TO OUR ADVERTISING FRIENDS.

Our advertising friends would confer an additional obligation by forwarding their favors at as early an hour as possible, as disappointments will occasionally occur when announcements are sent in at a late hour at night, for insertion next morning.

The Daily British Whig.

"Dulce per Officia Dicor."

SATURDAY MORNING, MAY 15, 1852.

THE STEAM FRIGATE CHEROKEE.

"We have said that the Cherokee was built a few years ago at Kingston, and at a cost, we are told, of some £50,000, her materials of every description being first-rate, and her engines the best that could be procured in England. With the exception of one trip from Kingston to Toronto and back, she never was used or did any service whatever, but has been laid up in the Navy Yard, under cover, since she was built. She is perfectly sound and in good condition, as might be expected from a craft of her age, and built of such excellent materials; and we understand that she has been sold to her present owners for some £4000 or £5000! Now, we do not wish to call in question the propriety of disposing of the Cherokee, nor are we sufficiently acquainted with the circumstances to judge of the wisdom of building her: but here are the facts staring us in the face, and it is by these that people in general test such matters. Persons in England will naturally enough grumble that a vessel built one year in Canada with £50,000 of their money, and sold shortly after for one-tenth the amount, with no evident object but that of wasting their substance,"—[Pilot, May 11.

NOTE.—No one in Upper Canada could believe, were he not fully persuaded of the brutal ignorance prevailing in Lower Canada of Upper Canada matters, but that the above extract emanated from some Australian, instead of being the production of one so near to Kingston. The plain facts concerning the 'Cherokee' and her sale are as follow. She was built in 1839, at a time when a naval force on Lake Ontario was deemed necessary at home and abroad. When launched, the war rumor subsiding, she was not armed or fitted out, but remained in the Dock Yard housed over for two years or so. After Capt. Sandom and the 'Niagara's' crew were paid off, and went home, the Admiralty deemed it expedient to commission one vessel of war on each lake; consequently, the 'Cherokee' was fitted out and armed for Lake Ontario; the 'Minos' for Lake Erie; and the 'Mohawk' for Lake Huron. For five or six years, under Capt. Fowell and Lieut. Davis, the 'Cherokee' did duty on the lake, and during the summer time was often used on the lake, the chief part of which consisted in taking the Governor General and Suit up and down the lake. In 1850, the 'Cherokee' was paid off and dismantled, as was also the 'Minos,' and the 'Mohawk' brought down to Kingston, where she still remains. In the early part of 1851, an attempt was made to sell the 'Cherokee,' but failed, in consequence of too high a sum being demanded for her; but in the fall of the year, she was sold for something like £4000 sterling. As for her being sacrificed, that's all rot. She was seen and looked at by hundreds while offered for sale, and nobody would give more. Her engine of course is a good one and perhaps worth the purchase money, but her hull is twelve years old, and was wholly unfit for ordinary lake purposes by reason of drawing too much water. To render her fit for sea voyages, she has to be strengthened, coppered and copper fastened; the expense of which added to the expense of taking her down to Quebec, may make her a dear boat. She is owned by a party of four Kingston gentlemen, and as they bought her when nobody would buy her, it is to be hoped that she may prove a fortunate speculation. As to her costing £50,000, that may be so, or may not; but she was built economically, and in all probability the cost is greatly overstated. And certainly her armament was not sold with her.

HURON ELECTION.

George Brown, Jr., has withdrawn from the contest in Huron, with the saving view of retaining his situation as Treasurer for the United Counties. There are said to be other motives for his retirement. An extremely conscientious portion of the Tory Press consider it "necessary to discourage opposition in an illegal election contest," upon the sour grape principle it may be presumed—Mr. Brown is to stick to his Treasurership, and Mr. Cameron will in all probability be returned without opposition. This is as it should be. Mr. Cameron met his constituents at Goderich on the 3rd—gave them a clear and able exposition of his views and position, scattering to the winds the vile slanders published against him by the Tory Press, and their new ally, the 'Globe.'

☞ THE TUG LINE.—Though there is to be no Government Tug Line, yet private enterprize is quickly supplying its place.—Messrs. Hooker & Holton have the 'Erie' and 'Ida' ready for doing their own work and that of others; and Messrs. McPherson & Crane have recently re-built the 'Porcupine' from stem to stern, and now run her on the river. The 'Porcupine,' is the most perfect tug ever put together. Short and compact, drawing little water, and with a most powerful engine, she can do the work of two ordinary tugs. Mr. Calvin has the 'William IV.' and the 'Chieftain' still on the river; and Capt. Bonter has chartered the 'Charlevoix' for the season. So there is no want of tugs on the river, albeit the Government has discontinued the bounty.

A man of the name of Simpson, was brought up before the Police Magistrate yesterday, to answer a charge of inducing a Private of the Rifles to desert. Several witnesses were examined, and after some explanation, the Magistrate discharged the prisoner, the fact not being proved.

☞ THE CITY COUNCIL.—Yesterday, at a Special Council Meeting, the Wolfe Island Canal Debentures Bill was passed. Fifteen votes to five. After this Business was got through with, on motion, it was unanimously resolved, that the Mayor should issue his Proclamation, ordering a General Public Holiday on Her Majesty's Birth Day, Monday, May 24th, 4 c.

☞ A PUBLIC MISFORTUNE.—The Office of the Kingston 'Herald' caught fire yesterday, and was not burnt up.

CANADA, PAST, PRESENT, AND FUTURE; by W. H. Smith, Toronto; Published by Thomas Maclear, at Toronto; G. W. Andrews, Kingston; Agent. Number 10 of Smith's valuable History of the Upper Province, contains a finely-executed Map of Western Canada, and another, on a large scale, of the counties of Prescott, Russell, Stormont, Dundas and Gengarry. In combating the prejudices of strangers against our climate, Mr. Smith adduces convincing evidence to disprove the opinions which have gained currency, from the contracted ideas of travellers who have paid flying visits to the country, and left it without one correct conception either of its climate, its soil, its circumstances, or its capabilities. And how much mischief has been entailed on the province, by these ignorant scribblers! Strangers have actually been frightened from our shores, by the dismal prospect of Siberian snows and eternal ice. Our own people stand in no need of such information as Mr. Smith brings to bear on this subject; but how much need is there for it abroad! We wish to be known, but we wish to be correctly known. Of Sir Francis Bond Head's opinion, that the climate of Canada is infinitely more destructive than that of England to the skin, hair, teeth, and other items of personal appearance, Mr. Smith says:—"We confess the result, but deny the cause. Let the Canadian women pay the same attention to preserve health that is paid by the women of England. Let them take more exercise on foot in the open air; let them avoid close rooms, heated with large stoves; let them devote a little attention to their diet; let them give over the villainous habit of sucking slops all day; let them avoid the shoals of Yankee quackery, constantly poured into the province, and their teeth will retain their strength and colour, and their cheeks will glow with gratitude for the change." The present number gives a most interesting account of the progress and improvement of the province, and invaluable hints to emigrants,—not such hints as are given in Tourists' books, which are generally as fanciful as they are idly; but sterling information, truthful and to the point, which it were well for every Emigrant to know. We wish for the work a multitudinous circulation in every part of the empire.—[Examiner.

We are requested to state that a number of the non-commissioned Officers and Privates of the 71st Regiment presented the Reverend Doctor Burns with a splendid gold watch and chain, of the value of £26, as a humble testimonial of the high position which the Reverend gentleman holds in their estimation.—[Patriot.

NOTE.—The 71st Regiment presented their Clergyman with a token of their esteem:—That was because they appreciated his services. Nothing of the kind is likely to take place when the "Rifles" leave Kingston, and the reason is simply this—the "Rifles," from the Colonel down to the Corporal, are mostly all Clergymen or Missionaries themselves, and instead of giving testimonials should receive them.

COUNTY OF WATERLOO.—John Scott, Esq., has been elected Warden of the County of Waterloo; Mr. Mm Davidson, Clerk; and Cyrus Abbens, Esq., Treasurer. The Warden, in his address to the Council, gave the following topographical account of the County. "Woolwich, Waterloo, and North Dumfries linked together by that noble stream, the Grand River, into which, after passing through Waterloo, flows the Speed at Preston. High up, after traversing Wellesley and Woolwich, it is joined by the Picturesque Canesloga. To the southwest of the County we find the river Nith meandering thro' Wellesley and Wilmot, and after traversing the Township of Blenheim, (the North half of which, if the almost unanimous wish of the inhabitants were granted, must shortly be annexed to this County,) likewise joining the Grand River. These main arteries, along with a multitude of smaller tributaries, are now nearly all employed in propelling machinery of every description, and to an amount not to be equalled in any section of Canada West. Within the County you have 20 large Grist Mills,—the number of Saw Mills I cannot enumerate,—besides Carding and Fulling Mills, Foundries, Tanneries, and Factories of almost every description, and all in constant and active operation. The possession of such a vast supply of water power, the general fertility of the soil, the extensive amount of Fine Timber, a healthy climate, an industrious and enterprising population, numbering, according to the late census, over 26,000, excellent roads and good markets, render your County one of the most favored in Upper Canada, and presents a field for the investment of capital, in almost every department of industry, not to be surpassed in the Province.

THE LARGEST VESSEL YET THROUGH THE CANALS.—On Saturday, the steam frigate Cherokee arrived at the Lachine Basin, having descended from Kingston, which place she left on Wednesday. This vessel is the largest which, up to this date, has passed through all our canals. In order to get through the locks, it was necessary to take off the Cherokee's figure-head and cut-water, by which her entire length was reduced to 152 feet. Her extreme breadth between the guards was 52 feet, and before leaving Kingston one of her paddle-boxes was cut and brought on deck, which reduced her to 34 feet 9 inches; but this breadth was found too great at the Beauharnois Canal, and the beam ends were again reduced by a couple of inches, which pieces had to be repeated in the locks of the Lachine Canal. She finally issued from her inland imprisonment upon the broad St. Lawrence 44 feet 4 inches broad; she draws nine feet water. This fine frigate is well known to all visitors to Kingston, where she has long lain in the dockyard at Fort Henry. She is 1750 tons, and has 200 horse-power engines, by the celebrated makers, Maudsley & Field, of London. The engines appear to-day to be in just as good order as when they were built. Indeed, the vessel has seen so little service, and has been so well taken care of, that she is probably as good as new throughout. She has been for sale by the government for a long time, and has lately been purchased on speculation by Captain Gaskin of Kingston, and one or two other gentlemen, who are now sending her to find a market. The engines consumed in coming down with one paddle, only fifteen tons of coal. She is now lying at the entrance of the Lachine Canal, for the purpose of refitting, and there is little doubt that for any purpose for which her tonnage and build are suitable, she would be found a very cheap bargain at the price which her owners put upon her. She is exactly as she stood for service, with the exception of her great guns and other warlike store.—[Mont. Herald.

We are happy to hear that the Bishop of Toronto has succeeded in obtaining a charter for Trinity College.

THE LOST SHIPS.

SIR JOHN FRANKLIN.—Captain Simpson has arrived in port with the British Queen. It will be remembered that this gentleman was first mate of the Renovation in April 1851, when that vessel passed the iceberg and field of ice with two vessels frozen in, near Newfoundland.

The Admiralty, it seems, are prosecuting the investigation into the circumstances connected with the two vessels said to have been seen by the this Renovation on her outward trip in April 1851, with much vigor. From any information as yet received, no positive assurance is obtained that the ships were the Erebus and Terror of Sir John Franklin's expedition. In the London Times of the 23d April, are published letters from Captain Ommanney of the Royal Navy, who had been commissioned to investigate the matter, directed to the secretary of the Admiralty, together with the subject of a conversation between Captain Ommanney and Mr. Robert Simpson, the late mate of the Renovation. From these letters there is no doubt whatever of the fact of the two vessels having been seen, the suggestion that they might possibly be merely the reflection of the Renovation on two sides of the ice berg, is clearly proved to be incorrect, as Mr. Simpson states that he and Mr. Lynch, the passenger on board, saw the vessels for three quarters of an hour, while the Renovation was going at the rate of six knots an hour, hence the change in the position of the Renovation must prevent the possibility of a mere reflection having the same appearance for so long a time.

It is a matter of interest to know that the Renovation was, at the time the vessels were seen, 80 miles northward of her reckoning, which will bring the ice on which the vessels were seen in the 47th parallel. About ten o'clock P. M. of the day on which the ships were seen, Mr. Simpson was called on deck by the second mate, reporting a light, which proved to be St. John's lighthouse; the course steered from the ships was about W. by N., running at the rate of 6 or 7 knots an hour, for 14 hours. From this it is supposed that the vessels were about 90 miles E. by S. of St. Johns. The ice in which the vessels were fast, is represented as being about 5 miles long, and from the fact of its drifting with the current which sets along the coast of Labrador from Davis' Straits, it is inferred that they came from a high northern latitude. As to the fate of the crews, that must remain a matter of public sympathy, whether they be Sir John Franklin's ships or not, though the removal of the spars and the absence of the boats indicate that the work of abandonment was done with deliberation.

At the time the vessels were first seen, Mr Simpson thought they were wrecks, and as Mr. Cowell, the Captain, was unwell, he did not feel justified in approaching them, and it was not until they were almost out of sight of them that Mr. Lynch suggested the probability that they might be the lost ships of Sir John Franklin's expedition. It does not seem to have been known by any persons on board, that a reward had been offered for the discovery of the missing ships. The distance of the Renovation from the vessels, and the carelessness with which they seem to have been at first regarded, renders it impossible for any person to give an accurate description of them, and it will thus be difficult to identify them, but if they are in a floating condition they will probably be seen by some other vessels, as abandoned timber ships have frequently drifted to Portugal and the Bay of Biscay. We give below an extract from a letter from Captain Penny, bearing upon this subject:—

"You ask me what I think of the two ships seen upon the iceberg. I think they were 'country ships,' as we whalers call them—formations upon an iceberg which deceive even practised eyes.

"To place ships in such a position by the process of freezing on an iceberg would require 30 to 40 years, and floe ice would have been broken up with the western ocean swell before it had even reached Cape Farewell. Not a piece of sufficient size would be found to contain even one ship, much less two. No iceberg of one fourth of a mile would reach such a position; it must have been two pieces of icebergs; and the vessel being five miles distant could not observe the water over the detached ice.

"We have the experience of the 11 whalers wintered on the ice; they all broke from their icebergs long before they reached Cape Farewell.

"I have the honor to remain,

"Yours most respectfully,

"W. PENNY."

THE EMPIRE OF NAPOLEAN.

In consequence of the extensive preparations making for the fete of the 10th of May in Paris, and the assembling of a vast number of soldiers and officers, who are selected to take part in the intended magnificent review, the impression rains ground that the open assumption of the imperial authority will be "managed" by Louis Napolean on that day. Pending this fete coup d'etat, the diplomatic agents of the Prussian courts in Paris have suffered to transpire to the world the contents of a secret correspondence between the late Prince Schwartzenburg and the Cabinets of St. Petersburgh and Berlin, which is undoubtedly of great political importance. We have more than once alluded to the zeal and attachment which the deceased Prince had evinced in favour of Louis Napolean. Whether these feelings of engouement, or blind prepossession sprung from personal or public motives, is not now the question; certain it is that Prince Schwartzenburg, on the 29th of January, addressed a note to the Cabinets of St. Petersburg and Berlin, reciting the heroic exploits of Louis Napoleon in conquering anarchical ideas by his coup d'etat of the 3rd December; and in consequence of his immense services to the conservative system of Europe, suggested that the Russian and Prussian Cabinets would be penetrated with the same sentiments of gratitude as himself; and being further apprised that Louis Napoleon intended to declare himself Emperor, Prince Schwartzenburg coolly observed that the Austrian Cabinet felt no alarm at the fact, and added, that if such a change could be accomplished in the political constitution of France, the Cabinets of Europe would do well not to raise any obstacle, but, on the contrary, to remove all difficulties that may be in the way. The two Cabinets of Russia and Prussia, it seems, consulted upon the matter, and admitting Louis Napolean's meritorious deeds in transporting and imprisoning half the honest men in France but they, not having the same interest as Austria, ventured to hint that certain acts of Louis Napoleon Bonaparte indicate that, after having possessed himself of the supreme authority in France, he would not, and he could not, remain within the limits assigned to him by existing treaties. They do not doubt that he would wish to follow the same foreign policy as his uncle. They plainly state that they perceive that Louis Napoleon Bonaparte aims at separating the Powers, in order to profit, at a later period, by such separation for himself. The first thing, therefore, to do, is to come to some understanding upon sundry subordinate questions, which are still pending, and on all those points which may arise out of a discussion, which it might be well to avoid. The three Powers might then adopt a clearly defined attitude, and hold, if necessary, a language sufficiently firm to keep the President "in the position of inactivity and isolation required by the interests of Europe." After intimating that they consider that the assumption of the imperial title would be a violation of the treaties of 1814 and 1815, they demand that they shall be respectfully the President, as regards the point aforesaid him personally. Russia and Prussia, however, would not refuse to recognise Louis Napoleon as Emperor for life, if the people of France elected him; but the two Sovereigns declare their steadfast resolution never to accept Louis Napoleon as an Emperor or founder of a Napoleonian dynasty. They add, that Louis Napoleon, not being the issue of a Sovereign or reigning family, cannot become a real Sovereign, or assimilate himself to reigning houses. We have given the substance of this remarkable correspondence at length, because its importance cannot be overrated when considered in connexion with the peace of Europe. Well may it be asked, what powerful bribe, or inducement, was held out to Prince Schwartzenburg to take the initiative in this business. If he thought to humble Prussia, he must have forgotten the history of his illustrious ancestor, and the historical fact that Napoleon conquered Germany by fomenting the natural enmity which subsists between Prussia and Austria. It remains to be seen whether Louis Napoleon will be deterred by mere paper pellets from spreading the imperial sceptre. We believe he will not. He cannot sit still. He will not be content to be "mewed up in inactivity and isolation" within the limits of the French territory of 1815. We have held this language throughout, and we know that our opinions are shared by some of the most far-seeking statesmen in England. The time, the mode, the pretext which Louis Napoleon will select for breaking the peace of Europe, no man can conjecture. He will pursue his daring schemes, secretly, daringly but perseveringly, but then, to use his uncle's favourite expression, he will burst upon the world "like a clap of thunder." We shall be amused and distracted with a thousand expedients to divert public attention from his designs; but the eventuality which the Cabinets of St. Petersburg and Berlin apprehend will be sure to be realized sooner or later. M. Thiers has been offered a passport to France, but has declined it whilst his friends remain in exile. He will probably travel in Italy. M. de Maupas, the Minister of Police, has issued a circular to his eight Inspectors-General, in which he gives them the most particular instructions to act as vigilant spies in their districts, and to trumpet forth the virtues of Louis Napolean wherever they go. It is very plain that Louis Napoleon has not the slightest confidence in the permanence of his power. He rests wholly upon his army of mercenaries and spies. By the late news, we learn that a difference of opinion has arisen whether the Budget should be submitted to the Council of State instead of the Legislative body. We are told that a saving of 30,000,000 will be affected. True to his military instincts, Louis Napolean is about to form a camp of 60,000 near Compeigne. If this is not to threaten England and Belgium, it is difficult to comprehend its object. We are told that Louis Napolean is to take the command of this camp. So much for the "Pacific Empire!"

Stakosch, the pianist, was married at New Orleans, on Saturday, to Amalia Patti, the vocalist.

House of Commons, April 23.

Sir. J. Pakington, on the part of the Government stated that he would move on Monday next for leave to bring in a bill granting a constitution to the colony of New Zealand; and further, that it is not the intention of Government to make any alteration this season with respect to the clergy reserves in Canada.

VICTORIA FIRE COMPANY

At a General Meeting of the above Company, held last Evening, Mr. John B. Rogers was unanimously elected Captain, *vice* Mr William Denn, Jr., who resigned in his favor. The Members of the Company will feel proud to do duty once more under their old and experienced leader. The services of Mr. Rogers on former occasions, both as Captain, and Chief Engineer, were deservedly held in the highest estimation. A vote of thanks was tendered to Mr. Denn for his late services, as Captain of the Company.

TELEGRAPHIC.

[REPORTED FOR THE BRITISH WHIG.]

MARKETS.

New York, May 14th.

FLOUR.—Our market for Western and state flour, easier. Inferior grades in fair demand. The private advices by the 'Canada' quite conflicting. Prices now lower, but the general tone of the market, less buoyant, and less confidence being sustained. Better demand noticed for export at the decline. Canadian heavy but not active and less freely offered. Sales 800 bbls. at 4.06 a 4.12½ in bond. Sales domestic, in part to arrive 3.37 a 3.50 for spring 3.50 a 3.56 for fine, 4 a 4.06 for common to straight state, 4.18¾ a 4.25 for common to good Ohio, 4.25 a 4.27½ for round hoop Ohio.

Grain, A steady market wheat. Demand mostly for export. Biers favour the buyer at the close. Sales 18 bushels white southern at 101 in store, 4000 bushels prime Genesee at 1.09. Corn without market change; demand fair for export and the trade. Sales 40,00 bushels at 63 a 63½ for Western.

Provisions.—Butter in good demand, 15 a 18 for Ohio and Western New York, and 20 a 23 for Orange County and Long Island. Cheese more saleable at 6 a 8cts. Pork dull and heavy a little recent decline. The increased receipts via Canal restrict the demand, Mess 1 is firm, and prime, the latter not plenty, and held steady. Sales 400 bbls at 18.50 for Mess, and 16.75 for prime. Clear is in active at 20. Prime mess quiet at 18.37½. Lard heavy and less active. Sales 300 bbls. and tierces at 2¾ for good to prime.

Money Market.—The demand for foreign Exchange to remit by the Baltic is moderate, but the is less ample, than it was, and rates are firmer. Sterling sold to-day at 1 10½ a 110¼ per cent. Money continues abundant, offering in large sums at low rates.

New York, 14th May 1852.

The Steamship 'Brother Jonathan,' after undergoing extensive repairs sailed to-day, with a fair amount of Passengers for San Francisco, between which port and San Juan del Lor, she is to ply as a regular Packet.

The decline in breadstuffs reported by telegraph from Halifax turns out to be untrue. Indian Corn had advanced 1c, and Wheat and flour were firm, though the arrivals had been large.

Letters by the 'Canada,' mention that a rupture had occurred between Lord John Russell and Lord Palmerston, but the report was not generally credited.

The steamship 'Baltic,' to sail to-morrow for Liverpool, will carry out 172 passengers and $125,000 in gold.

Boston May 14th.

Thomas Adams, a supposed forger, was arrested this morning in Market Bank. Officers Johnston and Burman, also arrested a lad, calling himself Nelson Fell, on a charge of attempting to pass a forged check for $1000 upon the Cambridge Market Bank. The check was protected to be signed by James, Whitney and Co. of this City, payable to E. Claflin and Co. Fell is believed to be an accomplice of the person who practised a series of like operations on Wednesday last, and who has not yet been identified, last, and who has not yet been identified.

The frigate Cumberland' still remains in Nantasket roods.

Baltimore, May 14th.

Mr. League, who yesterday shot Creamer, for the seduction of his daughter, has not been arrested. Public feeling is strong against, Creamer, and League avows, his intention of pursuing him till he accomplishes, his death.

CUSTOM HOUSE REPORTS.

FURNISHED BY MR. CHARLES OLIVER, C. H. BROKER

IMPORTS.

May 13.

Str. Lady of the Lake, Cape Vincent, 20 bunch Tallow, S Phippen.

.....Cataract, Oswego, 1 case, E P Ross; 1 case saws, 1 bdle. trees, Empy & Hooper; 7 bdls. trees, J Tompkins; 22 bdls. chair seats, 1 bdle. chair backs, C Hatch.

.....Lady of the Lake, Cape Vincent, 1 box goods, Green & Son; 1 wagon and furniture, B Redmond; 1 bag peaches and travelling equipage, P N Traver.

14th.

.....Niagara, Clayton, 3 pkgs. goods, Browne & Hardy 6 casks sugar, J Miller & Co.

Schr —— Marsh, Port Hope, 79 bbls. pork, 62 bbls flour, D McIntosh

.....May Flower, Wellington, 1600 bus. pear, 1800 bus. corn, Jas. Morton.

.....Almeda, North Port, 11,500 West India and Pipe staves, H & S Jones.

.....Jane Taylor, Whitby, 335 bbls flour, H & S Jones; 150 do, D McIntosh; 207 bbl. pork, W. Bowen; 98 bbls. flour and oatmeal, I Cassell; 4,972 Pipe and West India staves, Galvin & Cook.

St. British Empire, Montreal, 149 bags and 39 bdls. tobacco, Holland Brothers.

EXPORTS.

May 14.

Schr. Argyle, Oswego, 75,000 feet lumber, 20,000 lathe.

DIED.

On Friday, the 14th instant, at the residence of her Son, Mr. Thomas Draper, Glenburnie, Mrs. Ann Draper, aged 68 years.

At Upper St. Urbain Street, Montreal, on the 8th instant, Thomas Ure, Esquire, aged 37 years.

At Farnham, C. E., on the 29th ult'mo, Isabella, wife of Mr. Robert Burnet.

1852.

ROYAL MAIL STEAMBOAT NOTICE.

LAKE ONTARIO AND RIVER ST LAWRENCE.

THE FOLLOWING ARE THE ARRANGEMENTS, VIZ:

LAKE ONTARIO.

The steamer PASSPORT, Capt. H. Turchy.
" " MAGNET, " Jas Sutherland.
" " PRINCESS ROYAL, Capt. J. Dick.

UPWARDS:

PASSPORT,—on MONDAYS and THURSDAYS, from Kingston to Toronto and Hamilton at 3 P. M., on the arrival of the River Boat, arriving at Toronto early next morning; and leave there for Hamilton at 8 A. M., and return from Hamilton to Toronto, at 3 P. M., on Tuesdays and Fridays.

MAGNET,—On TUESDAYS & FRIDAYS from Kingston to Toronto and Hamilton, at 3 P. M., on the arrival of the River Boat, arriving at Toronto early next morning, and leave there for Hamilton at 8 A. M.

PRINCESS ROYAL.—On WEDNESDAYS and SATURDAYS, from Kingston to Toronto and Hamilton, at 3 P. M., on the arrival of the River Boat, arriving at Toronto early next morning; and leave there for Hamilton at 8 A. M. and return from Hamilton to Toronto at 3 P. M. on Mondays and Thursdays.

DOWNWARDS.

MAGNET.—On MONDAYS and THURSDAYS, leaving Hamilton at 7½ A. M., and Toronto at 1 P. M., for Kingston.

PRINCESS ROYAL.—On TUESDAYS and FRIDAYS, from Toronto to Kingston, at 1 P. M.

PASSPORT,—On WEDNESDAYS and SATURDAYS, from Toronto to Kingston at 1 P. M. arriving at Kingston next morning, in time for the River Mail Boat, which reaches Montreal early same evening.

Calling at Intermediate Ports, [weather permitting.

RIVER ST. LAWRENCE.

The Str. OTTAWA, Captain Putnam.
" " LORD ELGIN, " Farlinger.
" " ST. LAWRENCE " Howard.

UPWARDS.—From Montreal to Kingston Daily, leaving every week day at noon, and on Sundays at 10½ o'clock, arriving at Kingston at 2 P. M. the next day.

DOWNWARDS.—From Kingston to Montreal Daily, at 5½ A. M., arriving at Montreal same evening.

Calling at Cateau du Lac, Cornwall, Dickinson's Landing, East Williamsburgh, West Williamsburgh, Matilda, Prescott, Maitland, Brockville and Gananoque.

Steamboat Office, Commercial Wharf, Kingston, May, 1852. 113

FOR TORONTO & HAMILTON.

PRINCESS ROYAL,

CAPT. JAS. DICK,

WILL leave Kingston for Toronto and Hamilton, this afternoon at 3 o'clock, P. M. Touching at all the intermediate Ports.

Kingston, May 15, 1852. 91

FOR MONTREAL.

ST. LAWRENCE—Capt. Howard,

Will leave Kingston for Montreal, To-morrow Morning, at half past 5 o'clock.

May 15 1852.

UNITED STATES LINE OF LAKE STEAMERS.

DOWNWARDS.

THE STEAMER ONTARIO,

CAPT. THROOP,

Will leave the United States Wharf, for French Creek, Ogdensburgh and Montreal, THIS DAY at 3 o'clock, P. M.

UPWARDS.

THE STEAMER NORTHERNER,

CAPT. CHILDS,

Will leave the United States Wharf, for Sacketts Harbor, Oswego, Rochester and Lewiston, MONDAY MORNING, May 17th, at 8 o'clock.

Kingston, May 15, 1852.

A CARD.—MUSIC.

PROFESSOR M. HOLST, Composer, Pianist and Guitarist, Pupil of the celebrated Hummell and Carulli, from Saxe Weimer, respectfully informs the Citizens of Kingston and surrounding country, that he will give Instructions on said Instruments—the Piano Forte and Guitar—and also Thorough Bass, Violin, &c., &c., at the residence of each Pupil.

For Terms, apply at the British Empire Hotel.

Piano Fortes Tuned and Repaired in the best manner.

Kingston, May 13, 1852. 112

STEAMER FOR SALE.

WILL be sold, by private Sale, the well known Propeller LADY BARRIE, (late Urie,) the Property of the undersigned. Her length is 95 feet, with 17 feet beam; draught 4 feet, and she is capable, as at present laid out, of carrying 700 bbls of flour—and could easily, and at little expense, be altered so as to carry 300 more. She carries two excellent low pressure Engines, of 30 Horse power each, which together with the boilers, are in the very best order, and equally as good as new. Terms liberal. Apply to

ARCHIBALD CHAMBERS.

Place d' Armes, 1 m.
Kingston 14th May 14th, 1852. 113

ST. JOHN'S LODGE No. 1.

A LODGE OF EMERGENCY will be held at the Lodge Rooms, THIS AFTERNOON at 2 o'clock, PUNCTUALLY, for the purpose of attending the Funeral of the late Brother Garratt. All Masons are requested to attend.

By order of the W. M.

THOMAS WAKEMAN, *Secretary.*

Kingston, May 15th, 1852. 103

NEW AND FOREIGN PLANTS AT AUCTION.

ON TUESDAY next, May 18th, will be sold at the Store directly opposite Mr. Duff's Book Store, King Street, the following fine collection of new

FLOWERS AND PLANTS,

without Reserve, imported from France, By MR BELLET, consisting of Moss and other varieties of ROSES, Camelias, Orange Mignolias, Rhododendrums, Peony, Amaryllis and Dahlia Bulbs and Roots. Also,

FRUIT TREES,

Consisting of Apple, Pear, Peach, Plum, Apricot and Cherry Trees. VINES of 20 different kinds; Flower Seeds, &c

Terms, Cash.

H. BARTLIFF.
Auctioneer & Appraiser.

Kingston, May 14, 1852. 113

REMOVAL.

The Huckster Shops all Closed!

THE Subscriber respectfully informs his Friends and Customers, that he has Removed to the West Side of the Market Square, next door to the Telegraph Office, where they can depend, as usual, on being supplied with all descriptions of Game, Poultry, Fruit and Vegetables, of the very best quality, at Market Prices.

JOHN HILLIARD

Market Square, Kingston, May, 15 1852. 113

FRESH ARRIVAL.

JUST received at the Stores of the Subscribers, an assortment of the popular Kossuth Hats.

GREENE & SON.

Kingston, May 14th, 1852. 113

NOW IS THE TIME TO SAVE YOUR FURS.

WE will receive Manufactured Furs to PRESERVE through the Summer until THURSDAY, the 1st day of June.

GREENE & SON.
Wellington Street

Kingston, May 14, 1852. 113

IMPORTANT TO PERSONS GOING TO AUSTRALIA.

A well known, first class CLIPPER will SAIL FROM NEW YORK for PORT PHILIP direct, about the 1st JUNE, or as soon as the requisite number of passengers can be obtained. This being the first and only vessel from New York, affords to parties from Canada the means of speedy and most desirable conveyance to Australia. As but a limited number of passengers can be accommodated, an early application for berths is advisable. The fare is about one half what it cost by the present route via England.

Reliable information on all particulars, can be procured by applying at the offices of MACPHERSON & CRANE, if by letter, post-paid.

Can I Wharf,
Montreal, 23d April, 1852. 111

NOTICE.

TO CONTRACTORS OF PUBLIC WORKS, BUILDERS, FARMERS AND OTHERS, IN WANT OF

Mechanics, Labourers, or Servants.

AS great advantage has been found to arise, both to the inhabitants of the Province, and to the newly-arrived Immigrants, by the Agents of this Department being made acquainted with the demand for labour, and the opportunities for settlement in the various parts of this Province, it is requested that all persons who may be in want of Labourers, Mechanics, or Servants, will forward to any of the undermentioned Agents of this Department—in the course of the ensuing season—a statement of the class of persons they may require, with the rates of wages, &c. &c. &c.

Quebec - - - A. C. BUCHANAN, Chief Agent for Canada East.
Montreal - - - A. CONLAN.
Kingston - - - ANTHONY HAWKE.
Toronto - A. B. HAWKE.
Chief Agent Canada West.

The Agents will also gladly receive local information, respecting Wages, Prices of Work, and of Provisions and necessaries, as well as in regard to the prospects of employment open in the districts of the Province severally.

Persons having Lands or Farms for Sale, are invited to transmit, for the free inspection and information of Emigrants, the particulars of such Lands or Farms. It is desirable that the description should be as much in detail as possible, and that the name of the nearest Post Town, &c., should be given, together with the distance and the expenses of transport from the line of water communication.

Government Emigrant Office, Quebec May, 1852 } 2m mwf--109

INFORMATION WANTED

OF Mr. William Fair, of Glentorme, Township of Kingston, who was last seen on leaving the National Hotel, in this city, on the night of Wednesday the 5th of May. He wore on that day a leghorn hat, a greenish coloured tweed coat, grey satinett trowsers, and black satin waistcoat. Any information respecting him, will be gratefully received by his relatives in Glenburnie; or can be left at the Inns of Mr. George Robbe, or Mr. Peter McDonald, Kingston.

Kingston, May 14th, 1852. 1-w-in.

FRENCH TEACHER ARRIVED.

A GENTLEMAN well qualified to teach the French Language, has arrived at Kingston. For Terms and Cards of address, apply to the Right Reverened Bishop Gravin.

Kingston, May 13, 1852 112-2w

DR. CADWELL,

OCULIST AND AURIST,

Operator on the Eye and Ear,

HAS arrived in Kingston and taken Rooms at the BRITISH EMPIRE HOTEL, where he may be consulted for Three or Four Weeks from this date, for diseases of the EYE, EAR and THROAT.

From the well known reputation of the Advertiser, and the success of his former visit to this city, operating on more than One Hundred Cases, he confidently hopes that those who desire his services will arrange as soon as possible to have treatment commenced.—Applicants for treatment must consider that many cases will require weeks to cure, and unless they make up their minds in good time it will not be possible to give satisfaction to either the patient or the operator. No bad cases will therefore be received for treatment at a late period.

Dr. C. has invented, and made an Instrument for the treatment of Deafness, which proves to be highly servicable. It is a neat little Machine, made entirely of Brass, and by means of this little apparatus, Dr. C. is able to pass a stream of *Warm Medicated Vapor* into the middle chamber of the Ear, and thus stimulate the dormant auditory nerve, giving in many cases speedy relief, without producing the least pain or uneasiness.

Examinations made and an Opinion given without Charge.

Dr. C. will be happy to receive calls from any of his old patients who were under treatment last fall, and if any require a renewal of treatment they will receive every necessary attention on this occasion without additional charge.

Spectacles and Goggles, to suit all cases, constantly on hand.

SQUINTING OR CROSS EYE cured in less than one minute with guaranteed success.

ARTIFICIAL EYE inserted without the least pain, and warranted to move and match the sound eye perfectly.

May 12, 1852. 11

CALF FOUND.

CAME into the Premises of the Subscriber on Monday night last, a stray Bull Calf, red and white, very young. The owner is requested to prove property, pay charges and take it away immediately.

RICHARD WILLIAMS.

Head of Queen Street,
Kingston, May 12th, 1852.

NOTICE.—The Copartnership existing between William Wilson and William J. Goodeve, in this City, under the name and firm of Wilson & Goodeve, expired on the Thirty first day of March last. All claims due to the said firm, and all debts due by them will be duly settled by Wm. Wilson.

WM. WILSON.
W. J. GOODEVE.

Kingston, May 11, 1852.

The business will in future, be carried on by the Subscriber. WM. WILSON.

SALE AT AUCTION.

THERE will be sold by Public Auction, at the Auction Room of Mr. James Linton, City Buildings, on THURSDAY, the 3rd day of June next, the following FREEHOLD PROPERTIES:—

1st. The West half of Lot No. 28, in the 1st Concession of Ernestown, containing 100 acres, more or less, with all the buildings and other improvements thereon.

2nd. Lot No. 10, on a sub-division of a Block of Land laid out by W. H. Kilborn, D. P. S., for Mr. Thomas Rogers, on Lot No. 24, in the 1st Concession of the Township of Kingston, (known as the Baldwin Lot.)

3rd. The East half of the West half of Lot No. 20, in the 2nd Concession of the Township of Kingston, containing 50 acres, more or less.

4th. Part of the West-half of Lot Letter A, in the Township of Pittsburgh, within one mile of Battlefield, fronting on the river St. Lawrence, containing 2½ acres, well improved, and having a Barn thereon.

Sale at 12 o'clock, noon.

JAMES LINTON, A. B. & C. M.

Kingston, May 8, 1852. 110

FRESH ARRIVALS.

JUST arrived per Steamer 'Western Miller,' from Montreal,
10 Hhds. Bright Muscovado Sugar,
20 Bbls. London Crushed do.
5 Puncheons Molasses,
3 Hhds Refined Loaf Sugar,
2 Bags Jamacia Ginger,
5 Bags Corks,
1 Cask Salts,
12 Boxes Pepper,
12 Boxes Candles,
5 Bbls Vinegar,
1 Pun. Spirits,
1 Hhd. Brandy,
4 Casks Wine,
10