

ed on the route again by the end of the week. On Wednesday the Bonnie Doon left for Grand Falls.

We are happy in the belief that business is really improving. Preparations are being made for lumbering operations the coming winter on an unusually large scale. Timber is advancing, breadstuffs are falling rapidly, and the prospects are encouraging in the extreme. The article which we publish below, from A. F. & D. Mackay's Circular, will be read with interest by many of our subscribers.

#### TIMBER AND DEAL TRADE.

(From A. F. & D. Mackay's Circular.)

LIVERPOOL, Sept. 12.—At the time when we issued our last fortnightly Circular considerable anxiety was experienced here on account of the fluctuating nature of the weather, which caused doubts as to the ultimate yield of the crops; since then a very favorable change has taken place in the condition of the atmosphere, and the grain crops have ripened with a celerity scarcely to have been expected. In the Southern districts these crops have been all secured in admirable order; in the North and other late districts the harvest is already far advanced under circumstances, which admit of no doubt that the yield will be fully, if not above, an average; the chief if not the only drawback to this state of matters, is the condition of the potato crop, which in many places has given way to a great extent; still as the accounts of this important crop are conflicting, there seems some reason to conjecture that even in it the falling off will not be very great, more especially when it is borne in mind that more than an average quantity of land has this year been placed under culture for that root. This naturally leads to the expectation of an easy Money Market and a brisk general trade, indications of which have already manifested themselves.

Timber and Deals of all kinds have participated in the general improvement, and prices have advanced, while the smallness of the stocks in hand would seem to warrant the expectation of a further rise; the future however must be looked to with great caution, for while prices have risen, the rates of freight have advanced still more rapidly—thus enhancing the cost of importation. If this state of things continue, a reaction will become inevitable, as the present high prices cause a large production, while they at the same time tend to discourage sales; and notwithstanding the demand stock must be considered as already on the increase; prices are quite as high as a legitimate trade will warrant. By these remarks we do not mean to assert that prices may not to some extent be still upward; indeed, we think that very probable; but if it should occur, we feel satisfied that it will give a decided check to consumption, and occasion a reaction in the Market.

The following observations will show the particulars of value, in relation to the articles of leading manufacture:—

**Pine Timber.**—From Quebec since the 1st of February, the import amounts to 24,581 logs against 22,554 at the same date last year. The Consumption is fair, and prices are dearer; 70 to 75 feet average of good quality is now saleable at 20d. to 21d. per foot; the stock in the market is moderate. From St. John the import is 18,651 logs against 18,598 last year; this article has improved in price, more, however, on account of the quality of the late arrivals, which have been good, than the actual demand for it. The stock is 28 per cent. in excess of last year. The value of 18 inch average is 2s. per foot by the cargo.

**Hardwood.**—Several parcels have lately been sold with the cargo; St. John of 14 inch is worth 18d., 16 inch 22d., above 16 inch average 23d., and in proportion as in quality. A parcel of Parsboro, say 15 inches average, will realize 19d. to 20d. per foot, if fresh and good. P. E. Island has, in some instances been sold at 14d. per foot.

**N. B. and N. S. Pine and Spruce Deals.**—Since the 1st February the import in round numbers has been 23,000 standard, at the same date last year it was 39,000 standard; the consumption is going on favorably; the stock is light and prices are higher.

**From St. John.**—Cargoes of good quality and specification are worth £10 to £10 5s. per standard. St. Stephen's £9 15s. to £10; Miramichi, £9 15s. to £10; Pugwash, £9 10s. to £9 15s.; Picton Battens, £10; Windsor, £9 15s.; Parsboro, £9 10s. to £9 15s.; and other kinds in proportion. Pine is not so saleable as Spruce, unless of good quality.

**Spruce Spars.**—Good fresh Black Spruce of small size is worth 16d. per foot; inferior sorts, with the bark dried off, are not worth more than 12d.—A few of the latter have lately been imported.

(From Farnworth and Jardine's Circular.)

LIVERPOOL, 11th Sept.—There has been a fair supply from the Colonies during the past fortnight, but the aggregate import to date is much below that of the previous year. The demand has been very brisk, and all the arrivals have sold ex ship at advanced rates.

**Saint John Pine.**—Several parcels of large wood have arrived, and sold at full rates. The small averages are rather higher, influenced by the advance in Quebec Pine.

**Hardwood continues in demand, and large-sized wood, if of good quality, commands full prices.**

**Spruce and Pine Planks.**—The import for the past fortnight has been 350,000 pieces, but the total supply is 1,290,000 pieces less than to the same period last year. The consumption continuing on a most extended scale, stocks are much reduced. The late sales have been at £9 16s per standard for St. Stephen's, £9 15s. to £10 for St. John, £9 12s. 6d for Pugwash, and £9 5s. to £9 10s. for Prince Edward Island. There are now very few cargoes on the market, and for the next arrivals a further advance is expected.

**Lathwood.**—Quebec 4 feet lathwood has sold at 120s, and St. John at 100s to 120s per fathom; with cargo the rates have been 40s to 60s.

**Railway Sleepers.**—A parcel of Pine sold at 3s 6d each for 10 by 5.

**Palings and Laths.**—Palings have been sold at 55s to 60s, and Laths at 12 6d per M.

#### BY TELEGRAPH.

[Reported for the Sentinel.]

#### ARRIVAL OF THE BALTIC.

New York, Sept. 29th, 1856.

**Baltic** arrived this morning.

Markets present little change. Breadstuffs firm at highest quotations by the Canada, and Wheat had slightly advanced.

Money in active demand. Consols 94.

European news generally dull.

The Chartist associations were being revived in England.

State of affairs in Naples is causing considerable concern.

Reported that the numerous questions arising out of the treaty of Paris will lead to another Congress, to be held during the coming winter.

Her Majesty has resolved to issue a medal to the Arctic navigators, in commemoration of their long and perilous service. No definite orders for distribution have yet been given by the Queen, and we are certain that the widows and children of the gallant men who have fallen in this service will not appeal to the woman's heart in vain. The medal, we believe, contains a bust of the Queen, and on the reverse a ship; the form is octagonal, so as to distinguish it at sight from the war medals.

**ENGLISH DIFFICULTY WITH MEXICO.**—The New York Herald's Havana correspondent furnishes some additional particulars respecting the difficulty between England and Mexico. The British war steamer *Tartar* has sailed from Havana, on a cruise to the West India ports, in order to collect a large number of other war vessels, when all will proceed to the Mexican coast to enforce the payment of certain claims said to be due by the republic to subjects of the British crown. It was reported that if the demands were not quickly satisfied, a strict blockade of the chief ports of Mexico would be commenced at once, and that Mr. Doyle, English Minister at Mexico, had already demanded his passports.

**MRS. STOWE AND THE QUEEN.**—Among those assembled on Thursday morning at the King's cross terminus, to witness the departure of the royal family for Scotland, was Mrs. Harriet Beecher Stowe. On the arrival of the royal party Mrs. Stowe took the opportunity of presenting, through Colonel Grey, her new work "Dred," in two volumes, just hot from the press. On learning that the fair authoress was present, both Her Majesty and Prince Albert came forward and gave her a gracious and friendly recognition, accepting the book with evident pleasure.—*Edinburgh Express.*

**ROMANCE IN REAL LIFE.**—The *Salute Public* of Lyons relates the following somewhat romantic story: "A family belonging to the working class assembled on Sunday last in the first floor of a restaurant at the Brotreaux to celebrate the betrothal of the eldest daughter. The repast had passed over without anything to interrupt its harmony, and the bride elect was sitting with blushing face and downcast eyes listening to the tender professions of her future lord, when suddenly the younger sister, who had been seen eagerly regarding the lovers, rose from her chair, and after kissing her father and mother sprang head foremost from the open window. The greatest consternation prevailed; but happily it was found that the damsel had fallen upon some soft ground in the garden, and received no material injury. On being closely questioned as to the motive of the attempt she had made on her life, she confessed, after some hesitation, that she felt a violent passion for the intended husband of her sister. It remains to be seen whether the latter will make the sacrifice, and whether the former will consent to the exchange."

**REVOLT AT LIMA.**—The New York Herald has a letter giving the particulars of a revolt which broke out among the troops at Lima, the capital of Peru, on the 15th ultimo. The insurgents numbered some 500 or 600 men, under General Castillo.—When apprised of the revolt, the President mustered those troops which had remained loyal, to the number of 600 or 700, and proceeded to attack the insurgents, who had taken possession of the square of the Inquisition. After some skirmishing and a cavalry charge the insurgents were compelled to retreat out of the city, and the insurrection for the time being, at least, was suppressed. The populace were excited during the day, but took no part in the affair.

**HARVEST IN THE NORTH OF SCOTLAND.**—The harvest has commenced in the north of Scotland, and many fields have fallen under the sickle. The crops

of wheat, oats, and barley are all far above the average of the last few years. Potatoes are an abundant crop. The disease has been checked by the fine dry weather of this month, and is not likely to appear again. Turnips are in an excellent condition, and the aftermath of the hay crop is most luxuriant.

**REWARD OF MERIT.**—By the R. M. S. Arabia, a package directed to the chairman of the Board of Works, was received from the Shipwrecked Fisherman and Marine's Royal Humane Society, London, containing one gold medal for Capt. McKenna, and silver medals for George Stevens, William Busby, Solomon Knock, Alexander DeYoung and George Soward. The medals, about the size of a \$25 piece, are all of the same pattern, with the name of each recipient inscribed on the rim, and bearing the national motto—"England expects every man to his duty."

The special service for which the medals were awarded was the saving the passengers and crew of the American ship *Arcadia*, in one of the life boat generously given to the sable Island establishment by Miss Dix, by whom also the medals from the Society were obtained.—*Halifax Sun.*

**GREAT BOAT RACE.**—The grand trial of skill between the Metropolitan Club of New York and the Union Club of St. John, N. B. the preliminaries for which were arranged several months since, came off last Saturday afternoon, on Charles river. The race was six miles, or twice around the stake boats, stationed one mile and a half apart,—the course being the same as that laid out by the City Government. The New York boat, named the "James Mackay," was manned by James Elliot, Jr. coxswain, Thomas Dorr, Stephen Roberts, Charles Wetherell and William Souther. The St. John boat, named the "Neptune," was manned by Edward Walsh, John Lambert, John Morris and Dennis Morris.

The boats made their appearance at the stake boats near Braman's Baths, at three o'clock, and were greeted with tremendous cheering from the thousands of spectators assembled in boats and on the Western Avenue. The Neptune won the choice position and took the inside. The signal gun was fired as soon as the boats got into line, and they made a splendid start. The New Yorkers went ahead at first, but when they got to the upper stake boat the race was neck and neck. In turning the stake boat the Neptune gained about three lengths and this advantage was kept and increased at each succeeding turn of the stake boats. Just as the boats had rounded the stake boat on the first three miles, a heavy thunder storm came on, and the strong wind that accompanied it made hard work for the oarsmen on the leeward side of the boats.—The rain drove many of the spectators to places of shelter, but several thousands remained and were completely drenched. On the first half of the second round, it was generally conceded that the St. John Club would come off victorious, and therefore the spectators were not surprised to see the Neptune come in a considerable distance ahead. The time made was as follows:—

	1st three miles.	2d. do.	Total.
Neptune.....	19.30.....	20.30.....	40.00.
James Mackay.....	19.48.....	23.17.....	43.05.

The Neptune was loudly cheered by its friends, who made lots of money, the friends of the New York boat having given odds in betting before the race. The New York Club acknowledged that they were handsomely and fairly beaten, and the stakes, \$2000, were paid over on Saturday night.

The Judges were J. D. Putnam and James Wentworth of New York; Capt. Thomas Cass and Charles Doherty of Boston; J. G. Lovall, acting as Referee.

**MERITED TESTIMONIAL.**—We perceive that the Operators, in Canada and New Brunswick, of the British American Telegraph Company, have presented Mr. Isaac D. Purkis, late Superintendent of the line, with two costly finger-rings, one of them an elegant signet ring having his crest and initials engraved thereon. Accompanying this testimonial was the following complimentary address, to which Mr. Purkis returned the reply we also publish to-day. This acknowledgement of esteem in which he was held by the employers of the B. A. Telegraph Company must be very gratifying to Mr. Purkis. Yet it is not by them alone his good qualities were appreciated; his intelligence, knowledge of business, and assiduity, won for him the favor of the public generally, and all the city Press, we are glad to see, speak highly of his conduct.

Quebec, Aug. 16, 1856.

Mr. Isaac D. Purkis, Superintendent British Association Telegraph Company.

DEAR SIR,—We the undersigned operators of the British American Telegraph Company, in New

Brunswick and Canada, having heard that our lines are about to be amalgamated with those of the Montreal Telegraph Company, and that you will soon retire from the management, beg leave respectfully to convey to you the expression of our deep regret that our connection with you must have so early a termination.

We have long been associated with you in business, some of us ever since you became superintendent of the lines; and it is gratifying to us to be able to state, as it must be satisfactory to you to know, that during all that time the deep harmony of our connection has "never been disturbed." Your uniform urbanity of manner, and gentlemanly demeanour towards us will leave with us an impression of lasting regard. A regard which your untiring devotion to the interest of the line, and the consequent strictness of discipline in all the offices, have tempered with the highest respect for your qualities as a man of business.

We beg that you will carry with you our very best wishes for your future welfare, and that you will accept the accompanying small tokens, which may sometimes recall times which will always be associated on our part with pleasant remembrances.

While we remain,

Yours most respectfully,

Thos. Green,	W. Graham,
J. B. Page,	L. Read,
W. H. Crain,	A. B. Nourse,
J. McAdams,	S. Smith,
C. Ryan,	S. McKinny,
N. J. Anderson,	J. Stephenson,
E. M. Estabrooks,	T. T. Beveridge,
W. Weston,	J. Jones,

Quebec, Aug. 15, 1856.

To the Operators of the British American Telegraph Company:

GENTLEMEN,—Your flattering and truly gratifying address, accompanied by the handsome and appropriate "small tokens" of your regard, was presented to me to-day.

I need hardly assure you that your expressions of esteem and respect are highly appreciated by me, the more so, as I have known you so long and favourably.

During my five years superintendence of the British American Lines, our harmony has truly "never been interrupted;" and it gives me pleasure to state that this is more owing to your gentlemanly conduct and strict attention to the interests of the company and their customers, than to any merit which I can claim.

I regret much the necessity which compelled our Directors to amalgamate with the Montreal Company, but I am happy to assure you that the Directors are satisfied that this necessity did not arise from any fault or remissness on the part of any of the Company's employees.

In conclusion, I beg to thank you for the good wishes to which you have given expression regarding me, and heartily reciprocating these sentiments.

Believe me to remain,

Your's very truly,

ISAAC D. PURKIS,

Superintendent.

**ACCIDENT.**—Mr. George Barker, while working in Messrs. Scott and Co.'s Saw Mill, unfortunately had one of his hands cut off, on Friday last, by coming in contact with a Circular Saw. Mr. B. is a sober, industrious man, with a large family; but we are glad to hear that, from the exertions Mr. Scott is making in his behalf, he is not likely to suffer any pecuniary inconvenience—at least until he is convalescent.—*Head Quarters.*

**THE FORTIFICATIONS AT QUEBEC.**—We learn from the "Mercury" that there is hardly a point at which the fortifications are not being repaired or improved. A new and very strong block-house is making below the flag-staff, and very extensive works of by no means ancient construction, above that point, have been condemned, and are now rebuilding in a more formidable manner, near where a new battery and drawbridge outlet from the citadel have lately been constructing; communicating with the city over the north-eastern glacis.—*New Brunswick.*

**DESPERATE AFFRAY AT SEA.**—The Ship *North Carolina*, Capt. Foster, arrived in Hampton Roads on Saturday from the Mediterranean. Captain Foster reports that on the morning of the 9th September, about 4 o'clock, the Chief Mate, Brooks, was making a noise on deck, when the Captain came out to know the cause—and hard words ensuing, the mate attacked the Captain, who was in his night clothes, and barefooted, and forced him down; the mate got off the Captain and rushed into the cabin, and with a cutlass in hand, came back upon the Captain, who, seeing approaching towards him, laid hold upon a capstan bar, and as the mate run towards him with uplifted cutlass and was about to cut him down, the Captain struck him on the head and felled him to the deck. The mate was then put upon a mattress and his wound dressed, but after lingering until 2 o'clock, P. M., died.—*Balt. Pat. Sept. 15.*