

should or should not publish the communication of Mr. Hagerman's Bully, it would have been more praiseworthy to have enquired into the facts; a visit to the Commercial Hotel might have enlightened him a little, and spared him the suspicion of being actuated in his publication by personal feeling. He was perhaps apprehensive that his Journal might lose its meretricious reputation, if anything like truth appeared in it.

There are but few occasions which would justify the proprietor of one newspaper bringing an action for libel against another, but if we are not incapable of judging by being a party concerned, we should say, that we shall be justified in public opinion in any action we shall think proper to institute against the proprietors of the *Chronicle*. To injure the reputation & character of an individual with whom they had nothing but a political quarrel, they broke through the rules of editorial courtesy, and published what they either knew to be false, or what they had an easy opportunity of ascertaining to be such. We might if we felt inclined, publish the contents of a letter received some weeks back, dated Utica, reflecting upon the conduct of a certain gentleman, but we shall not retaliate with abuse. If we do anything, it shall be an appeal to the laws of the country. An editor is not to be published as a "scoundrel," because he refuses to disgrace himself by fighting in the streets.

RIDEAU CANAL, No. 2.

The Rideau Canal is not a canal properly so called, but rather a succession of raised waters by means of dams, with natural lakes interspersed. One end of it empties into the Ottawa, half a mile above the falls of the Rideau, intersecting the upper and lower villages of Bytown; and the other end terminates at Kingston Mills, six miles above the town of Kingston, at the head of the bay or piece of water known by the name of the Great Cataract. In tracing the Canal from the St. Lawrence to the Ottawa, it may not be uninteresting to the distant reader, to give a slight description of the towns and villages through which it passes.

Kingston is said to be the oldest town in Upper Canada; it is well situated for commercial purposes at the foot of Lake Ontario, and also at the foot of that extensive inlet, dividing Prince Edward from the Midland District, called the Bay of Quinte. It is built on the Lake, or more correctly speaking, on the River side, directly opposite the large island in the St. Lawrence, named Wolf or Long Island, that separates Upper Canada from New York State, from which Kingston is distant only eleven miles. In commercial importance it is the second town in the province, and were it blessed with a population as enterprising, as wealthy and respectable, it would soon have no equal. The town, including the suburbs of French Village and Barriefield, contains over 5000 inhabitants, exclusive of the Military and their families; of whom about 1000 souls are quartered in the several barracks. Kingston can boast of six places for Divine Worship; an Episcopal and Catholic Church, a Scotch Kirk, a Reformed Presbyterian, and two Methodist Churches. Four newspapers, one semi-weekly and three weekly publications, contribute to the intellectual amusement and edification of the inhabitants; while during the season, twenty steamboats are in the constant habit of trading to its harbor, of which nine are owned in the place. Kingston is situated equi-distant between Montreal and Toronto, and is remarkably well adapted, in case of a union between the Upper and Lower Provinces, to become the seat of Government; being the only place on the frontiers that is capable of being successfully defended against an enemy. The harbor is formed by a low peninsula called Point Frederick, running into the Bay to the eastward of the town, at about half a mile distant, on which is situated the King's Dock Yard; the whole well commanded by the cannon of Fort Henry, at present in a state of erection on an elevated promontory still further to the eastward. The town is connected with Point Frederick and the suburb called Barriefield by a long wooden bridge over the Great Cataract; the draw-bridge of which may be termed the entrance to the Canal on the Kingston side, since although it is said to begin six miles higher up, yet as large sums of money have been expended in perfecting this part of the navigation as in other parts of the Canal; which for want of a better term, must still be used to designate the Rideau navigation.

Upon leaving the bridge, the channel of the Canal is on the eastern side for about a mile, until Bell's Island, a small wood-dotted islet, appears to block the passage further up; passing on the eastern end of this island, the channel soon becomes so crooked as to defy any description of its course, but still winds its serpentine way to the northward, with a uniform depth of water not exceeding five feet at the outside. It is on both sides flanked by low marshy lands, covered with water in spring and fall, but yielding quantities of coarse rank grass during the summer months. The course for a vessel to steer is marked by long poles stuck in the soft mud, but so imperfectly, as to render it almost impossible to run this part of the route during the night, unless the moon shines brightly. About a mile below the locks, the channel is excavated for about 100 yards through soft mud, and piled on both sides to prevent filling in. This was done last winter on account of a large rock lying in the centre of the proper bed of the water, upon which there is seldom more than three feet of water. It was this obstacle which retarded the progress of the larger steam boats last summer, and compelled them to stop at Kingston Mills until the present channel was dug. On passing this obstruction the shores immediately narrow, and the mouth of the Cataract Creek is seen, with lofty granite rocks on both sides continuing all the way to the first locks, which are constructed not far from the spot where the Cataract was wont to tumble down a precipice of some thirty feet high. During this distance the creek is not more than 120 to 130 feet wide, but the shores are bold and steep, with six feet of water in the shallowest parts. On the whole route from Kingston to Bytown, there is no natural part of the Canal which impresses the beholder with more fearful delight than this portion of the Cataract Creek; the awful sublimity of the towering rocks inspires a species of pleasure difficult to describe, and although the scenery on the Rideau River and on some of the Lakes is hardly to be surpassed both for splendor and loveliness, yet it yields in point of grandeur to this spot.

The lift to be overcome at Kingston Mills, is 46 1/2 feet, divided into equal portions of 11 feet 8 inches each. The original fall was not so high, but the water has been raised 20 feet to overcome two small riffles between this place and Brewer's Lower Mill. The Locks are four in number, and being the first on the canal, require a short description which may serve for all the rest, as they are built in nearly the same way. They are composed of cut lime & sand stone, (a species of freestone of almost eternal duration,) which are the only building materials used on the entire line. They are 110 feet long, clear of the gates, 34 feet wide, with 5 feet depth of water over the sills. The gates are framed of oak, and are put up in a most substantial manner. The *Andlasses*, chains, and other iron works were manufactured in England of the very best materials, and are of the most approved patterns. Between the third and fourth lock is a capacious basin, built in the same manner as the locks, sufficiently large for the largest sized steamboat to turn or pass. The time of passing the locks will occupy twelve minutes each upon an average, so that if a steamboat has a barge in tow, nearly two hours are lost in detention. The locks themselves are situated on the western side of the old falls, and the vacuum they now fill was blasted out of the solid granite rock. To dam the waters at this place, two extensive embankments are made; one to the eastward extending 2000 feet, and the other to the westward of about 3000 feet in length. The height of these embankments is various, the highest part about 34 feet, and lowest not exceeding so many inches. They are well built with stone and clay, and are perfectly water tight. Over

the locks is thrown a long and lofty wooden bridge, the high road to Montreal passing through the village. The probable cost of these works, which are third in point of extensiveness on the line, was about £60,000, the last estimate given by Lieut. Colonel By amounting to £52,274. The sole contractor and architect was R. Drummond, Esq. of Kingston. During the period of erection, the place was very sickly, and 500 laborers are said to have lost their lives. The works at Kingston Mills and for some distance on the Canal are under the superintendence and personal inspection of Mr. John Burrows who resides on the spot, to whom the writer is under obligation for much valuable information, particularly for the geological description of the country through which the Canal passes. The village at this place is small, comprising two taverns and about a dozen scattered houses; the country round is not thickly settled, nor is the land generally well cultivated.

The only difficult part of the Navigation on the entire Canal route, lies between Kingston and Kingston Mills. The channel of the canal from the time it leaves the Locks at the latter place until it comes within a mile of Kingston is remarkably narrow, winding, and in many parts extremely shallow, so that it is with much trouble that vessels drawing about five feet of water pass to and fro without grounding. This difficulty may be entirely overcome by throwing a Dam across the Cataract Waters, either at Bell's Island or Tete de Pont, and raising the waters ten feet. For the hindrance of such a project no natural impediments occur. The shores on both sides are bold and rocky all the way, and if the Dam were erected at Tete de Pont over to Point Frederick, two small embankments only (in addition to the Lock) would be necessary; a small one on the low ground immediately above the Bridge on the Point, and a larger one from Tete de Pont to the Western Shore. From opinions given by experienced Engineers, the whole expense of such an undertaking would not exceed £25,000, a sum comparatively trifling, when the important advantages are called into recollection, and which sum upon proper application, the Provincial Parliament would be inclined to grant.

The advantages arising from such a plan are four-fold. In the first place, the navigation of the Rideau Canal would be perfected. Secondly, the low marshy, sedgy lands which are now partially overflowed, through which the canal winds its way, and from which during the hot summer months a poisonous miasma arises, pregnant with disease and death, would be entirely covered. This ought to be a matter of great moment to the inhabitants of Kingston, when they reflect upon the excessive mortality of the year 1833, occasioned by bad air. Thirdly, a great water power would be brought into the heart of the town, the privileges of which could be let for an immense sum, since twenty mills could be turned with the superabundant water. And lastly, a large piece of land would be recovered from the water, between the Western Shore and the Bridge, which if sold in town and water lots, would materially contribute to defray the expence of the undertaking.

The difficulties in the way of this project are neither few nor trifling. Istly.—The Home Government, whose property the canal is, may neither feel inclined to expend any more money on the canal, nor allow any other persons to do the same; they may object to the circumstance of any independent control existing over any portion of the canal. At present the canal ends at Kingston Mills; should the improvement take place, the canal will then end at Kingston, and if the province or individuals should build the Dam and Lock, they must also keep it in repair at some annual expence, which to provide for, and to maintain Lockmen, it will be necessary to lay on a toll. The two interests may then clash. The only remedy in this case would be for the province or others building the Lock and Dam, to present a bill to the Provincial Parliament, to be carried into effect, and in a clause, commissioners might be named to determine the fair demands of the claimants.

2dly.—The Cataract Bridge Company may not like having a Dam placed near their Bridge. This is a chartered Company and may stand upon its vested rights. This obstacle may be overcome in two ways; firstly by allowing the Company the exclusive privilege of passing the Dam as a Bridge when completed; which considering the dilapidated condition of the present bridge, and the imperishable nature of a well constructed dam, will be an exchange much to their advantage; and secondly, in case they should prove refractory, by making the Dam at Bell's Island. And lastly, the owners of the marshy, sedgy lands which would be covered, and from which they at present procure some twenty tons of coarse hay annually, will be claiming extravagant sums of money as compensation for injuria done to their property. An Act of the Provincial Parliament must pass if this scheme be carried into effect, and in a clause, commissioners might be named to determine the fair demands of the claimants.

Perhaps nothing can be of more vital importance to the prosperity of an inland commercial town like Kingston, than the possession of water power. The inhabitants of the adjoining state appear to be widely awake to this truth. Rochester is a remarkable exemplifying instance; long after Kingston had become a place of some consequence, the trees where Rochester now stands were growing. Look at the present contrast between the towns. Little Falls and Watertown, as their name indicate, owe their existence to their local situation; and Oswego is as much indebted to the mill privileges arising from its canal, as to the canal itself. Were Kingston a manufacturing town, no reasonable bounds could be placed to its increase, and that it can easily so become, has been sufficiently shown to make its inhabitants take some steps to ascertain the fact.

An Inquest was held in Pittsburgh on Thursday last, on the body of a young man named Dewall, who was killed on Wednesday, by the falling of a tree.—Verdict *Accidental death*.
If we thought that the *Correspondent* was sincere in his belief of the construction he has put upon Mr. Hume's letter, we would reply to the notice with which he has honored us; but as we have too high an opinion of his understanding to fancy for one moment, that he has duped himself into the belief of what he wishes, we must decline any altercation upon the subject.

- List of Books presented to the *Kingston Mechanics' Institution*, 10th June, 1834, by John Macaulay Esq.
- Mechanics' Magazine, 6th and 7th vols.
 - Renwick's Treatise on the Steam Engine, 1 vol.
 - Nicholson's Mechanical Exercises, 1 vol.
 - Expeditio to the Orinoco, 1 vol.
 - Flora Britannica, 3 vols.
 - Europe, by a Citizen of the United States, 1 vol.
 - Sutcliffe's Observations on Cotton Spinning, &c. 1 vol.
 - Paley's Philosophy, 1 vol.
 - Reports on Locomotive and fixed Engines, 1 vol.
 - Life of Fulton, 1 vol.
 - Account of the Great Loo Choo Island, (Capt. Hall.) 1 vol.
 - History of the Spanish Inquisition, 1 vol.
 - Wonders of the Telescope, 1 vol.
 - Taylor's Trades, 1 vol.
 - Poems by T. H. Farmer, M. D. 1 vol.
 - Pleasures of Imagination and Memory, 1 vol.
 - The Works of the Rt. Hon. Joseph Addison, 1 vol.
 - Sublime and Beautiful, 1 vol.
 - Howe's Greek Revolution, 1 vol.
 - Lamont's Poems and Tales in Verse, 1 vol.
 - A Sketch of the United States, 1 vol.
 - Cobbett's Grammar of the French Language, 1 vol.
 - Banks of Wye, 1 vol.
 - Brewster's life of Newton, 1 vol.
 - Demonology and Witchcraft, 1 vol.

Lives and Voyages of early Navigators. IN ALL 29 VOLUMES. By other Gentlemen.

Mr. Donald Urquhart.—Millwright's Guide, 1 vol.; Keith on the use of the Globes.

Mr. William S. Harper.—Dix's Surveying, 1 vol.

Mr. John Spence.—Southey's Life of Nelson; Voltaire's Charles XII; Burns' Poems.

Mr. Stephen Bourne.—Powell on the Colonies; Brevint's Christian Sacrament, (Oxford, 1673.)

D. A. Commissary General Scobell.—Several reptiles of Sierra Leone, preserved, viz: Chameleons, Lizards, Scorpions, Centipedes, Green Snake, (venomous.)

Mr. Kenneth Mackenzie, Colong.—A Queen Anne's Shilling, (1711.)

Mr. Wm. Craig.—A Queen Elizabeth do. (1566.)

Mr. James Black.—A Roman Coin, (copper.) Kingston, July 22nd, 1834.

To the Editor of the *British Whig*.

Sir, As Mr. Stewart of Perth, pretends ignorance of my being the author of the letters in your paper signed "A true blooded Irishman" and "Hibernicus", a fact that was currently known in Kingston, I beg you will forward the information to him, that he may plead ignorance no longer.

W. T. KENNEDY.
Kingston, July 21st, 1834.

For the *British Whig*.

To MARSHALL S. BIDWELL, AND LETER PERRY, ESQUIRES.

Gentlemen,—The countenance and support you have always afforded to Mr. William Lyon McKenzie necessarily create an impression in the public mind, that you approve of his political conduct. Had your exertions in his favor been confined to resisting his unconstitutional expulsion from the Assembly, the disgrace that now attaches to his name could not in any wise sully the fair fame of the representatives of Lenox and Addington. The principle would have been every thing, the man nothing. But truth must confess, that your support of Mr. McKenzie neither began nor ended here. You have been supporters of his scurrilous newspaper from its first establishment, and when neither the privacy of domestic life, nor age, nor sex, nor character, nor even the grave itself was sacred from his attacks, one of you became the chosen advocate to cozen a jury out of a verdict of more than ten times the value of the printing materials, that a few misguided young men in a moment of natural indignation destroyed in his office. When in the winter of 1832 he commenced a career of agitation unexampled in the history of this peaceable country, you appeared to co-operate with him by assembling your constituents, as if you looked on them as the vessels of your will, and used your utmost endeavors to goad them on to follow in the wake of the leading agitator at York.

A petition to the King prepared by you and circulated all over the country under your auspices, appeared simultaneously with the celebrated one of Mr. McKenzie, and differing in expression, agreed in sentiment. What he openly prayed for (a violation of the constitution,) you covertly would press on the royal mind, as the wish of the people of Upper Canada. The people complained of being deceived by you; your friends ascribed your support of Mr. McKenzie to infatuation, and for a time at least the triumph of your enemies was complete.

If his conduct both here and in England since that period did not receive any marked proofs of your approbation, it is certain that your influence has never been exerted to expose his true character. If he succeeded you were willing to share in the success, and claim the merit of assisting in the cause; if he failed you were prepared to stand aloof, and "wash your hands in innocency."

Gentlemen, appearances are certainly against you; but suspicion is not proof, and equivocal as your conduct appears, your intentions may have been purer than is generally imagined. The time has arrived, when, if you have hitherto worn a disguise, you must throw it off and appear in your own colors, and if you have been unjustly suspected, your innocence may shine forth with the greater lustre, that it has for a time been obscured by a passing cloud. It is known to you that Mr. McKenzie has lately published a letter from Joseph Hume, a member of the British House of Commons, avowing and calculating principles directly at variance with the sworn allegiance of British subjects. Not satisfied with the mere publication of the letter, he has taken the pains to procure a copy to press his approbation of its contents, and at this moment both the writer and the publisher stand convicted at the bar of public opinion, of TREASON against their King and country.

I know not whether the profession of which one of you is a distinguished member, would designate the offence by the name of the highest crime known to the law; I merely tell you how the common sense of every man in Upper Canada has defined it. Public opinion is a tribunal where if justice be less formal, her march is unimpeded by quibble or chicane. With the exception of the *Correspondent* at Toronto, (O'Grady,) and the *Reformer* at Cobourg, (Radcliffe) who have vainly endeavored to explain away the letter and give an innocent meaning to what cannot admit of it, the conductors of the public press, without distinction of party, have been unanimous in denouncing Hume for writing such a letter, and McKenzie for publishing it. Men of all parties, as well as of all religious denominations, have hastened to express their abhorrence of its contents, and either through the press or in private circles have told us what they thought of it.

You gentlemen are prominent characters in public life; you are candidates for the favor of the people; you have shared largely of their confidence, and owe no inconsiderable portion of your consequence to the support they have hitherto afforded you. They have until now been disposed to take you upon trust; conscious of their own loyalty they have been slow to suspect you; and have been willing to attribute to excess of zeal in the cause of the people, what to some had the appearance of enmity to your Sovereign and his Government.

It has been remarked to your prejudice, that you have cautiously avoided any expression of your opinion on the all-absorbing topic of the day; that while almost all other men are open mouthed on the subject, your lips are sealed. Do you seriously believe that you can preserve this silence much longer, and at the same time retain any influence with the people? If you do I can only tell you you are mistaken. If you agree with Mr. McKenzie, (like I trust you are far from doing,) better stand forward like men, (bad men and traitors if you will, but still with something of honesty even in your wickedness,) than meanly shrink from the responsibility that attaches to one less prudent but not more guilty than yourselves. If on the other hand (and as I would fain hope) you view with detestation and horror any attempt to excite a loyal people to revolt and to cover this most happy land with blood and slaughter, then in the name and on the behalf of that people, I ask you to come forth and tell us, what think you of the letter of Joseph Hume.

I have the honor to be,
Gentlemen, Your humble servant,
EDMUND BURKE.

Kingston, July 17th, 1834.

REMARKS.—Convinced that nothing can be said by any writer, however plausible it may be, which will have less weight in prejudicing the minds of the honest electors of Lenox and Addington against their well-tried representatives, we have admitted the above letter to our columns. By making choice of the *Whig* in preference to the *Chronicle* or *Heard*, Edmund Burke must have calculated much upon the effect his scurrilous reasoning would have upon the minds of the supporters of Messrs. Bidwell and Perry, among whom our paper has a wide circulation. If he has done so, he is egregiously mistaken. There is no freeholder in the united counties but is capable of sifting the mass of dross from the single grain of ore, and in offering the following remarks upon these gentlemen's conduct with regard to Mr. McKenzie, we do it not for the sake of their constituents, who require no vindication of their respected representatives, but for the purpose of counteracting any unfavorable impression which a reader less interested might form.

Edmund Burke accuses Messrs. Bidwell and Perry of being supporters of Mr. McKenzie's newspaper. Of this support he brings forward no proof; allowing that they have received the *Advocate*, the mere taking-in of a newspaper does not imply political support, and unless it can be shown that either of these gentlemen contributed literary or pecuniary assistance, or labored to spread its circulation, the accusation of supporting the *Advocate* falls to the ground.

The writer next reproaches Mr. Bidwell for having been counsel for Mr. McKenzie in his celebrated action against the miscreants who destroyed his press and types, and terms a lawless destruction of a man's property by a band of educated ruffians, the action "of a few misguided young men in a mo-

ment of natural indignation." A charge so preposterous as this is unworthy of refutation.

As Edmund Burke himself confesses that the petition got up in Lenox and Addington was different from that originated by Mr. McKenzie; and as he also declares, that since the latter gentleman's return from England, neither Mr. Bidwell nor Mr. Perry has taken any part with him, it will be needless to go into the defence upon these points. He might have had the candor to have added, that both these gentlemen have had occasion to express their disapprobation of Mr. McKenzie's conduct, if not in public, at least pretty generally to their friends.

These accusations are but preliminary to the great cause of offence, Messrs. Bidwell and Perry's not having publicly announced their detestation of the principles inculcated in Mr. Hume's letter. To tax one man with participation in another man's opinions, because he does disavow them, is an absurdity. Has Mr. Cartwright publicly expressed his opinion of the contents of that letter? Is he suspected of treason? Has Mr. Hagerman expressed his opinion? Is he suspected of treason? If these questions are answered in the negative, why suspect Messrs. Bidwell and Perry? Mr. Bidwell is a man whose very enemies have confessed their admiration of the constitutional manner in which he introduces his political views and changes. Mr. Perry is the son of a U. E. Loyalist, and as a relative of his lately asked at Belleville, "where was there ever a Perry that was not loyal to his country and his king?" We for one should be happy to see these two gentlemen come forward and express their detestation of Mr. McKenzie's principles, but we contend that neither we nor any other person have any right to request an opinion upon a public matter, until the proper opportunity presents itself. The *Hustings* is the place to put questions to candidates for the people's favor, and we make no doubt if Edmund Burke asks the same question *vice versa* that he has done in writing, but that he will be answered to his entire satisfaction.

FRONTENAC ELECTION.

For the *British Whig*.

Mr. Editor,—Having seen an article in the *Kingston Chronicle* reflecting upon the character of Jacob Shibley Esq. of Portland, I take the liberty of stating, that the accusation against him of having acted disgracefully as a magistrate and a British Subject at the late meeting in Loughborough is untrue. Mr. Shibley at the meeting spoke at large, and declared his satisfaction with the Constitution of the country, but objected to some part of the Provincial Administration, and so mildly did he speak, that at the conclusion of his speech he received the applauses of all present, both Whigs & Tories.

I forward to you for publication the enclosed, to which I beg your early attention.

Yours truly
B. WATERS.
Loughborough, July 19th 1834.

MEMORANDUM.

I George Rutledge, who acted as Secretary at the late meeting held at John Switzer's Inn, Loughborough, altered a resolution by order of the Chairman. As they stood at the close of the meeting all were LOST with the exception of that relating to Mr. Clark Nickols, and by the Chairman's orders, I wrote CARRIED to that which related to Robert Drummond Esq. The others if altered were not altered by me.

GEORGE RUTLEDGE.
Loughborough July 15 1834.

For the *British Whig*.

We the undersigned, Freeholders of the County of Frontenac, having attended the late County Meeting held at Loughborough Mills on the 11th inst. and having seen a statement in the *British Whig* of the 15th inst. copied from the *Kingston Chronicle*, purporting to be an account of certain resolutions at that time passed, we do hereby publicly state, with the exception of the resolution relating to Mr. Clark Nickols, that they are all incorrect, the very contrary to the resolutions having passed the meeting by a majority of at least two thirds present.

We also declare our wish to have no members, who are desirous of buying votes with whiskey.

- Bulky Waters,
John Ferguson,
B. C. Styles,
W. A. Wood,
S. Simkins,
Henry Wood, Senr.
J. F. Walker,
Charles Joiner,
C. Switzer,
Lorenzo Switzer,
Henry Buck,
Loughborough, July 15 1834.

TO MR. CLARK NICKOLS OF LOUGHBOROUGH.

Sir,—I address you publicly because I admire your general good conduct both as a man, and as a reformer. You are prominently occupying a situation which if persisted in will materially injure the cause of reform, that of being a candidate for the county of Frontenac. If you oppose Mr. Campbell, you will both lose the election; if you are opposed to Mr. Shibley you will surely lose your election, and perhaps endanger Mr. Campbell's. One of you must retire, and you are the man.

In the first place, you are but imperfectly known to the county, with the exception Loughborough & Portland, hardly any one knows your name. In Kingston and Pittsburg no man will vote for you, which in itself ought to be a sufficient reason to induce you to remain at home.

In the second place, you will be edged on and supported by the Tories, in order to defeat the cause by dividing the Reformers; this is evident from the conduct at the late meeting.

As you are known to be an honest reformer, I am convinced you will do what is now required of you in the name of your brother freeholders.

FRONTENAC.
West Loughborough, July 19th, 1834.

REMARKS.—Upon the above documents it is hardly necessary to say one word; they speak for themselves. We wondered not a little when the requisitionists had their bills printed at the *Wm. Office*, & when their notice had been published *gratuitously* by us, that the report of the meeting had not been forwarded to our office. The cause is now explained. It was necessary to alter some of the resolutions, and it was thought that the *Chronicle* was best adapted for doing work of that kind. In justice to Messrs. Drummond & McKenzie it is necessary to state, that neither of these gentlemen attended the meeting. Tories though they be, they would scorn as much as the best Whig in the country, the commission of an ungentlemanly action.

GRAVEYARD.

At Hallowell on Tuesday, July 1st, by the Rev. Mr. Meadowall, Miss Pierce eldest daughter of Calvin Pier, to Mr. Charles B. Gilbert.

DEATH.

At Detroit, on the 6th instant, G. B. Porter Esq. Governor of the Territory of Michigan, aged 43 years.

A CARD.

Mr. Editor,—After staying three days in Kingston, we took passage in the steam-boat *Wm. Avery* for Niagara, on Sunday morning last, the 13th July. During our stay in Kingston, we heard every thing said to the disadvantage of the boat and her captain, and were agreeably disappointed to find, that the reports proved in our case to be void of foundation. We found the steam-boat highly commodious, and Capt. N. Johnson, a gentleman and a skilful navigator; his kind treatment of our wives and children, some of whom were sick, will ever be remembered.

We therefore cheerfully recommend this vessel to all emigrants, as the treatment we received was far superior to any experienced since we left Quebec.

JOHN LIVINGSTON, Ireland.
DENNIS BELLON, do.
Steamboat *Wm. Avery*, July 15th, 1834.

Government House, }
8th July, 1834. }

HIS Excellency the Lieutenant Governor, has been pleased to grant a Licence to practice Physic, Surgery and Midwifery within this Province, to John Ferguson, Gentleman, Licentiate in Surgery of the University of Glasgow.

DISINFECTING FLUID.

A quantity of the above excellent CHEMICAL COMPOUND, to prevent contagion and destroy the ill smell from sick rooms, will be kept constantly on hand during the summer at the

BRITISH WHIG OFFICE.
Price in Quarts two shillings; Pints one shilling and three pence;—With directions for use.

To Steam Boats and Retail Dealers a liberal allowance will be made.

THE NEW AND FAST Sailing Steam Boat

BLACK HAWK,

Capt. WEEKS.

WILL Leave Sacket's Harbor every Tuesday and Saturday morning at 5 o'clock, for Ogdensburg, touching at Kingston, French Creek, Alexandria, Brockville and Morristown—passing the 1000 Islands in the River St. Lawrence by daylight.
July 17th, 1834. 48

LAKE ONTARIO.

THE NEW STEAM BOAT

AMERICA,

Capt. D. HOWE.

WILL on the 23rd of July, commence her trips between Ogdensburg and Niagara, as follows:

GOING UP	GOING DOWN
Leaves Ogdensburg, Tuesday at 9 A. M.	Leaves Lewiston, Friday 4 P. M.
" Kingston, Wednesday 6 A. M.	" Rochester, Saturday 8 A. M.
" Sacket's Harbor, Wednesday 12 P. M.	" Sodus, do 2 P. M.
" Oswego do 9 P. M.	" Oswego, do 7 A. M.
" Sodus, Thursday 1 A. M.	" S. Harbor, Sunday 2 P. M.
" Rochester do 8 A. M.	" Kingston, do 8 P. M.
" Toronto, (late York) Thursday 9 P. M.	

Touching at French Creek, Alexandria and Brockville, on her way up and down.
June 26th, 1834. 49

NOTICE.

THE Subscriber hereby forbids all persons purchasing WINE BOTTLES stamped with his name, as he will claim them wherever found.

JOHN BELONGE.
Kingston, July 19, 1834. 48

A FRESH SUPPLY OF GROCERIES.

THE Subscriber begs leave to tender his sincere thanks to his Friends and the Public in general, for the support he has received since he commenced business in Kingston; also to inform them he has just arrived from Montreal with a large and choice assortment of WINES, JAMAICA SPIRITS, SPANISH and COGNAC BRANDY, HOLLANDS GIN, PEPPER-MINE and SERRUS, with the notice of Tavern Keepers, Also Groceries, Earthenware, among which are a quantity of Figured Flower Pots, Glass, and a large quantity of West India Rice, of the first quality. A large assortment of salt water Fish, Table Salt, Cheese, Butter, Oatmeal, Cornmeal, Honey, Flour, Pork, Oats, Sole and Upper Leather, constantly for sale.

W. P. COOK, Store Street.
Kingston, July 10, 1834.

DESCRIPTION OF THE NEW STEAM BOAT BUILDING AT PRESCOTT.

A Gentleman who has recently visited Prescott and minutely examined the Boat now building in that harbor by Mr. Sanford, upon a principle similar to Burden's, but exhibiting many important improvements, has supplied us with some information on her construction and probable powers of success in ascending and descending the Long Sault Rapids. The length of this boat is 179 feet by 36ft. 6 inches in breadth, supported by two elliptical cylinders 177 feet in length and 9 feet in diameter; flatter in the bottom than at the top, secured with wrought iron hoops placed 8 feet apart, and planked with 2 1/2 inch planks; the keel is formed of oak. The planks are secured to the hoops by screw bits, driven from the outside and screwed within with nuts. The two hulls are placed 12 feet 5 inches apart and there are nine beams placed within the hulls 2 feet apart and bolted through the top of each hull with screw bolts and braced with iron braces from the beam to the bulge of each hull, which are supported by an arch framing fore and aft, braced with diamond braces from the top of each hull to the underside of the arch, and an iron rod is pushed through at the junction of the braces, continuing to the keel and secured with screws and nuts. The wheel is placed 65 feet from the stern, and the deck extends 3 feet at each end over the hulls. The after cabin is 55 feet in length by 22 in breadth, containing 32 berths, with a removable partition which separates 3 lengths of berths for ladies. We have been informed by the Architect of this enterprising experiment, that it will require 15,000 pounds weight to sink this boat one inch. Her bearings being 60 feet in length by 18 feet in breadth, she will draw with all on board, wood and water included, 24 inches, and will be propelled by two engines of 30 horse power connected with one wheel. The shaft of the water wheel is placed about 8 feet above the deck, to give a 25 feet wheel, & the engines are upon the deck for the purpose of fastening them better, this produces an angle of 10 degrees. The air pumps are within the trunk of the boat, worked by a lever beam through a hole in the trunk.

The boilers are built upon the rail-road boiler principle; the outside of a cylindrical form of 5 feet 6 inches diameter, with 23 flues of 7 inches diameter and 13 feet long. A furnace is formed the full size of the outside of the boiler. The whole length of the boiler is 19 feet. They are placed forward of the wheel, side by side, so that one smoke pipe serves for both.

The engines are outside the boilers; and the wheel boilers and engines are within the space of 46 feet in length, by 20 in breadth. The whole of this beautiful machinery is worked in Mr. Hulbert's foundry at Prescott, and the skill and ingenuity of the young artist exhibit many improvements in the construction of steam engines, which have received the unqualified approbation of Mr. Avery, of Syracuse. Mr. Hulbert has also a circular engine for the use of his foundry, which makes several thousand revolutions in a minute. The machinery is simple, and by its power the several lathes employed in moving the brass copper and iron works of the machinery are set in motion, besides the various grindingstones necessary for the sharpening of tools &c. The beam of this engine resembles the shape of a cigar, and is of extraordinary strength, being entirely composed of wrought iron untouched by a file, but highly polished by the hammer alone. The number of machines engaged in the foundry alone, varies from forty to fifty, and all of the most scientific class.

The most sanguine expectation of her success is anticipated; an event which cannot fail materially to change the principle of navigation hitherto subservient upon the waters of the St. Lawrence, to difficulties dangerous and apparently insurmountable. Mr. Sanford has secured a patent for his invention, which appears to justify the utmost public confidence. We omitted to mention that the diameter of the water wheel is 25 feet 6 inches.—*Mon. Herald*