TO LET.

TO LET, an OFFICE, in COMMERCIAL STREET. Entry next Martinmas. Apply to Mr. Ballingall.

TO LET, in Mauchline Tower Court, Murrayside, a Self-contained DWELLING HOUSE, with privilege of Grass. Apply to Mr. Mitchell, Mauchline.

TO LET, at STEP ROW, that DWELLING HOUSE lately occupied by Mr John Crombie, consisting of Two Rooms and Kitchen, with Ground and suitable privileges, &c. Apply to Thos. Cook, House Factor.

TO LET, in BEN SHEERES' LANE, a Small DWELLING HOUSE, containing Eight ROOMS; well adapted for workers. Rent, £8 10s. Entry could be had immediately. Apply to DAVID SHEERES, Meadowside.

TO LET, at LINES, Broughty Ferry, an excellent DWELLING HOUSE of Four Apartments, with Washing House, &c., and with right to a Freeold Cow Competition Ticket for Pasture, Apply at Methven Bird Moderate. Apply to A. HARRIS, 37 Reform Street, Dundee.

BROUGHTY FERRY.

TO LET, that HOUSE No. 9 JAMES PLACE. Entry immediately. Apply to J. KIDD, Ironmonger, Broughty Ferry.

DESIRABLE OPENING FOR A BAKER.

THOSE Centrically-Situated and Old-Established Premises, Tayfield Place, Dundee, opposite the "Kinloch Arms Inn," presently tenanted by Mr NICOLL. Apply to J. & J. HUNTER, Writers, Dundee.

GROUND TO FEU, SUITABLE FOR PUBLIC WORKS.

LARGIE PARK, situated between Lilybank Tay and Blackscroft, to be FEUED for Public Works.

The Park is conveniently supplied with water on two sides, and at the south end Ponds could be formed at very small cost.

Apply to W. TRUDE, Cowgate, Dundee.

FARM ON INCHBREIK, IN KINCARDINESHIRE, TO BE LET.

There will be Let, on a Lease of Nineteen Years, from WHITSUNDAY next, the FARM of BRAWLIEMUIR, comprehending BRAWLIEMUIR, PITCHEMUIR, and BRAEHEAD, with the Pasture adjoining the same, which extends about 500 Acres.

The Farm is situate in the Parish of Glenbervie, and distant about Three miles from a Station on the Scottish North-Eastern Railway.

The Arable Land is mostly heavy deep soil; and every encouragement will be given to the Tenant to improve it in the way of Drainage, and Buildings, as the tenant may be necessary, and other improvements. The Hill Pasture is of superior quality.

Mr WILLIAM FALCONER, Tenant in Englemyn, Ground Officer on the Barony, will point out the boundaries of the Farm; and the Conditions of letting may be seen on application to JOHN MURRAY & SONS, Advocates, 40 Schoolhill, Aberdeen.

AGRICULTURAL

TO SHEEP FARMERS.

THE Subscribers have always on Hand SHELIP NEP, all Sizes.

W. & D. DUN, Dundee Tojee Work, 3 Dock Street.

N.B.—Old Sheep Nets Repaired or Re-Turned.

TURNIPS AND FODGAGE FOR SHEEP TO BE LET.

ABOUT 13 Acres of TURNIPS, to be consumed on the Ground by Sheep; and the FODGAGE on a Field of Hill pasture, newly plaughed, which has not been pastured during Summer, and which will make excellent Winter Pasture for Sheep.

Apply to JAMES BROWN, Hallyburton, by Coupar Angus.

WOOD PASTURE ON ALDEAR NO LEET.

THE PASTURAGE of MONTREATHMONT WOOD, belonging to JOHN INGLIS CHALMERS, Esq. of Aldear, extending to about 150 Imperial Acres, will be Let for the Season, from this date to 1st May 1864.

Mr JOHN DAVIDSON, Forester at Aldear, will point out the Ground and show the Conditions of Let; and Offers may be lodged with JOHN MACDONALD, Estate Clerk of Aldearfield, Factor on the Estate, within ten days from this date.

Arbroath, 4th November 1863.

DISPLENISH SALE

BANNATYNE NEW YLE, ON MONDAY, 9TH NOVEMBER NEXT, At One o'clock Afternoon, Belonging to ROBERT THOMAS.

3 EXCELLENT WORK HORSES, 1 CARRIAGE HORSE, 3 CARTS,

Ploughs, Carts, Harrows, Harness, Water Troughs, Barn Utensils, Dairy Utensils, &c.

Also,

About 1000 Stones of Excellent HAY, and a Small Quantity of Straw. FIVE MONTHS' CREDIT.

Bannatyne, 20th October 1863.

SALE OF LIVE STOCK, &c., AND HOUSEHOLD FURNITURE, ON OVERSTONE, NEWTYLE.

TO be Sold, by Public Roup, on the above Farm, on TUESDAY, 17th November 1863, belonging to the Representatives of the late Mr MITCHELL—

8 MILCH COWS;

2 FAT PIGS;

a Gig and Harness; Meal Girnal; Weighing Beam, Scales, and Weights; Dairy Utensils; 2 Bedsteads and Furniture; 2 Wooden Presses; Wright's Bench; Bolsty Beds and Bedding; Fallow and Plaidy, &c.

Also, a Quantity of HOUSEHOLD FURNITURE, consisting of Mahogany Tables, Chairs, Sofa, Bedsteads, and other Chairs; Bedstead, with Curtains; Main Stand; Kitchen Furniture, and a variety of other Effects. Also, a Dog Cart, and several Articles of Household and Bothy Furniture.

The Roup to begin with the Furniture at Twelve o'clock Noon.

JAS. S. MARSHAL, Auctioneer.

DISPLENISHING SALE ON WORMIT, FIFE.

TO be Sold, by Public Roup, on the above Farm, upon MONDAY, 16th November 1863—

LIVE STOCK.

6 WORK HORSES;

1 FILEBOW COW;

10 EWES and WEDDERS;

1 Stock of Bees, supposed to be in Lands;

1 SOW, 11 PIGS, 1 SHOUT.

CROP.

About 5 Acres TURNIP—Hunter, Kennigland, and Archer's Profile;

7 Stacks OREWATER BARLEY;

15 Stacks Early Angus and Common OATS;

2 Stacks of OATS without Feddal;

24 Acres of SWEDISH YELLOW and GLOBE TURNIPS, in Lots to suit Purchasers.

IMPLEMENTS, &c.

Compicular Corn Carts, Dung Carts; Single and Double-mounted Ploughs; Harrows; Circular do.; Rollers; Hay Tedder; Hand Turnip Cutter; Chaff Cutter; Water Barrow; 2 Two-wheeled Barrows; 2 Single-wheeled Barrows; Horse Harness; Barn and Dairy Utensils; Meal Girnal; Large Corn Chest; and a variety of other Effects. Also, a Dog Cart, and several Articles of Household and Bothy Furniture.

The Roup to begin with the Implement at Eleven o'clock Forenoon.

JAS. S. MARSHAL, Auctioneer.

Wormit is Two Miles west of Newport Pier.

INVENTIONS.—PROTECTION OBTAINED, Moderate Charges.—Pamphlet, "Hints to Inventors," by W. JOHNSON, C.E., Patent Office, 166 Buchanan Street, Glasgow.

ARBROATH.

PARISCHAL BOARD COMMITTEE.—The monthly meeting of this Committee was held on Tuesday evening, but there was no business beyond the disposing of applications and examining and ordering payment of accounts.

UNIONS WORKHOUSE.—Dr Lyon, in accordance with the petition presented to the Sheriff of Forfarshire for power to add weights and measures seized in Arbroath by the Inspector as unjust, his Lordship yesterday granted warrant to add the weights, by public roup, to Arbroath.

TOWN COUNCIL.—The members of Council met yesterday at noon, for the purpose of receiving the accountings of the newly elected Councillors, Provost Lumgair presided. The six new Councillors attending, and severally declared their acceptance of office, and took the usual oaths. The Council meets again to-day to elect a Second Bailie and Dean of Guild. It is generally understood that Mr Shield and Mr Winter will be re-elected to these offices respectively. Both gentlemen have already given considerable attention to their public duties, and their services have been generally acceptable to the community.

CHARGE OF THEFT.—A Police Court was held here yesterday, Provost Lumgair in the bench. William Wood, painter, South Grimsby, Arbroath, was charged with stealing a pair of trousers, the property of James Isdale, shoemaker, from a place called the High Street on Monday night, while they were in the possession of Joseph Mackenna, tailor. Wood pleaded not guilty. Mackenna deposed that he went into the public house with the prisoner, and he had his trousers there while he was there. He was the worse of drink. Identified a pair of trousers shown as those which were in his possession. George Isdale identified the trousers as those he gave to Mackenna to repair. James Bunch, ostler, deposed to meeting the prisoner, and to pawning a pair of trousers for 2s. There was other evidence that the trousers were sold to a broker and removed from his shop. The Provost found the charge not proven, and dismissed Wood from the bar.

FORFAR.

The statutory meeting of Town Council after the election was held here yesterday, when the five gentlemen who were elected on Tuesday intimated their acceptance of office.

BLAIRGOWRIE.

DEATH OF THE POSTMASTER.—In our obituary of to-day is the name of Mr Robert Aspen, the Blairgowrie Postmaster, who has filled the office for nearly half a century. He has been very infirm for a long time.

A SUPPLEMENT

Of six columns is given with to-day's *Advertiser*, containing reports of the

LIFF AND BEVVIE PARISCHAL BOARD.
SHERIFF COURT, FORFAR.
BERRIES TOWN COUNCIL.
EXTINCTION OF THE DUNDEE WORKING MEN'S COLONY.
MR RUSKIN ON ENGLISH NEUTRALITY.
SHOCKING DEATH FROM STARVATION.
EXTRACTS FROM PUNCH AND DISTRICT NEWS.

Dundee Advertiser.

FRIDAY, NOVEMBER 6, 1863.

It will be observed that the Bank of England raised the rate of discount yesterday to 6 per cent.

Yesterday the Emperor opened the French Chambers with a speech which has been anxiously looked for, and which will be eagerly read in both hemispheres. It was expected that his Imperial Majesty would have something to say about the Polish question, and that something he has said with an elegance and an earnestness which will convince the Czar, if he still remains under the fallacies of reason, that the ruler of France is not in a mood to be trifled with. The Emperor does not mean war just yet. He will try what diplomacy can do, for though it has done but little hitherto, he has still faith in its potency, especially if wielded through the instrumentality of a European Congress. Yesterday's speech leaves the impression that the Polish question should be submitted for solution, and he flatters himself that to the urging of this Congress Russia will not dare to refuse to dance. But if, contrary to his sanguine anticipations, Russia should still persist in her waywardness, what then? Well, he does not exactly say what the immediate consequences *will* be, but he says enough to show what in his estimation they *should* be. He does not in so many words threaten war as a *dernier ressort*—that would be impolitic under present circumstances—but amid the courtly phraseology in which he clothes his discourse, it is not difficult to discover that the idea of war occupies a place in the Imperial mind. The Paris papers of last evening generally unite in praising the Imperial speech, and not without reason, for though there may be things in it open to criticism, yet, as a whole, it breathes a pacific and moderate tone.

For some days past the name of Lord Paterson has been mixed up with a piece of scandal which would have been piquant if it had not been incredible. That he has been called as co-respondent in an action for divorce is certain, but the agent for the respondent "not only "wholly and solemnly denies every part of the "petition, but waits quietly for the inevitable "exposure which the petitioner seems desirous "to bring on himself." The visit of his Lordship to Windsor, and his acceptance of an invitation to the Lord Mayor's banquet on Monday—which Lady PALMERSTON is also to attend—show the etiquette Premier is *sans peur*, as all generous minds will believe him to be in this matter and *sans reproche*.

It will be observed with regret by the friends of the working classes that the Working Men's College in Dundee has been given up as failure, only fifty working men having offered to become collegians during the present session. We fear that this will have a damping effect on the Free Library movement, the opponents of which will turn to account the unfortunate history of the Watt Institution, and the now defunct Working Men's College.

THE BRIDGING OF THE FRITH.

In these days when time is distance, the question of bridging both the Frith of Forth and the Frith of Tay is only a question of time, and we apprehend that the period when it will force itself upon the attention of capitalists cannot be very remote. There is something irritating to business men in the existing position of Dundee on the Frith of Forth and Tay, and more particularly our town is on a siding, far away from the main route southwards, while, from its peculiar physical position, it ought to be on the direct route. To reach London from Dundee, or Dundee from London, is the pursuit of progress under difficulties. To reach London we should go south east as the crow flies, whereas we are whisked away south-east, as if our destination were Ireland, and we do not turn eastwards again until we have got a glimpse of the waters of the Irish Channel. The train is handled like a ship that has to beat southwards against a stiff head-wind, and the first task in the direction of America, until the Irish Sea is touched, after which we go round and make for the German Ocean. If this detour were caused by any necessity for catching trade on the Irish Sea, it would be manifestly correct, but when made by a railway train it is a provoking anomaly. Let us illustrate the matter by a homely comparison. England spreads into the North Sea eastwards, like the lower portion of a leg of mutton, of which leg Scotland is the narrow upper part over the shank—and yet when we want to reach the Continental side of the leg, which bulges half seas across towards Antwerp, we occupy nearly half the journey in a sinking movement down the American side of the leg. It is not needful here to mention the cause of this vexatious circumlocution. Figure a couple of gaps awkwardly left by some hungry fellow in the upper part of the mutton leg we have imagined, and we have an image of the two gaps made in the land by the two Friths of Forth and Tay. The presence of these arms of the sea interposes two salt water voyages between the traveller and his destination, and the time lost in the performance of these marine passages reconciles passengers so completely to the axiom, "time is distance," that they are induced to put the proverb in practice, and to substitute distance for time, by going round by Carlisle. Nor is the fault one only felt by us in the north. In the densely-populated eastern counties of England, the inhabitants are almost as thoroughly away from the through routes northwards as if they lived in a foreign land. It is easier to go from London to York than from Yarmouth to the same city—a reflection which points to the ultimate bridging of that English frith the Humber, and to the formation of an East Coast through route, which shall in reality, as well as in name, be on the east side of the island.

In the presence of the great things that have been done in tubular and suspension bridges in America and in Wales we can see no serious difficulties in the way of bridging the Tay. The bottom of the river is, like that of the St Lawrence, of rock; the hills on the river side are steep—a favourable circumstance; and the present annual cost of the Tay Ferries is so incredibly heavy that it would, we should suppose, go far to pay the interest on the whole sum required for the work. Judging from what we know of the locality, the things most important for the formation of a great high-level bridge,—viz., a good foundation, and convenient side elevations, already exist. In the formation of the monster bridge over the St Lawrence, the engineer had to contend with a rushing current, with the annual formation of ice of from four to five feet thick, and with the heaping up of that ice into drifting bergs. In the bridging of the Niagara there was no possibility of foothillars in the river, and therefore the whole distance had to be spanned on the suspension principle; and in some of the high level bridges of the United States the elevation and span are so great that, when we view the stereoscopic pictures of them we are filled with wonder to think that structures which thus stride over valleys and rivers at a level way in mid-air from hill top to hill top, have not been more heard of on this side of the water. It seems strange that the Americans should have not as yet equalled that of some of its oldest citizens, should thus have completed architectural works worthy of the ambition of Imperial Rome, and it suggests to us the question why, if the Americans, in their half-civilized country, have achieved so much, we, in this old and rich and compact little island, should hesitate to throw a bridge over the Tay. That the business begins to press is acknowledged by all who feel the insular position of our eastern towns, and that the requisite work might now be undertaken far more economically than were the experimental structures will be acknowledged by all engineers.

Some people, who would like to see thoroughfare system was only about to be introduced in this quarter, Mr PATRICK MATTHEW, of Goodrie Hill, suggested the bridging of the Tay some years ago near Mugdrum, and since that time several other gentlemen have renewed the proposal which emanated from the original and highly-speculative mind of Mr MATTHEW. It may be questioned, however, whether Mugdrum is near the best place for the purpose. It is to be considered whether, since Mugdrum was first named, Dundee has not taken a position of such importance as should materially modify the original plan. It is matter for the consideration whether a firmer bottom—a bottom of solid rock—may not be found nearer to Dundee, and with that bottom rocky foundation, and solid cliffs and lofty to formed artificial platforms by means of which to approach the high level bridge at a fitting elevation. Now, at Mugdrum, and indeed all along by the Carse of Gowrie to within a few miles of Perth, the north bank of the river is low, spongy, and flat—unsuited in level and material—whereas at a point a little to the west ward of Tayport both banks are lofty and rocky, and the bed of the river between is narrow and hard. Why not, then, bring the railway straight across the Tay from the high ground on the south to the high ground on the north, and at such a height as to allow the largest ships to pass beneath? The place seems to have been made on purpose for a work of this kind. There is coal on the other side of the river which is much wanted in Dundee, and which has more difficulty in getting here than it would if stored in some Northumberland port. There is a passenger trade undeveloped, because unmoulested; for the interposition of a ferry is fatal to regularity and high speed. It would, indeed, be a short-sighted thing to have called in question the proposal made to the proposed bridge on the present restricted traffic in goods and passengers. Once let us get rid of the Ferries, and in a few years some of the busiest railway stations in Scotland will be those on the direct route through Fife. Wherever there is made a rapid and simple communication, and invitable arise, which must be met without delay, and which, if not provided for, will number are the way in America, the consulting capacities of the Railway Engineers will be called in. These distant expeditions, the object of so much criticism, are not the result of a premeditated plan. The force of things has brought them about, and, nevertheless, they are not to be regretted. How, in fact, could we develope our foreign commerce if, on the one side, we were to announce all industry in America, and if, on the other, we pressed our business relationships with the Spanish and Dutch, France remained without possession in the Gulf of Mexico? We have created in a Cochin China a position which, without subjecting us to the charge of a Napoleonic aggression, has put us to make use of the immense resources of the country, and to secure for commerce. In Mexico, after an unexpected resistance, which the courage of our soldiers and sailors has overcome, we have given the population welcome as a liberation. Our efforts will not be in vain, and we shall be hugely recompensed for our sacrifices when the destinies of that country, which has a right immediately to be, have been confided to a Prince whose enlightenment and liberal policy of so noble a nature. Let us, then, let us, then, have faith in our enterprises beyond the sea. Commerce and civilization remain to be fostered, and we are the best relations. Since the Crimean war, Russian questions had found their in accord, and, I don't hesitate to declare it, during the time of the Mutiny, when the Sepoy troops of the provinces of Nice and Savoy, the Emperor meant the most sincere and cordial support. Yet had not the Russian Government, which had not good understanding demanded scrupulous care; and I must have regretted, if, in the present situation, the France not to hesitate to compromise one of the first interests of the nation, and to raise my voice in favour of a nation, rebellious in the Russian, but in our eyes, in the right in the Polish, and in the right in treaties. Nevertheless, that question touched the Government, as all the people of the Russian events in the East and in Syria, to some to an understanding with the Powers which had treaties and rights on which to pronounce similar to our own. The Polish insurrection, on which its outbreaks imprinted a national character, awakened sympathies which, if it is not yet, it will be, very easy to attract to that cause the greatest possible number of adhesions, in order to bring to bear upon Russia the whole weight of the public opinion of Europe. The almost unanimous manifestation of the sentiments of the provinces of Nice and Savoy, the Emperor meant the most sincere and cordial support. Yet had not the