

Council, "strongly marks a national and constitutional point of view, the evils that must ever result from the legislative and executive functions being materially vested in the same persons, as is unfortunately the case in this province, where His Majesty's Executive Council consists only of the deputy superintendent of the Indian Department, the Receiver General and Inspector General, the Chief Justice, the Speaker of the Legislative Council, and the hon. and Rev. chaplain of that House." A copy of the address was transmitted to Mr. Malton, the Provincial Agent, and as he and the British Government very well knew that there was neither patriotism, virtue, spirit, nor intelligence enough in the people of the colony to induce them to buck their representatives in taking a stand against pecuniary aristocracy, no answer was returned!! I hope it never will be said of this House, that they were afraid to give their opinions respecting the composition of the Executive Council; we are now brought to the point, and I hope the vote to be given this night, will be such as the people expect from the members of a Reform Parliament.

**SINGULAR ADVENTURES OF A FEMALE SAILOR.**—The following adventures of a young female, the subject of the present article, are so truly genuine, and so extraordinarily marvellous, that we cannot refrain from recommending the perusal of them to the attention of our readers. An incorrect statement of the facts appeared in the papers during the early part of the week, but the annexed account being publicly adduced before the Lord Mayor, leaves no doubt as to its authenticity. His lordship, having read the statement, directed Mr. Lean, the inspector of the city police, to make inquiry into the circumstances, in order that, if the girl required assistance, it might be rendered to her without subjecting her to annoyance. Mr. Lean thought that the best thing he could do, after having heard the story of the girl from her own lips, was to bring her to the Mansion House, and introduce her to his lordship. He accordingly appeared before the Lord Mayor, accompanied by the girl, the captain of the vessel in which she came to London, and several gentlemen who felt an interest in the remarkable details of the fact.

Captain M'Entire, of the *Sarah*, from Belfast, stated that he met the girl, whose name is Anne Jane Thornton, to St. Andrew's in North America. She was dressed in sailor's clothes, and had all the appearance of having been brought up to that employment. He engaged her at nine dollars a month, to act as cook and steward, and considered that she was what she seemed to be until a few days before the arrival of the vessel in this part of London. It appeared that some of the crew had suspected her because she was seen washing in her berth, from the circumstance of her having repeatedly refused to drink grog.

The Lord Mayor.—It has been reported that she was ill treated by her captain and the crew. I wish particularly to be informed upon that point.

Captain M'Entire said that he would call upon the girl to say whether he had not uniformly treated her with kindness; and whether, when her sex was discovered, she bore a grudge, and was not increased?

The girl declared that Captain M'Entire had acted towards her with humanity, and had desired her to complain to him if any of the crew treated her harshly. She had been, in the course of the voyage, struck by some of the sailors, because she could not work as hard as they did—a thing she found it difficult to do in a gale of wind; but she did not tell the captain, as she determined to endure as much as possible without grumbling.

The Lord Mayor.—Is it possible that this mere girl—for she cannot be more than sixteen or seventeen years of age—performed the duties of a seaman?

Captain M'Entire.—Is it, my lord. She performed them to admiration. She would run up to hand the topgallant sail in any sort of weather, and we had a severe passage. Poor girl, she had a hard time of it. She suffered greatly from the wet, but she bore it excellently, and was a capital seaman.

The Lord Mayor.—Is the account of the romantic pursuit of the person she was said to be attached to correct? Is it true that she went to America after the captain who was said to be her sweetheart?

M'Entire said that the account she had given to him corresponded with that which appeared before the public, but she would herself mention the particulars.

Captain M'Entire stated that he had no doubt of the correctness of her statement. She was not given to loquacity; on the contrary, she did the duty of a seaman without a murmur, and had infinitely a better use of her hands than of her tongue.

This description of the female sailor seemed to be accurate. Her hands appeared as if they were covered with thick brown leather gloves, and it was by repeated questioning, the Lord Mayor got from her the facts of which the following is the substance.

Anne Jane Thornton stated that she is in the seventeenth year of her age; her father, who is now a widower, took her and the rest of his family from Gloucestershire, where she was born, to Donegal, when she was six years old. It was the wish of her father, that she should be educated at the school in that part of Ireland, and in good circumstances; and was always affectionate to her. She regretted that she had quite her home, for her departure, of which she had given no previous notice to her father, must have caused him many a sorrowful hour. When she was only thirteen years old, she met Captain Alexander Burke, whose father resided in New-York, and was the owner of vessels there; and before she was fifteen they became strongly attached to each other. Soon after Alexander Burke was obliged to go to New-York, and she took the resolution to follow him. She quitted her father's house accompanied by a maid servant and a boy, and having procured a cabin boy's dress, she exerted herself to obtain a passage to America. She succeeded in her object. The servant maid and boy took leave of her immediately upon her embarking, the latter being charged with a message to her father, informing him of her intention. By degrees she became reconciled to the labors of her new employment, but she beheld with joy the shores of New-York, where she thought her labors would terminate. The moment she landed she went off in her cabin boy's dress, to the house of Captain Burke's father, and said that she had worked under the Captain's orders and wished to be engaged by him again. It was by the father of the young man that she was informed of the event which placed the eternal barrier between them, and she retired from the house disconsolate. America was, however, no place to look for sympathies. In the belief that the sea, which no doubt her affection for Burke recommended to her, was a more probable mode of existence than she could adopt in the dress of her sex, she applied for and obtained a situation as cook and steward in the *Adelaide*, and subsequently in the *Rover*, in which latter vessel she sailed to St. Andrew's, where she fell in with Captain M'Entire. The Captain of the *Rover* had engaged to take her to Belfast, but he received an order from the owners to sail for the West Indies; and as she was resolved to return to her father as soon as possible, she refused to accompany him. For 31 months she had been engaged in these remarkable adventures, and participated in the most severe toils of the crews, of which she formed a part.

The Lord Mayor.—Are you not weary of so harassing a life?

The girl.—Yes, I am anxious to get home. I hope and believe that my father will forgive me for the sorrow I have caused him. I have had my own sorrow too.

Capt. M'Entire.—I am anxious to pay her the wages I owe her, and I never had any idea of giving her less than I agreed to pay.

The Lord Mayor.—How did it happen that you

fancied the sailor's dress, well knowing that by assuming the appearance of one, you pledged yourself to perform such terrible duties.

The girl.—I could not think of any other way, and I did the duties as well as I could. I underwent a good deal. I travelled from East Port, in North America, to St. Andrew's, by myself, a distance of seventy miles, through the woods. I walked all the way.

The Lord Mayor.—And without sustaining any injury?

The girl.—I received none. I knew the sailor's clothes would carry me through safe, and at St. Andrew's I met Capt. M'Entire.

Capt. M'Entire.—It was but a few days ago I learned that we had a girl on board. I was the last person in the vessel who was informed of the fact, and I could scarcely credit the mate when he told me of it. I can bear testimony of the extraordinary propriety of her conduct, and I ask her again whether I have not acted properly towards her, and particularly from the moment I became acquainted with the secret which she was so anxious not to have disclosed.

The girl said that she was in gratitude bound to acknowledge the kindness and humanity of the Captain, who instantly paid her all that was due to her.

The Lord Mayor.—I shall give directions that you be taken care of until I hear from your father, to whom I shall write to-night. You have done him great wrong by abandoning him under any pretence, but you have suffered bitterly for your disobedience, and I trust that you will, by your future attention and care, prove to him that your filial affection is as strong as your courage in such circumstances of danger and toil as you have been placed in has been so immeasurably beyond that of the rest of your sex in modern days. Many gentlemen to whom I have spoken on the subject looked upon the case as the coinage of the brain, but the investigation has, if possible, added to the interest of the story.

Captain M'Entire mentioned to the Lord Mayor that the proprietor of the *Coopers Arms*, in Lower Thames street, where the young woman was lodged is a respectable person, in whose house she would be properly taken care of, and his lordship desired that she should remain in that asylum.

The girl then retired, after having gratefully acknowledged her thanks for the humanity and solicitude of the Lord Mayor. She is of low stature, and her limbs are very firmly knit together—her face is comely—her eyes are dark and brilliant, and her teeth are extremely white. The hardships to which she has been so long exposed have completely tanned her face and neck, but the sailor who accidentally discovered her sex, declares that the natural color of her skin is as white as snow.

The female sailor, *Anne Thornton*, whose romantic history has appeared in the papers, is all the go in London. The proprietor of a minor theatre has offered to pay her a guinea a night to appear in a character got up for her in a piece already prepared for representation. A celebrated artist also appeared to be allowed to take her likeness; and many proposals were made by persons who offered to pay largely to exhibit her.—*London paper.*

## BRITISH WHIG.

TO CORRESPONDENTS.

In the present dearth of readable communications, it is with much reluctance we place "Drovers' letters" in the file of inadmissibles. A "sensible and capacious" is not exactly the subject for public ridicule. "Rob Acre" is referred to No. 25, Vol. 2. of the WHIG for an answer to his question.

TO SUBSCRIBERS.

In compliance with the expressed wish of a number of our friends, we have resumed our original days of publishing, and at the same time returned to our old plan of issuing a full sheet on Tuesdays, and a half-sheet on Wednesdays, being almost entirely devoted to the benefit of our numerous advertisers.

Our Country friends will be pleased by the above statement that the COUNTRY PAPERS will be re-published—that publication was unremunerative, and cannot be resumed.

We have promised punctuality so often, that we do not say one word more upon that subject. In an office worked so economically as the BRITISH WHIG'S, and in a town where extra aid cannot always be procured, it often happens that a more than usual supply of job work will retard the publication of a newspaper many hours. In such cases the will not be taken for the deed.

KINGSTON, TUESDAY EVENING, MAY 5, 1835.

The following we have reason to believe is spurious, as no mention is made of it in the New York papers.

BOUNDARY GAZETTE OFFICE,  
Calais, Me. April 17.

By the brig *Mungo*, which arrived at St. Andrews on Wednesday last, from Liverpool, we learn that the French Chambers of Deputies dissolved without making the appropriation for payment of the American claim.

The *Mungo* brings Liverpool dates up to March 29th.—*Albany Journal.*

We shall append to a few remarks we intend to make, the prospectus of a new banking association about to be formed in Toronto, with a capital of five hundred thousand pounds. The science of banking is not one to which we have devoted much attention, but we shall not on that account abstain from giving as our opinion, that provided the proposed great undertaking be conducted with ordinary ability and discretion, it must not only prove pecuniary benefit to the shareholders, but tend to promote the prosperity of the province at large.

In the United States and in Canada, it has been so much the custom to regard none but chartered banks with a favorable aspect, that the idea of a private bank with so large a capital as half a million of money, will jar against the prejudices of our readers; but let them calmly consider the subject, and they will become fully persuaded that the advantage is entirely on the part of the public. In private banks, like other private commercial undertakings, each shareholder being a partner, is not only liable for the amount of the stock he may hold, but to the whole extent of his private fortune; while, if through culpability or negligence, either of the two chartered banks choose to close its doors, the public may whistle in vain for the value of the notes it has out—the only security being in the honor, integrity, and prudence of the directors. Chartered rights therefore are not an advantage to the public, but to the banks.

In Great Britain and Ireland, private banks are established in almost every county and almost every town, and although four chartered companies are to be found in those kingdoms, still no preference to their notes is ever exhibited, unless by travellers, or for the purpose of sending to a distance. In England, owing to the monopoly of the Bank of England, no more than six partners are permitted to associate together for banking purposes, and yet with this limited number, it is rare indeed that a failure is heard of. In Scotland, where no limit is placed to the number of partners, failures are heard of with still greater rarity; nay to such a degree has the Scottish renown for safety spread itself over the face of the globe, that banking on the Scotch principle has become a by-word for security, both to the shareholders and the public.

Upon the Scotch plan the new bank is proposed to be conducted, and we say again, that if common discretion be exercised, it must not only prove profitable, but of national benefit.

PROSPECTUS OF THE  
FARMERS' JOINT STOCK BANKING COMPANY,  
AT TORONTO.

Capital £500,000, in 50,000 Shares of £10 each.

The establishment of Joint Stock Banking Companies has been proved by their great success in various parts of the United Kingdom, to be of the most decided public utility.

Instances of this description have existed in Scotland for upwards of 100 years, and the experience of their benefits, amply proved before a committee of the House of Commons, induced the Legislature in the year 1826, to pass an act expressly for their encouragement in England.

A well conducted company, whose affairs are closely investigated by a Board of Directors, and the results half yearly submitted to the proprietors, can never be injured or impoverished, in the very worst times, than those which attend private establishments may be. For the known fact, that they are always ready to pay their debts, and to present to the public the appearance of a well secured capital, and have ample resources, would quiet the apprehensions of timid depositors, and prevent the necessity of a sudden or ill-timed contraction of legitimate discounts.

To the proprietors of the proposed company it can scarcely fail to prove of equal advantage, as may be inferred from the success of other companies of a similar character; the high premiums, borne without any known exception, by their shares, afford the best criterion of the extensive utility and the profitable nature of such a joint and mutual system of banking.

Many gentlemen have long been of opinion, that an eligible opening presents itself for an additional bank in this province, the commerce, with such steady progress, and wealth of which have of late years been advancing with such rapidity; and having attentively considered the foregoing facts, they are decidedly of opinion, that it should be established upon the principles of Joint Stock Banking, affording the best guarantee for permanent success. The originators of this institution will however never be clearly understood, that in its establishment they are not actuated by any unselfish feeling towards either of the respectable banks existing in this city, or in its vicinity.

The following outline is submitted to the consideration of the public, as the basis of such an establishment, subject to such modifications as the proprietors may hereafter determine on. At a meeting held at the Agricultural Bank in the City of Toronto on the 24th day of April, 1835; Dr. C. Duncombe, M. P. in the Chair.

1. That the bank shall be called "The Farmers' Joint Stock Banking Company."  
2. That the capital be £500,000, to be raised in 50,000 shares of £10 each.  
3. That a call of 10 per cent. shall be made, to be paid up as follows:—viz. 2 per cent. on subscription; 4 per cent. on opening, and the remaining 4 per cent. by subsequent calls, if further calls should be found desirable, they shall be made as the Directors may appoint, not exceeding five per cent. every three months.  
4. That as soon as 25,000 shares shall have been subscribed for, a general meeting of the shareholders shall be called for the purpose of appointing a Board of Directors, and making other requisite arrangements preparatory to the opening of the bank; but that the provisional committee shall have power (if they think proper) to permit shareholders to pay up the last instalment sooner than the period above limited, and to allow 5 per cent. interest thereon; and in that case, such meeting shall be called as soon as 20,000, can be realized as a starting capital.

5. That the superintendency of the concerns shall be confided to a Board of twelve Directors, to be elected by ballot, by the shareholders, and that no credit shall be given or continued contrary to the advice of a majority of the Board of Directors.  
6. That the Directors shall from amongst themselves select one not engaged in business, who, in conjunction with the President and manager, or in his absence a sub-manager, shall have the custody of the Bank chest, containing the surplus cash not required for immediate use, and the chief superintendency of the more private parts of the concern, especially those relating to bill transactions and applications for credit.  
7. That the order in which the Directors shall stand in the list shall be determined in the first instance by lot, and the first three on the list shall go out annually by rotation, but may be re-elected.

8. That the Directors shall appoint a President and manager, one or more sub-managers, the clerks, and the other officers of the Company, including Bankers, Brokers, and Agents in London or elsewhere; and require security in such cases, and to such extent as they may deem needful, according to their respective situations; and shall have the sole power of removing any such parties or officers.  
9. That no person shall be eligible as a Director who is not a subscriber for, and afterwards an actual holder of at least 50 shares; and that every manager shall be a holder of at least 50 shares, and every sub-manager of at least 30 shares.

10. That no person shall be allowed to subscribe for more than 400 shares.  
11. That the scale for regulating votes at general meetings shall be, 10 shares, 1 vote—30 shares, 2 votes—60 shares, 3 votes—100 shares, 4 votes. Proprietors resident more than 50 miles from Toronto, may give their votes by proxy, but not more than one proxy for each shareholder.  
12. That neither the books of the Bank, nor any of its bills or receipts, shall pass through the hands, nor be open to the inspection of any but Directors and officers of the establishment authorized by them or other persons duly appointed for a special purpose, in order that the credit and private transactions of individuals may be preserved inviolate.

13. That the accounts of the company shall be made up half-yearly; and a general summary of them, without any specification of names and individual credits, shall be laid before the Proprietors at an annual meeting, when a dividend, founded on actual profits, shall be declared.  
14. That a guarantee fund shall be provided to meet the extraordinary losses or contingencies, by appropriating such part of the annual profits beyond 5 per cent. on the paid up capital as may hereafter be agreed on.

15. That in the event of the loss of the guarantee fund, and 5 per cent. of the subscribed capital, it shall be in the power of any shareholder to dissolve the company, unless other shareholders think proper to continue the concern, in which case they shall pay the difference between the value of his or her shares, to be ascertained in case of dispute by arbitration.

16. The capital of the Company shall not in any case be invested in foreign loans, mining institutions, or merchandise.  
17. That a deed of settlement shall be prepared, containing all necessary clauses for the protection of the proprietors, and giving the company a lien upon the shares of any proprietor, or whose responsibility the Directors may see fit to enforce, upon making any advance.

This Company contemplates the establishment of branch banks in other Districts, where promising openings may present themselves as soon as they may be deemed advisable.

CHARLES DUNCOMBE, M. P. in the Chair.  
That a provisional committee be now formed, consisting of the following gentlemen, with power to add to their number, viz:

The members of the House of Assembly, the Post Masters, the Treasurers, the Sheriffs, the Clerks of the Peace in the several Districts in this province, and the correspondents of the Agricultural Bank.

That the above committee be empowered to receive and report on applications from persons wishing to take shares; to collect further information, and to report their proceedings to Messrs. Truscott, Green & Co. at Toronto, for them to submit the same to another meeting, to be called as soon as they may be deemed expedient.

That books for subscription shall be opened in the several Districts of the province on the 1st day of May next, and closed with the month, and if more than the whole stock shall be subscribed for, it shall be appropriated in the same manner as the stock of the Commercial Bank of the Midland District.

CHARLES DUNCOMBE, M. P. Chairman.  
Toronto, April 24, 1835.

STEAM-BOAT EXCURSION.—On Saturday afternoon, a gay party of ladies and gentlemen assembled on board the beautiful steam packet *Commodore Barrie*, to enjoy the delightful recreation of sailing round Kingston harbor, it being the day appointed to try the engines of the boat, preparatory to the assumption of her regular business for the season.

Before we say a word concerning the excursion, it may not be improper to refresh the memories of our readers with a slight mention of the capabilities of the vessel. The *Commodore Barrie* was built last summer in Kingston, by a select number of stockholders, under the immediate superintendency of Capt. Gilderlove, the late Captain of the *Sir James Kempt*. In form she is symmetry personified—light, graceful, and elegant. In size she is somewhat smaller than the *St. George*, but her deficiency in bulk is amply compensated by the admirable arrangement of her cabins, and the comfort and splendor of her costly furniture. About fifty cabin passengers of both sexes can be entertained without inconvenience to themselves, and her accommodations for deck passengers are on a par with any of her competitors. In speed, the *Commodore Barrie* takes the foremost place among all the steam boats on Lake Ontario, the *Great Britain* not excepted; she is furnished with two low pressure engines of 35 horse power each, (made by Ward & Co. of Montreal), which considering her size, give her a great preponderance in power over many of her rivals. Of these engines we should observe, that they were taken down last fall and put together again this spring in a most workmanlike manner by the present engineer; (a self taught mechanic,) and the speed with which she cut through the water on her first trial, with but two inches of steam up, and the ease with which the engines worked, are promising indications of the future fame of the workman. If we remember rightly, we were shown last summer a model of an improved steam engine made by this young man while assistant engineer on board the *St. George*, a model which several more competent judges than ourselves pronounced to be highly ingenious.

The *Com. Barrie* will be commanded by Capt. Sinclair, a well known veteran in the service, whose return to active life is hailed with enthusiasm. As far as we can learn, the arrangements made for the present season are as follows, viz. To leave Kingston every Monday morning for Niagara, touching at Oswego, Cobourg, Port Hope and Toronto; to leave Niagara on Wednesdays, and touching again at all the before mentioned places, to return to Kingston on Thursday nights. On Friday morning to start for the head of the Bay of Quinte, and return on Saturday evening, ready to perform the Lake Journey on the following Monday. This route appears well adapted to the boat, and her probable success has our best wishes.

Now for the excursion. As few persons had knowledge of the intended trial, the company was more select than numerous, and consisted of about thirty gentlemen with part of their families, including Messrs. Strange, Yarker, W. Wilson, Kirkpatrick, Hunter, Gilderlove, and other shareholders. At four o'clock the boat left the wharf and made several graceful revolutions round the harbor, and returned to her place of starting with an apparent intention of lying up; when to the astonishment of some, the approbation of many, and amid the sly laughter of the initiated, word was passed to the helmsman and engineer to make the best of their way to Bath. The evening was lovely; hardly a breath of wind could be felt, and the usual coldness of a Canadian spring seemed exchanged for

the balmy mildness of an English autumn. Discontent in the minds of the few was speedily subsiding, when as if to make assurance doubly sure, and charm more senses than that of seeing, the proprietors on board gave the signal for the company to repair to the great cabin, where an elegant cold collation, hastily prepared, regaled the eyes and tempted the appetite even of those who had previously dined. The presence of Capt. Sinclair being required on deck, the lead of the table was taken by John Strange, Esq. M. P. P. while Mr. John Counter officiated as croupier. Dinner passed off lightly; the gentlemen took wine with the ladies, and the ladies hobnobbed and nobbled with the gentlemen, and baring an awkward mistake or two, every thing was *commodore*. Before the ladies retired, "Success to the *Commodore Barrie*," was proposed from the chair, and then we say, the toast was drank in bumper with three times three; as was also the case with "the health of Capt. Gilderlove," proposed by Mr. Counter, and for which the worthy Captain returned his thanks in a neat and appropriate speech. It was five o'clock exactly when the steamboat passed Cartwright's wharf, and had hardly reached to half past six, when she arrived at Bath, a distance of more than eighteen miles. Staying there about an hour, the company re-embarked, and after again partaking of refreshments in the shape of tea and supper, were landed in safety long ere ten o'clock, at the place of starting, highly delighted with the unexpected pleasure of the trip, with the attentions of the proprietors, with the boat, and with themselves.

"And when John Gilpin rides again,  
"May we be there to see!"

The state of trade in Kingston imperiously demands from every Journalist, his most strenuous endeavors to induce the inhabitants to regard the Rideau Canal with the importance it deserves, as the only means to prevent the town's ruin and bankruptcy. To patronize any other mode of receiving merchandise from below than by the Canal, will be committing an act of suicide, as unprofitable as reprehensible; and yet we grieve to say, we have already heard of several orders given to forward the spring goods per the *St. Lawrence*. However it may suit the present convenience of those Kingston merchants we have alluded to, to pander to the prejudices of their Montreal correspondents, we feel persuaded that on calm reflection they will see the necessity of encouraging the Rideau Navigation, and take an early opportunity of countermanding the route of their expected goods. No man who has the smallest desire to see Kingston become what Nature and man intended, the site of the Forwards trade, will hesitate for one moment to contribute all he can towards so desirable an object.

## FACTS AND SCRAPS.

NEIL DESPONDENT! In consequence of some private intelligence received from Head Quarters, a strong muster of the leading Tories of Lenox & Addington took place in town in the early part of last week. Rumor says, a dissolution of the present House of Assembly is contemplated, and will take place as soon as the approbation of the Royal Commissioner can be obtained. While there's life there's hope, says the adage, and so says John Solomon Cartwright, Esq. for both fitwell and Dury are to go out to a doubtful candidate, and to arrange the preliminaries and to make choice of another fitting candidate, were the objects contemplated and discussed at the late meeting. Colonel J. C. Clark, is said to be the other man. "Never despair," we hear again is to be the motto of their disciples in Canada. Some people never know when they are lucky.

The *Enterprise*, Capt. Richards, arrived from Bytown on Sunday noon. This boat is the first that has made the trip from Bytown this season.

A private of the 66th regiment by the name of Wm. Tanner, servant of the Regimental Quarter Master, was unfortunately drowned at Mr. Cartwright's wharf on Sunday evening. He was attempting to get on board the *Gl. Britain*, but unluckily fell into the water, and perished before assistance could be procured.

On Saturday morning, the body of Mr. A. J. Ferns, one of the oldest and most respectable inhabitants of the town of Kingston, was found in the water near Strauge's Wharf, a cap and some papers having induced his friends to search for it. It appears from the evidence before the Coroner, and from other sources of information, that a variety of causes had produced a temporary aberration of intellect in the deceased, who after writing several letters to his friends and family, committed his body to the water on Friday night or early Saturday morning. Mr. Ferns has left behind him a widow and two children. A Coroner's Inquest held on Saturday afternoon returned a verdict of "Insanity."

On Monday, April 27th a heavy storm of wind and rain was experienced in the city of New-York, which did immense damage to the shipping in the harbor.

Most of the New-York papers of a late date have contained variegated accounts of the late sale on Lake Ontario, together with the destruction of the *Gl. Britain*, steam-ship. It is somewhat singular that events of such magnitude should occur under our very nose, and we be none the wiser.

"Censure is a tax which a man pays for being eminent." If being blackguarded by every vagabond in Upper Canada, from Tom Blackdown to the Chronicle boys, would render Dr. Barker eminent, there would be few persons in the province on a par with him in dignity.

We hear nothing more about the "Rifleman." Fame says, but then she is a lying muse, that the intended editor, having danced the hays about town, has now danced himself off. "A nod is as good as a wink to a blind horse."

By the *Halifax Times* of April 7th, we perceive that the election of Mr. Abercrombie to the Speaker's Chair was not known in Nova Scotia at that date.

The April number of the *Lady's Book* is an average one. The selected articles are extremely good, and one or two of the original pieces have considerable merit. The *Lady's Book* is so pleasing a periodical, that we feel somewhat surprised, that copies of it are not more plentiful in Kingston than they appear to be. We shall be very happy in receiving orders for the enterprising publisher.

By the by, what has become of the KNICKERBOCKER? Surely our criticism of the February number has not been the means of its non-arrival as heretofore.

THE IMPROVER.—The Harpers have in press a detailed and accurate history of the impositions of the villain Mathias, (not Matthew) prepared by a gentleman who has ample means of information.

EMANCIPATION OF THE JEWS.—A Pamphlet has just been published by Richardson, in which the author, Mr. Solomon, places in a striking point of view the disabilities under which the members of the Jewish persuasion labor. The author makes out a strong case of grievance on the part of the Jewish persuasion, and it is only necessary to place their claims for redress prominently before the public, on their just footing, to ensure their ultimate success.

EXTRAORDINARY INCIDENT.—A male convict has been living for four years as a Lady's maid with a female of rank in the vicinity of Piccadilly. The denouement arose from the arrival of a superintendent of police at the mansion in question, when the domestic were all examined except one, and that one was the Lady's maid. "The very person I want," said the officer, "for the *Lady's maid* is a man!"

Two sisters, born near St. Pol, in the Pas de Calais, France, took the veil together before the revolution of 1789. On being driven from their convent, they continued to inhabit the same dwelling, having but one wish—that neither might survive the other. They had both passed their 80th year, when last week both were attacked with a mortal illness on the same moment, and in a very short time afterwards they both expired.

A suicide of a novel kind has recently taken place in the most populous quarter of Paris. A young man, 22 years of age, killed himself by taking poison, and left the following singular letter on his table:—"I die in the Catholic religion. I leave my mortal remains to my father and mother, regretting that they should have allowed the growth and development of a creature of so disagreeable a conformation as their son. Endowed with most expansive and the tenderest feelings, my face has always frightened the fair sex. I go to seek in Heaven a saviour whom my aspect will not annoy; for I imagine that, freed from its carnal covering, my soul will not dismay the inhabitants of the other world."—Signed "J. F."

The *Official Gazette* contains an order of Council, directing an alteration in the tolls received on the Ottawa Canals, from and after the first of June next. The new tariff is as follows:—

1. Barges passing through the whole of the canal upwards, 50s. currency; Durham boats do. 60s. large batteau, forty-two feet long and upwards, do. 35s.; small batteau, do. 25s.; skiffs, or any thing smaller than a small batteau, do. 12s. 6d.

2. Barges passing Carillon and Chute a Blondeau or Grenville locks, upwards or downwards, 40s.; Durham boats, do. 25s.; large batteau, do. 12s. 6d.; for every skiff &c. do. 6s. 3d.

3. Barges passing through the whole of the canals, downwards, 55s.; Durham boats, do. 35s. 8d. large batteau, do. 25s.; small batteau, do. 17s. 10d.; skiffs, &c. do. 8s. 11d.

4. Barges passing Grenville locks, down, 35s.; Durham boats, do. 25s.; large batteau, do. 17s. 8d.; small batteau, do. 12s. 6d.; skiffs, &c. do. 6s. 3d.

5. Barges passing Chute a Blondeau and Carillon, downwards, 16s.; Durham boats, do. 10s. 8d.; large batteau, do. 7s. 6d.; small batteau, do. 5s. 4d.; skiffs, &c. do. 2s. 8d.

6. Barges passing Chute a Blondeau or Carillon, up or down, 10s.; Durham boats do. 5s. 4d.; large batteau, do. 3s. 9d.; small batteau, do. 2s. 8d.; skiffs, &c. do. 1s. 4d.

7. Steamers passing through the Carrillon canal, when empty or employed in towing boats, upwards or downwards, 15s.; and passing through the Chute a Blondeau canal, do. do. 7s. 6d.—*Mon. Herald.*

POST OFFICE ROBBER DETECTED.—In the month of December last, the sum of nineteen hundred and thirty dollars was enclosed from the Lewis County Bank, at Martinsburgh, directed to Hiram Norton, Esq. of Prescott, U. C. by mail which never was received. No tidings was ever heard of the money, and suspicion was fixed on no one till lately, when from various circumstances suspicion fell on Daniel C. Payne, formerly and for several years a clerk in the post office at this place, but at that time not in the regular employ of the office but an occasional assistant. Payne we believe during his whole term as clerk, had enjoyed the unbounded confidence of the community, and in all his dealings sustained a character for honesty above suspicion; so much so, that when the loss was made known, no one we believe even suspected him of the theft. He left here about two weeks since for Somerville, in this county, with the determination of soon leaving for Michigan, to speculate in the lands about to be sold by the General Government.

From these and other circumstances suspicions sufficient to justify his arrest came to the knowledge of Bishop Perkins, Esq. district attorney for this county, who took the steam boat United States on the 19th for Sacket's Harbor, where he found Payne waiting to take passage. He was immediately arrested and examined, and confessed he had the money, but that he had found it in the back yard of the office, buried in some chips. During his examination he implicated a brother, Welcome Payne, as a receiver of some of the money, living in Antwerp, Jefferson county, who was arrested, and on the two was found one thousand and eighty seven dollars of the money. They were both fully committed, and are now in prison at Watertown. They will be tried by the United States court, one for taking the money from the post office and the other for receiving a part, knowing it to have been stolen.—*Ogdensburg Republican.*

THE TORONTO.—We visited yesterday the new & splendid ship *Toronto*, which is to take her place in the London Line of Packets on the 10th of May, proximo. It is indeed a noble ship—being of 650 tons burthen, length of deck 142 feet, 36 feet breadth of beam—of beautiful model, and sitting upon the water like a swan. The interior arrangements are of the most convenient description—improved in various respects, over those of any other ship we have seen. The state-rooms are larger than is usual, and communicate with each other at pleasure, by inner doors, for the greater convenience of families, and parties of friends. They are also set off from the sides of the ship, which will render them cooler, in summer, and prevent any disagreeable odor from billow-water. The draperies of the state-rooms are in excellent taste, avoiding superfluous and extravagance. The dining cabin is one of the most elegant apartments we have ever been in. The doors and panels are of various woods—rose, satin, mahogany, bird's-eye, and curled maple, inlaid with veneers of the roots, tastefully distributed, and all highly polished. There is no gorgeous display of gilding, and every ornament seems just what it should be. A very rich sofa, covered with crimson figured plush, crosses the head of this saloon, and at the other end stands a finely toned piano, the best of New-York manufacture. The ladies' cabin is more richly furnished still—chairs, centre table, ottomans, sofa—all of splendid materials and workmanship. The arrangement of pantries and closets, hells, and all the conveniences of life, is most complete and perfect. There is ample room between decks, also, for a man to stand, and walk upright, without the danger every other minute of experimenting which is the hardest, his own cranium, or the ship's timbers. On the whole, the *Toronto* may well be pronounced one of the most complete specimens of naval architecture which ever floated beneath the stars and stripes of our country. She is to be commanded by Capt. Robt. Griswold, an officer, who is not only well qualified to govern the ship like a sailor, but to treat his passengers with the courtesies of a gentleman.—*N. Y. Commercial Advertiser.*

MARKET PRICE.  
Kingston, Tuesday, May 5, 1835.

	s.	d.	c.
Beef by the cwt.	20	0	25
do. at the stall per lb.	0	4	05
Mutton, by the Sheep, per lb.	0	0	03
do. at the stall, per lb.	0	4	05
Fresh Pork, per 100 lbs.	25	0	27
Fresh Butcher, per lb.	0	8	09
Tub, do. do.	0	0	0
Eggs, per doz.	0	0	0
Fresh Potatoes, per lb.	0	7	00
American Flour, per brl.	0	0	0