sofer piller, and your head 'll begin to swim most all firedly. Then go to your bullylow and lay down, for yure goin to have wot they call the 'nishiakin fever. The furst thing you know you'll be out of your head; but if your constitution's good, an you're not inclined to apyplecksy, you'll cum too in a day or two, but very weke. Many of the miners is tacted this way several times doorin the season, but the furst is allus the wunst. The chances of a miner livin long enuf to make a fortin is estimated at 25 in a 100, and the chances of makin a fortin if he don't die is about 1 in 50. Persons who have sent out substitoots, therefore, must be prepared for disappointments. If the miners get rich, let him hurry to the states as kwick as possibul. When he arrives with his munney, he will prape find his constitooshun gone; but a sick rich man in course is better off than a poor rugged one, and when he dies his dust will be acceptabul to his weepin relashuns.

I have but one word more to add to persons about to leave for California. If your baggage is all aboard, an your passage paid, and you stand go or leave the hull, leave it an be damed to it; an when if the ship gets under way, sit on the edge of the deck an wissed hall Columbia till you can't see a speck of hery and then go hum, and get down on your knees, and thank Almighty you weren't no cussed grene as to risk your life as well as your munney.

A DISBANDED VOLUNTEER.

MARRIED.

On the 22nd ultimo, at Hinsdale, C. W., by the Rev. Jonathan Lovejoy, William Paterson Lee, Esq., editor of the Gravenhurst Advocate, Muskoka, District surviving son of the late Andrew Lee, Esq., Captain in His Majesty's 20th Cambridge Regiment of Foot, to Martha, second daughter of Joseph Hickson, Esq., of Richmond, C. W.

In Hinsdale, on the 25th ultimo, at Christ Church, by the Rev. J. G. Geddes, Edward Hendrum Rutherford, Esq., of Toronto, to Mary Margaret, elder daughter of R. Oliver, Esq.

In Hinsdale, on the 22nd ultimo, by the Rev. Mr. Bell, John Cameron, Blacksmith, to Miss Margaret McDonald, of Hinsdale.

MONTREAL BROKERS' CIRCULAR.

MONTREAL, 2nd November, 1849.

	s.	d.	s.	d.
ASHES, per cwt.				
Pots	33	3 @	33	9
Pearls	32	0 @	00	0
FLOUR, per barrel 196 lbs.				
Canada, Fine	18	0 @	18	9
Superfine	20	0 @	20	3
Extra Superfine	20	6 @	21	0
Sour	18	0 @	18	6
American Superfine, in bond		None.		
Indian Meal, per 196 lbs	00	0 @	00	0
Oatmeal, per 224 lbs	00	0 @	00	0
GRAIN.				
Wheat, U. C., Mixed, p. 60lb	4	4 @	4	7½
Red	4	3 @	4	4
U. S., Mixed	0	0 @	0	0
L. C. Red, per minot	4	3 @	4	6
Barley, per minot	1	9 @	2	0
Oats	0	0 @	0	0
Peas, White	2	4½ @	0	0
Indian Corn, per 56 lbs		None.		
PROVISIONS, per barrel.				
Beef, Mess		None.		
Prime Mess	0	0 @	0	0
Prime		None.		
Cargo		None.		
Pork, Mess	65	0 @	0	0
Prime Mess	52	6 @	0	0
Prime	43	6 @	0	0
Cargo	0	0 @	0	0
Butter, Inspected, No. 1	0	7 @	0	7½
Do. No. 2	0	6½ @	0	6½
Do. No. 3	0	5½ @	0	5½

RECEIPTS OF PRODUCE UP TO 1ST NOVEMBER, 1849.—Ashes, 24,586 barels; Flour, 464,690 barrels; Wheat, 324,646 bushels; Pork, 14,372 barrels; Beef, 723 barrels; Butter, 12,665 kegs; Lard, 2,173 kegs; Barley, 1,192 bushels; Peas, 44,337 bushels; Oatmeal, 7,201 barls; Oats, 18,243 bush.; Corn, 48,682 bushels.

RECEIPTS OF PRODUCE UP TO 1ST NOV., 1848.—Ashes, 21,742 barls; Flour, 427,752 barls; Wheat, 470,687 bush.; Pork, 11,228 barls.; Beef, 260 barrels; Butter, 13,280 kegs; Lard, 3,625 kegs; Barley, 7,277 bushels; Peas, 52,734 bushels; Oatmeal, 3,299 barrels; Oats, 11,508 bushels; Corn, 44,150 bushels.

RECEIPTS OF PRODUCE UP TO 27TH NOV., 1847.—Ashes, 18,929 barls; Flour, 600,212 barls.; Wheat, 392,350 bushs.; Pork, 16,081 barls.; Beef, 920 barrels; Butter, 5,396 kegs; Lard, 196 kegs; Barley, 10,213 bushs.; Peas, 47,391 bushs.; Oatmeal, 0 barrels; Oats, 15,505 bushels; Corn, 0 bushels.

RECEIPTS OF PRODUCE UP TO 27TH NOV., 1846.—Ashes, 23,911 barls.; Flour, 571,922 barls.; Wheat, 439,177 bushels; Pork, 17,154 barls; Beef, 515 barrels; Butter, 6,142 kegs; Lard, 2,334 kegs; Barley, 489 bushels; Peas, 1,350 bushels; Oatmeal, 0 barrels; Oats, 0 bushels; Corn, 0 bushels.

EXPORTS OF PRODUCE UP TO 2ND NOV., 1849.—Ashes, 21,083 barls.; Flour, 167,685 barls.; Wheat, 44,472 bushels; Pork, 896 barrels; Beef, 639 barrels; Lard, 420 kegs; Butter, 2,544 kegs; Oatmeal, 15,219 barrels; Peas, 85,345 bushels; Barley, 168 bushels; Oats, 5,843 bushels; Beans, 30 bushels.

EXPORTS OF PRODUCE UP TO 1ST NOV., 1848.—Ashes, 15,444 barrels; Flour, 126,713 barrels; Wheat, 118,873 bushels; Pork, 931 barrels; Beef, 246 barrels; Lard, 730 kegs; Butter, 5,474 kegs; Oatmeal, 1,034 brls.; Peas, 46,293 bushs.; Barley, 0 bushels; Oats, 0 bushels; Beans, 0 bush.

EXPORTS OF PRODUCE UP TO 27TH NOV., 1847.—Ashes, 10,286 barrels; Flour, 268,662 brls.; Wheat, 557,380 bushels; Pork, 1,863 barls.; Beef, 230 barrels; Lard, 185 kegs; Butter, 9,625 kegs; Oatmeal, 9,887 barrels; Peas, 86,069 bushels; Barley, 24,120 bushels; Oats, 158,074 bushels; Beans, 0 bushels.

EXPORTS OF PRODUCE UP TO 27TH NOV., 1846.—Ashes, 18,108 barls; Flour, 202,821 brls.; Wheat, 376,852 bushels; Pork, 2,483 barrels; Beef, 1,062 barrels; Lard, 20 kegs; Butter, 4,499 kegs; Oatmeal, 373 barrels; Peas, 94,360 bushels; Barley, 0 bushels; Oats, 30,992 bushels; Beans, 1,064 bushs.

FREIGHTS.

To London, Flour, 5s. Od. @ 0s. Od.; Ashes, 50s. Od. @ 00s. Od.; Wheat, 0s. Od. @ 0s. Od.

To Liverpool, Flour, 0s. Od. @ 3s. 3d.; Ashes, 45s. Od. @ 0s. Od.; Wheat, 9s. Od. @ 0s. Od.

To Clyde, Flour, 4s. Od. @ 0s. Od.; Ashes, 35s. Od. @ 0s. Od.; Wheat, 0s. @ 0d.

EXCHANGE.

Bank...60 days on London.12@12½ ⅌ cent. prem.
Private..60 days on London.10½@11½ ⅌ ct. prem.
Private..90 days on London....10½ @ 11 do.
Bank.... 3 days on New York.. 1½ @ 0 do.
Private.. 3 days on New York.. ⅜ @ 0 do.

STOCKS.

DESCRIPTION.	Shares.	Paid up.	Dividend for last 6 months.	Price.	Transfers.	Rate.	Paid up.	Last Dividend.	Price.
BANKS.									
Montreal Company, Canada									
Quebec & Lake Superior Co.									
Lake Huron Silver & Copper Co.									
United Canada Co.									
British North Am. Co.									
Bank of Montreal									
Bank of Upper Canada									
City Bank, Richmond Street									
Commercial Bank, Midland Dist.									
Bank of The People									
MINING.									
Montreal Company									
Quebec & Lake Superior Co.									
Lake Huron Silver & Copper Co.									
United Canada Co.									
British North Am. Co.									
Bank of Montreal									
Bank of Upper Canada									
City Bank, Richmond Street									
Commercial Bank, Midland Dist.									
Bank of The People									
INSURANCE.									
Montreal Fire & Life Ins. Co.									
Montreal Assurance Co.									
Montreal Fire Ins. Co.									
Montreal Marine Assurance Co.									
Canada Marine Assurance Co.									
Canada Fire & Life Ins. Co.									
TELEGRAPH.									
Montreal Co.									
Montreal & Troy Co.									
RAIL-ROAD.									
Champlain & St. Lawrence Co.									
St. Lawrence & Atlantic Co.									
Montreal & Lachine Co.									
Montreal & Lawlor Co.									
Montreal & Plattsburgh Co.									
Montreal & Burlington Co.									
Montreal & Vermont Co.									
Montreal & Boston Co.									
Montreal & Portland Co.									
Montreal & Champlain Co.									
Montreal & Stanstead Co.									
Montreal & Kingston Co.									
Montreal & Bytown Co.									
Montreal & Lake Huron Co.									
Montreal & Lake Huron Co.									
Montreal & Lake Huron