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.

"Hope for Other Times."

TUESDAY MORNING, MAY 18, 1852.

— THE LAST DESERTER.

He had with him in the packing case, the instrument he played upon, a Cornopeon that cost his regiment $50. No one of the inhabitants of French Creek was possessed with sufficient honesty to take this valuable instrument from the possession of the perjured thief, for the purpose of restoring it to the owners. The honesty of the neighboring Sovereigns does not extend to that length. Kings are above the petty distinctions between *meum et tuum*.—[British Whig.

We are sorry the Queen's army has lost a Cornopeon, but fancy no soldier regrets the loss of a "perjured thief." Though we regret the deserter was not taken on the other side of the river, we know our kinsman too well to recognize his right to seize his fugitives here. If we suffered him to arrest deserters, he might some day send a drum-major for a chief justice. We are only sorry he did not catch the deserter on his side of the river; and wish to ask our respected kinsman, if the Queen would surrender a French deserter who had escaped to England.—[Ogdensburgh News.

BRITISH WHIG'S NOTE.—Who says anything about arresting the Deserter? What is complained of is, that in the whole village of French Creek, there was not a man honest enough to take the valuable Instrument, which every man must have known was stolen, from the perjured thief. When a Deserter from the United States Service comes into Canada, as many of them do, he is despised and spurned by all; but when a Deserter from the British Service escapes into the United States, he is made much of, his accoutrements and clothing are freely purchased, and he is assisted, as if he had committed a praiseworthy action. The people of the United States, who pretend to be an honest people, should know and act better.

THE EDITORIAL "WE."

Reproof is lost upon some folks. The 'British Whig' exposed the vile taste exhibited by the Montreal 'Gazette' in using so abominably the plural unit, but the exposure has been attended with no good result. Witness the following extract taken from the issue of the 14th instant:—

"The Gazette would intimate that *we* write under Bank influence—*we* know little of the Banks, or they of *us*, nor have *we* had any communication with, or from them; but we do know the merchants that *we* converse with daily, who are *our* main supporters; and in their interest, we speak, quite independent of Banks, or Bankers. If *our* Banks, as the Gazette affirms, when they had the Government account, "professed to care nothing for it," we presume they have in no wise changed their opinion—at all events they never needed for a return of the deposits. We are not "poverty" struck in Montreal. We demand the right, but we never beg for favors."—[Montreal Gazette.

☞ RIBBONISM IN CANADA. The following notice was posted on a dwelling house on the line of the Great Western Railway near Copetown:—

"TO THE LABORERS, ON THE G. W. RAILWAY.

Any man or men who shall go to work an hour after the fifteenth day of May instant, without seven shillings per day for this month, and a dollar for the month of June, may look out for themselves, or any BOSS who refuses giving a discharge, will receive what he will not eat nor drink.

Any person or persons who shall tear or dirty this notice will suffer.

Hurrah for the Irish! A dollar a day, if not here, is in the United States, where the eagle spreads his wings.

We're the very boys
That'll make no noise
Although far from home."

THE BLACK SWAN.

Miss Greenfield, the talented young Mulatto lady, who is astonishing the musical world with the extraordinary powers of her voice, is now in Canada. The 'Globe' thus speaks of her debut at Toronto:—

"After he had retired there was a general hush of expectation to see the entrance of the vocalist of the evening, and presently there appeared a lady of a decidedly dark color, rather inclined to an embon point and with African formation of face. She advanced calmly to the front of the platform and courtsied very gracefully to the audience. There was a moment of pause and, the assembly anxiously listened for the first notes. They were quite sufficient. The amazing power of the voice, the flexibility and ease of execution fairly took the hearers by surprise, and the singer was hardly allowed to finish the verse ere she was greeted with the most enthusiastic plaudits, which continued for some time. The higher passages of the air were given with clearness and fullness, indicating a soprano voice of great power. The song was encored and Miss Greenfield came back, took her seat at the piano, and began, to the delightment of the audience, a different air in a deep and very clear bass or baritone voice, which she maintained throughout without any great appearance of effort or any breaking! She can, in fact, go as low as LaBlache and as high as Jenny Lind, a power of voice perfectly astonishing. It is said that she can strike thirty-full chromatics, and we could readily believe it. After the surprise had subsided, there was time to find out the errors and defects. It must be confessed that Miss Greenfield has a very heedless way of throwing her beautiful notes about, has far from perfect control over them, and wants the knowledge of ornamental point, which can only be given by instruction from the best masters. There were plenty evidences that it was not from lack of ability to understand what was required, that these defects existed. The introduction of the deeper voice in the treble songs was a singularity, but was also an unpleasing offence against the ear. Miss Greenfield is said to have great facility in acquiring knowledge of music, and will certainly under proper tuition become distinguished. We may add that Miss Greenfield was adopted when very young by an eccentric Quaker lady in Philadelphia, who at her death left her a fortune of $40,000. She is very accomplished, and speaks several languages.

William King McCord, Esq., is again to be the Circuit Judge in the District of Ottawa. He is to go, as Judge say, "back to the place from whence he came." So let it be. His situation of Police Magistrate, in this city, is now vacant, and public rumour puts forward the following gentlemen as fit and proper persons to succeed his honor, viz., Messrs. Dunbar Ross, John Maguire, and P. Lelievre; also Mr. Justice Taschereau, who previously filled the office, and, it will be admitted, satisfactorily performed its duties.—[Quebec Chronicle.

THE HINCKS-VANSITTART LIBEL CASE.—Mr. Vansittart, the accused party in this case, has been fortunately acquitted, in consequence of those ingenious gentlemen, the lawyers, having found a flaw in the indictment. A very convenient thing is a flaw in the indictment; it is only second to that other lawyer's marvel—a double way of reading an election act. It appears that "there was no distinct averment in the indictment, that the libel was of and concerning the Hon. F. Hincks, but only that the *libellous* part stated in the indictment was of and concerning the Hon. F. Hincks, and also that there was no averment that the Hon. F. Hincks was a member of the Executive Council," so says the Woodstock *Western Progress*. From its account it appears that the errors and omissions were not its central, not necessary to the decision of the case; they were important enough, however, in the estimation of the Judge to justify him in directing the Jury to acquit *Mr. Vansittart Not Guilty*. It would be well to have all the documents in the case published at length. The *Progress* says that Mr Vansittart did not assert the truth of the charges against Mr. Hincks at all, although permitted to prove it if he could; while the *Spectator* says the indictment did not assert that they were false. It is necessary to have these points cleared up. We regret very much that the ends of justice should have been defeated by a lawyer's quibble. If Mr. Vansittart did publish the documents knowing them to be forgeries, we know of no punishment too bad for him; if he did not, he ought to have tried to have cleared his name from the imputation of having done so. We must say that the having accepted this mode of escaping from examination, tells very strongly against him.

IMMIGRATION.—Immigrants are flowing in at both ends of the Province. At the west there is a brisk influx of refugees flying from Slavery in the "land of the free," and at the East, troops of paupers are flocking in from the worthless sons of the richest empire in the world. The excessive taxation imposed upon the people of England, Scotland and Ireland, for the support of their poor, induces them to commit worldly murders by giving them a free passage to Canada. About 200 females from Ireland arrived at Toronto this week, from the work-house unions of Ireland, and we are happy to say, that they are all well clad, and appear to have been well treated. In this respect it is a poor, but creditable testimony to the kindness and attention of those who sent them out. The same cannot be said of the landed proprietors. The emigrants sent to Canada at times by the "landlords" were the most filthy and destitute of all the emigrants that came to this country. We hope they will not be subject to the same complaint this year.

WOODSTOCK, May 11, 1852.

I have only time to inform you that the Vansittart suit has fallen through by a *quibble*—a flaw in the indictment, viz: "That there was no direct *averment* that the libel was of and concerning the said Francis Hincks, but that the libellous part stated in the indictment *only* was *averred* to be of and concerning the said Francis Hincks and that he was so *averred* that the said Francis Hincks was a member of the Executive Council.

ASHBY'S LUMBER MARKET.—The *Evening Journal* says the lumber market at Ashby's has opened with an active trade, and that the stock remaining over from last season is almost exhausted. Lumber comes in rarely but he demand far exceeds the supply, and dealers are unable to keep on hand for any length of time a good assortment. Good clear pine and tall board are scarce. The *Journal* says the great bulk of the sales this season have been made to dealers in Connecticut, Rhode Island, Massachusetts, New Jersey, New York city, Philadelphia, Baltimore, and Richmond, Va. The trade indicates a large middle and a healthy business for the season. The prices do not differ materially with those of last season.

RAILROAD ACCIDENTS.

IMPORTANT TO PASSENGERS AND SHIPPERS TO THE WEST.

Amidst the numerous accidents which disgrace so many of our lines, it is absolutely refreshing to turn to one, if not, on which human life has never yet been put—to one line, on which the emigrant may travel in safety, and come to be enabled to reach his home in the far west, feeling joy to life or limbs—relying with certainty that after having escaped the perils of the ocean, that so far as human prudence and human foresight can obviate disaster, he will not be mutilated or sacrificed to the false economy of hap-hazard constructed lines, or of badly paid employes.

We gladly copy from the last issue of that influential journal the American Railway Times, the following tribute to the management of the Ogdensburgh Northern Railroad Company whose route requires but to be known, to be universally adopted by emigrants and shippers to Canada and the West. The Company owe it to themselves, and to the public, to place the advantages of this route in the fullest light, and we are glad to learn from the same paper, New York, Sept. 11, that Cummings, Esq., that the business of the road is rapidly increasing.

The journal from which we obtain the following extract is published in Boston, and being a paper of standing and respectability, well posted up on all matters relating to that peculiar branch of travel, of which it is the able organ, its endorsement of the claims of the Ogdensburgh Republican, must be very gratifying to the company.

RAILROAD ACCIDENTS.—These things are becoming so common, that a proposal has been made to our State Legislature to abolish hanging, and substitute for punishment, a ride upon some of our railroads. Something should be done, either by legislation or by voluntary action of these corporations, to prevent the terrible casualties, so frequently announced through the press. It is high time that somebody should be "in fault"—and that the gross lack of system and care, on many roads, should be "abolished," and better management substituted.

The complicated management of a railroad, with all its fixture, and appurtenances, requires the best experience and talent, and a rigid system of operation, enforced by one absolute head. Nothing short of intelligent despotic power, in constructing, furnishing, and operating railroads, is safe, to persons risking their lives by these swift conveyances. Both democrats and whigs must submit to arbitrary power, if they would travel by railroads in safety.

Railroads can be operated, at high speed, with great comparative safety than any other mode of conveyance. With thorough construction, best rolling machinery, correct system of operation, and exact compliance with regulations, by all persons charged with operation, nothing more is needed. But these regulations must be enforced by one competent and responsible head. Division of power, in this respect, is as fatal on railroads as it would be in the field of battle.

Several railroads in New York and New England, have become notorious for "accidents," and loss of life and limb, for want of proper system. The public themselves do not appreciate the value of correct management. It is quite common to complain of railroads notoriously inclined to "accidents"—but how few speak favorably of a railroad so well managed that no accidents occur? Several railroads in this State have transported millions of passengers, without loss of life or serious injury to any of these passengers. Our Ogdensburgh Railroad is one of them. Very few know the extreme skill and care with which this road is constructed, equipped, and managed. People travelling over it, would be interested in understanding its plant and system, and the exact observance of rules, which insure their comfort and safety. On other first class, well managed railroads, we cannot speak particularly—but can speak of our railroad.

The Ogdensburgh road has been in operation since September, 1850. Its trains have been run constantly, in all weather. Not a passenger has been killed, or injured. On one occasion an "accident" had occur. A switch was misplaced. The excellent and gentlemanly conductor, in full view of the peril, took the breakman's place himself, and saved every passenger from injury, at the expense of two broken limbs. Crippled as he is, Mr. Tobey would again expose himself to the same risk, if necessary to protect his passengers. Why is the Ogdensburgh Railroad exempt from the casualties, almost daily occurring on other roads? Simply because, in all its structures and furnishing, it is built and equipped on the best plans, and has the best regulations devised by experience, rigidly enforced. The road has been in operation nearly two years. Not a bridge, culvert or slope, or an embankment given way, carrying death and destruction before it; and not a single collision of trains has happened. All trains have kept their fixed times, with wonderful precision. These successful results has cost much money, and much labor and care of managing officers. The public acknowledge these facts, but even those most interested do not calculate the ultimate worth of good construction and good management, of a railroad.

Stockholders, desirous of speedy dividends, complain of too much expenditure; and customers condemn the rules adopted, solely for their own safety and benefit. The end will show, and is now showing, that safety is the best policy, for all parties. Our road is certainly to be a great thoroughfare for passengers, as well as for freights. It is highly desirable that its character for capacity, for correct regulations, and for safety, should be maintained. All stockholders should feel this necessity. Without present efficient and able officers, and agents, there can be no doubt of continued successful operation.

We understand that the best conductors and enginemen from other States, are soliciting employment on this road, at less compensation than they could command elsewhere, for the only reason that "the Ogdensburgh is a safe road." Let any person become acquainted with the conductors and enginemen employed on passenger trains, and he will be pleased to find them active, intelligent men, of sound experience, as well as tried agents of a corporation.

Let him mount one of the first class engines, (by permission of the Superintendent, confined that he shall not talk to the engineer while he is in motion) and he will see a code of rules posted on the cupola, a time table to which the engineer casts his eye every few minutes, a watchful care of the powerful machine, and a strict look out to the track and fixtures—evincing skill and experience, which he does not dream of, when safely riding in a comfortable car. Let him meet the same enginemen, when off duty, and he would be equally pleased, to recognize a clever gentleman—perhaps a man of real substance, who, from mere love of mechanicism and old habits of industry, turns servant of the corporation; puts on his fearnought coat and drives through at all hours and in all weather, keeps his machine, with all the storm, smoke, dirt, and rust, as clean and bright as any New York dandy would his buggy, and makes it as much his pet, as the greatest jockey does his best race horse—This sort of meet, the regulations, and a certain *esprit du corps*, always attainable under ens competent, vigilant head, give confidence, despatch, and safety. What is done in one case, may be done in others. The road now carries large tonnage, and a fair number of passengers. With its present furniture and machinery, it could transport double its tonnage, and ten-fold the number of passengers, with the same despatch and safety. Other roads can do the same thing, with proper regard to construction, locomotive machinery, regulations, and chiefly with vigilant supervision, enforcing strict performance of the rules and regulations.

The London Times of April, 24th, thus speaks of the two ships seen off Newfoundland by the mate of the Renovation.

The current upon which the iceberg that contained the ships was floating was setting to the southward at the rate of about two miles an hour. It is to be presumed that the larger ship—the one which lay on her beam ends, near the edge of the ice—when disengaged by the melting of the berg, would go down, and her crew swim her. Of the smaller ship we cannot say anything—for who can tell what injury the hull may have received during the course of such rude navigation? We must content ourselves with drawing such conclusions as we best can from the position of the two ships when seen from the deck of the Renovation.

In the first place they were two ships, and that is a very noticeable fact—two large ships. In the second place, had they been mere whalers or trading vessels, or, indeed, any but ships fitted with peculiar care for some special service in the Arctic regions, it is more than probable they would never have stood the rough strain upon their timbers. Both these considerations would make us incline to the belief that the ships seen were in reality the ship in which Sir John Franklin and his companions set sail from the shores of England. If this hypothesis be admitted as a fact, or at least as a probable one—our next guess must be made at the condition of the crews when the abandoned or were forced to quit their ships.—One of them, at least, was no wreck. They were so near each other that the whole ship could have afforded assistance to her shattered consort.

It stand, then, most probable that Sir John Franklin and his companions quitted the ships by their own free act, either because they saw that they must be hurried away with the iceberg they knew not where.

A VACINCY FOR A DOCTOR.—Greiner, the Indian Agent in New Mexico, wrote home on the 31st March, that he knew of an opening for an enterprising Physician. A vacancy had happened and he told how. "One of the Eutaws on the San Juan River was taken sick, and an Indian Doctor from the Rio Verde was called in to attend him. Owing to the strength of the disease, or to the weakness of the prescription of the doctor, the patient died and was buried. After the funeral the doctor was taken by the friends of the deceased, tied up, shot and scalped; his wife's hair was cut off; his house burned, containing all his property, and all his animals killed. This is the law among these Indians regulating doctors. That vacancy is yet unfilled.

☞ We learn from the Syracuse *Journal* that on Thursday the bridge over the Nine Mile Creek on the Oswego Railroad, broke through with a train of cars yesterday afternoon. The engine and tender and the first and the first passenger car passed in safety, though the engineer says he felt the bridge giving way, but the other two cars went down with the bridge, and were smashed in pieces. We understand that several persons were seriously injured, but none dangerously.

In the obituary column will be found a notice of the death of Mr. James Browne, the well-known Forwarder of this City. He suffered severely for many months past from the disease which has terminated his life in the full vigour of manhood. Mr. Browne was a resident of Toronto of twenty years standing, an active, energetic man of business, and ready to lend his hand to all public improvements. He was for some years a member of the City Council, and latterly President of the St. Patrick's Society. He was highly esteemed by a large circle of personal friends, in which his removal will make a sad blank.—[*Globe*.

The Toronto *Patriot* says that "the Provincial government has at length withdrawn its opposition to a Royal Charter for this institution (Trinity College,) and that measures have been taken to procure the instrument with the least possible delay. This concession to the wishes of a large portion of the population is but an act of reasonable justice. The Lord Bishop's success, and the admirable arrangements made in carrying out the design of the College, have no doubt influenced the government in coming to this wise conclusion. We congratulate the friends and well-wishers of Trinity College on this event, and anticipate a large influx of funds next term in consequence."

A NOTE ON BOARD.—A day or two since, on our way to the "Queen City of the West," we touched at Kingston, the Royal City—as its name denotes—of the once great Marquis de Frontenac. While in conversation for a few minutes with one Kingstonian on the wharf, the following anecdote was relatedby our old and excellent friend, William Ferguson, Esq., the respected Treasurer of the United Counties of Frontenac, Lennox and Addington.

Two farmers from the neighbourhood of Toronto visited Kingston a few days ago; when passing through the public market place, (and an excellent one by way it is—Ed.), one of them asked a party present, why it was that the meat exhibited, contrasted so unfavourably with the meat sold in the Toronto market? Alderman Flanigan, who was present, and who overheard the interrogatory, replied, with the usual prompt witticism distinguishes his country, "We cannot afford to feed our calves at Kingston, as you feed yours at Toronto. With you, much corn, great expense, great care and good fodder are all required; whereas with us, when a young calf appears, we merely cut a nick in a Maple tree, stick a rile into it, to convey the sap; upon which a small cloot was tied; and after allowing him to sip for two weeks, he is killed and brought to the market." Sawney (for it appears that one of the two Tories visitors was a native of the land of the Heather,") looked with astonishment at the statement of the worthy Alderman, and exclaimed, "Ah, man, for share that canna be! But it is just, sir, no wonder that you veal's sae bad, an never can be mucker, to feed an'y on sap!"

Should our friend's story be a true one, it is too good to be lost; but we are inclined to the belief, that there are few Toronto farmers so green as to be imposed upon by the worthy Alderman's joke.—[*Patriot*.

SIGNOR BLITZ.—This unrivalled and laughter-provoking Professor of Natural Magic, has arrived at Montreal, and will give his first performance to morrow evening, in the Odd Fellows' Hall.

BY TELEGRAPH.

(REPORTED FOR THE BRITISH WHIG.)

ARRIVAL OF THE ATLANTIC

New York, May 17.

The 'Atlantic' arrived last night. Liverpool Cotton market unchanged; sale of three days 22,000 bales.

Wright & Co's circular, dated 4th instant, says the grain market has been well attended. Very fair imports; dealers looking to a decline, but holders shewed much firmness, and the decline has not exceeded 1d. a 2d. on Wheat and 5d. a 6d. per bbl. on Flour. Indian Corn in fair enquiry, 29 6 for best white, 31 6 for best yellow per q. Lard more active and 150 lbs. sold at 58

ENGLAND.

In the English Parliament the admission of Jews had taken a more favorable turn for the Hebrew race, and Lord Derby had offered no opposition.

FRANCE.

The refusals to take the oath to the President had proved unexpectedly numerous. The French Army had not withdrawn from Rome, nor will its numbers be diminished.

GERMANY.

A famine is prevailing in Germany in consequence of the failure of the Potato Crop.

MARKETS.

New York, May 17th.

Ashes—Good demand for pots at 5,06;—Pearls 6,31 a 6,37.

Flour.—The buoyancy in low grades state and western has been checked by the unfavorable advices by the Atlantic. Sales of domestic reach 3,600 bbls at 4,06 a 4 12 for good state.

Grain—Nothing has been done in Wheat. Supplies increasing, and demand moderate; Rye quiet at 73; Corn quiet and demand active; 63 for good Northern Yellow; 62 a 64 for good Western mixed; Southern wanted at 66, but none here;

Provisions—Market dull for Pork; sales—Mess 18 37 a 18 50; Prime 16 50 a 16 62½. Butter and Cheese in good demand.

Arrivals in this City.

AT THE BRITISH AMERICAN HOTEL.

May 14th.—C. S. Haight, Picton; A. J. Wilkinson and wife, Caledonia Springs; A. Thomas, New York; B. C. Davy, Napanee; J. Gilmour, Quebec; Mr. and Miss Hamilton, do., S. B. Baker, Bytown; T. Ker, Montreal; N. Fox, Schenectady; A. Cloonk, Rome; Mr. T. Patrick, Kingston.

May 15.—J. Dean, Junr., Quebec; H. S. Greene and wife, Cape Vincent; Mr. N Fox, Schenectady.

May 16.—A. Diamond, Fredericksburgh; J. Ankett, New York; H. S. Greene, Cape Vincent; Mr. and Miss Steel, Watertown; John Boyes, Amherst Island.

May 17th.—A Judd, Belleville; B. F. Davy, do.; J. S. Turnbull, do.; G. W. Wyatt, Toronto.

DIED.

At Toronto, on the 13th inst., James Browne, Esq., of Toronto, deeply and deservedly regretted.

In Toronto, on the 13th instant, of pulmonary consumption, Mr. Thomas Shanklin, Printer, aged 28 years.

On Wednesday evening, the 12th inst., Mr. Jas Wetherall, of Toronto, aged 56.

At St. David's on May 6, Mr. Urson Harvey, aged 52.

At Berthier, in the District of Montreal, Mr. Charles Boucher, at the patriarchal age of 106. He was married to three wives, with whom he had 60 children. He leaves to deplore his loss 43 children, 66 grand-children, 13 great grand-children, 28 nephews, 70 grand nephews, 18 great grand-nephews, and a large circle of friends, who assisted at his funeral, which took place on the 12th April with great solemnity.

CUSTOM HOUSE REPORTS.

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

IMPORTS.

May 17.

Str. Ottawa, Montreal, 1 case goods, J. D. Bryce & Co.
—Northerner, Ogdensburgh, 4 boxes goods, C Heath; 3 casks varnish, W. Rudston; 63 boxes tobacco, 124 do. and 25 caddies teas, 3 tcs. rice 10 bales corks, 1 box oil, 5 do. chocolate, 3 hhds. rum, J. S. Smith & Co.; 1 box, 1 case, E. W. Palmer; 2 boxes, owners; 1 bdle. trees, Mr. Farnham.
—Canada, Montreal, 22 pkgs. hardware, J. Fraser; 6 cases, 1 bale British goods, W. Wilson.
Schr. Schristiana, Wellington, 1,170 bus. wheat, McPherson & Crane.
—M. Cook, Lake St. Clair, 97 pcs. white oak timber, Calvin & Cook.
—Sarah and Cornelia, Lake St. Clair, 55 pcs. oak timber, and 5,500 West India staves, Calvin & Cook.
Brig Beaver, Chatham, 140 pcs. oak timber, Calvin & Cook.

EXPORTS.

May 15.

Str. Northerner, Ogdensburgh, passengers and baggage.

17th.

— Do., Oswego, do. do.

AUCTION SALE
OF
Teas, Tobaccos, Brandies, Loaf and Crushed Sugars, &c., &c.

AT the Subscriber's Sale Rooms, Ontario Street, ON FRIDAY MAY 21st, at 11 o'clock will be sold on Account of whom it may concern, a consignment of the following Goods,
16 Chests fine Young Hyson Tea,
6 do. Superior Twankay do.
7 Boxes Tobaccos 8's,
14 Caddies Oolong do.
7 Caddies fine Young Hyson,
1 Hhd. Refined Sugar,
5 Barrels Crushed do.,
10 Dozen Pails, Corn Brooms,
5 Bags Corks,
100 Reams Wrapping Paper.

—ALSO—

On account of Her Majesty's Customs,
The following goods forfeited for breach of the Revenue Laws:—
1 Chest Young Hyson Tea,
8 Boxes Cigars,
4 Boxes do.
1 Case 100 Cigars,

—ALSO—

2 Hhds. Brandy, in Bond,
1 Dozen Leather Valises, Trunks &c., &c.
WILLIAM McWILLAN,
Auctioneer
Kingston, May 17th, 1852. 115

DAILY LINE
OF
Steamers to Rochester.
NEW AND MOST EXPEDITIOUS
ROUTE TO NEW YORK!
Through from Toronto to New York in 26 Hours!
From New York to Toronto in 24 Hours!
THE STEAMER 'AMERICA,'
(CAPTAIN McBRIDE,)
WILL leave Toronto for Rochester direct, every MONDAY, WEDNESDAY, and FRIDAY EVENING, at 8 o'clock. Will leave Rochester for Toronto direct, every TUESDAY, THURSDAY, and SATURDAY MORNING at 9 o'clock.
THE STEAMER "ADMIRAL"
CAPT. ROBERT KERR,
Leaves Toronto for Rochester every TUESDAY, THURSDAY, and SATURDAY MORNING at half-past Ten o'clock, and leaves Rochester for Toronto, every MONDAY, WEDNESDAY and FRIDAY MORNING, at Nine o'clock, calling at Cobourg, and other intermediate Ports weather permitting.
Passengers for New York, by this conveyance, may take the Morning Express Train of Cars from Rochester, at 10 minutes after 8, and arrive at New York about 10 o'clock same evening: or take a Steamer at Albany, and arrive at New York during the night.
Passengers leaving New York by the Express Train at 5 p. m., will arrive at Rochester the following morning in ample time for the Steamers 'America' and 'Admiral.' Those by the 'America' will reach Toronto in 24 hours from New York. Those by the 'Admiral' in 32 hours.
Passengers by the above Steamers can purchase Tickets at this Office, or from the Pursers on board, for the Cars to Albany, New York, or Boston; and also for the Steam Boats from Albany to New York. State Rooms on the Hudson River Boats can be secured by application to the Pursers of the 'Admiral' and 'America.'
Fare by Railroad—Rochester to New York..... $7 10
Fare by Railroad and River Steamers—Rochester to New York..... $5 60
Fare by Railroad—Rochester to Boston..... $10 10
Passengers from Hamilton, by leaving on Monday and Friday afternoon, at Three o'clock, in the Mail Steamers 'Princess Royal' and 'Passport,' will arrive in Toronto in time to take the 'America' for Rochester, and arrive in New York in 31 hours.
Royal Mail Steamboat Office,
Toronto, 13th May, 1852. 115

AUSTRALIA,
FOR PORT PHILLIP, DIRECT!
IMPORTANT!
AT the request of several parties in Canada, I now making preparations to sail the splendid Clipper Ship HELENA, Capt. Cave, advertised to sail on 25 inst.,—will be detained until 1st JUNE,—at which time she will positively be despatched from New York. To persons intending to sail, this delay will afford a better opportunity of perfecting their arrangements before leaving home; and as the accommodations and arrangements of this vessel, are of a superior order, parties who have not yet made application for passage, would do well to take advantage of this opportunity, especially, as this is the only vessel at all likely to sail for the above destination for a considerable time. An early application for the remaining Berths is recommended. An experienced Surgeon goes with the vessel.
N. L. & G. GRISWOLD, *Owners*,
72 & 72 South Street, New York.
For rates of Freight or Passage, or any other information, apply to ELLIOT ARKELL & Co.,
146, Pearl Street, New York.
Or MACPHERSON & CRANE,
115 Kingston.

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

Summer Arrangement.
THE ROYAL MAIL STAGES
FOR NAPANEE, BELLEVILLE COBURG and TORONTO, will leave the General Stage Office, next door to the British American Hotel, every AFTERNOON at 4 o'clock, on the arrival of the Mail Steamer from Montreal.
An accommodation Stage will run between Napanee and Kingston three times per week, as follows, viz:—Will leave Ketchum's Hotel, Napanee, on Monday, Wednesday and Friday Mornings at 6 o'clock, and return the same Evening, giving passengers eight hours to do their business in Kingston, and get home the same evening.
The Fare is reduced to the lowest possible rate, in order to make it an object for the Napanee people to travel by this Line cheaper than they can with their own conveyance.
☞ Both Mail Line and Accommodation are provided with good Covered Carriages.
☞ Extras furnished at all times.
C. GREENWOOD,
Agent.
General Stage Office,
Kingston, May 17, 1852. 115

THE LATEST ARRIVAL
OF NEW GOODS.
HAINES, FORSTER & CO.
LONDON WAREHOUSE!
Princess Street, Kingston,
HAVING sold off the old Stock are now prepared to offer to the public a *New and Fashionable* assortment of SUMMER GOODS in a great variety of materials, suitable for Ladies and Gentlemen's wear.
☞ Great Bargains may be expected, as H. F. & Co., are determined to sell much Lower than the prices usually charged in Canada.
Kingston, May, 1852. 115

RECEIVED at the Stores of the subscriber
Per Steamer 'Highlander,'
510 Reams wraping paper,
Per Str. Ontario.
35 Chests Tea,
17 Caddies, do.
And from Mill Creek,
40 doz. Pails,
5 barrels Pot Barley,
J. CARRUTHERS.
Kingston, 17th May, 1852. 115

CAUTION.
ALL Persons are cautioned against receiving or purchasing a Promissary Note on demand, for £5, dated May 1st 1852, or thereabouts; given by the Subscriber, in favour of David McWhirton, Esquire, of Adolphustown; he not having fulfilled the agreement entered into when the said Note was given.
JAMES WILSON.
Wolfe Island,
May 17th, 1852 115

UNITED STATES
LINE OF LAKE
STEAMERS.
DOWNWARDS.
THE STEAMER CATARACT,
CAPT. ESTES.
Will leave the United States Wharf, for French Creek, Ogdensburgh and Montreal, THIS DAY at 3 o'clock, P. M.
UPWARDS.
THE STEAMER NIAGARA,
CAPT. KILBY.
Will leave the United States Wharf, for Sacketts Harbor, Oswego, Rochester and Lewiston, TO-MORROW MORNING, May 18th, at 8 o'clock.
Kingston, May 18, 1852.

FOR TORONTO & HAMILTON.
MAPLE LEAF,
CAPT. NEIL WILKINSON,
WILL leave Kingston for Toronto and Hamilton, this afternoon at 3 o'clock, P. M. Touching at all the intermediate Ports.
Kingston, May 18, 1852. 91

FOR MONTREAL.
ST. LAWRENCE—Capt. Howard,
Will leave Kingston for Montreal, To-morrow Morning, at half past 5 o'clock.
May 18, 1852.

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 Magnolias, 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.
B. BARTLIFF.
Auctioneer & Appraiser.
Kingston, May 14, 1852. 113

STEAMER FOR SALE.
WILL be sold, by private Sale, the well known Propeller LADY BARRIE, (late Union,) the Property of the undersigned. Her length is 96 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 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,
Kingston 14th May 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

NEW AND STANDARD WORKS
On Farming, Gardening &c. &c.
FOR SALE BY
JOHN DUFF, KING-ST.
THE Farmer's Guide to scientific and Practical Agriculture,—Detailing the Labors of the Farmer, in all their variety, and adapting them to the seasons of the Year, as they successively occur,—By Henry stephens, Author of the Book of the Farm, &c., assisted by John P. Norton, M. A., Professor of scientific Agriculture in Yale College, New Haven; To which is added Notes for American Farmers, by the American Editor, being appendices to "Winter," "summer," & "Autumn." [These Notes are very valuable to the Farmers in this country.] In two volumes, with numerous Illustrations.
The Book of the Farm,—Detailing the Labors of the farmer, steward, Plowman, Hedger, Cattleman, shepherd, Field-worker, and Dairy Maid,—By Henry stephens, with numerous Illustrations, in two volumes.
A Cyclopedia of Practical Husbandry, and Rural Affairs in General;—By Martin Doyle, author of "Hints to small Farmers," "Practical Gardener," etc. A new edition, enlarged; and revised throughout by the Rev. W. Rham; Illustrated with seventy Wood engravings.
The Complete Farmer and Rural Economist—Containing a compendious Epitome of the most important branches of Agriculture and Rural Economy,—By Thomas G. Tessenger. Tenth Edition
Rural Economy, in its Relations with Chemistry, Physics and Meteorology,—Or Chemistry applied to Agriculture,—By J B. Bussingault.
Elements of Agricultural Chemistry, in a course of Lectures delivered before the Board of Agriculture,—By sir Humphrey Davy, Bart. A new Edition, with instructions for the analysis of soils; and copious notes, embracing the recent discoveries in Agricultural Chemistry,—By John Shier, A.M. Fordyce Lecturer on Agriculture in the University of Aberdeen.
Chemistry in its Application to Agriculture and Physiology,—By Justus Liebeg, M. D.
Lectures on the General Relations which science bears to Practical Agriculture, Delivered before the New York state Agricultural society,—By James F. W. Johnson.
A Book for every Boy in the Country,—Elements of Agriculture for the use of Primary and secondry schools,—By J. L. Beate, of France, and A.J Chretien de Roville. Translated and adapted to the use of Rural and Primary schools of the United states of America.
A Dictionary of Modern Gardening,—By George William Johnson, with one hundred and eighty Wood Cuts. Edited with numerous additions,—By David Landreth, of Philadelphia.
The Fruit Garden; a Treatise intended to explain and illustrate the Physiology of fruit Trees, the Theory and Practice of all operations connected with the Propagation, Transplanting, Pruning, and Training of Orchard & Garden Trees, as standards, Dwarfs, Pyramids, Espaliers, etc., the laying out and arranging different kinds of Orchards and Gardens, the selection of suitable varieties for different purposes and localities, gathering and preserving Fruits, treatment of Diseases, destruction of Insects, description and uses of Implements etc. Illustrated with upwards of 150 Figures, representing different parts of Trees, all Practical Operations, forms of Trees, designs for Plantations, Implements, etc.,—By P. Barry, of the Mount Hope Nurseries, Rochester, New York.
The Fruit and Fruit Trees of America,—Or the Culture, Propagation and management in the Garden and Orchard, of Fruit Trees generally, with descriptions of all the finest varieties of Fruit, native and foreign, cultivated in this country,—By A. J. Downing
A Treatise on the Theory and Practice of Landscape Gardening, adapted to North America, with a view to the improvement of Country Residences, with remarks on Rural Architecture. Fourth Edition. Enlarged, revised and Illustrated,—By A. J. Downing.
Rural Architecture,—Being a complete description of Farm Houses, Cottages or Out Buildings, comprising Wood Houses, Wood-sheds, Tool Houses, Carriage and Wagon Houses, stables, smoke & Ash Houses, Ice Houses, Apiary or Bee Houses, Poultry Houses, Rabberies, Dovecote, Piggery, Barns and sheds for Cattle, &c. &c. &c. &c. Together with Lawn, Pleasure Grounds and Parks; the Flower, Fruit and Vegetable Garden,—Also useful and ornamental domestic Animals for the Country Resident; also, the method of conducting Water into Cattle Yard & Houses,—By Lewis F. Allen. Beautifully Illustrated.
The Grape Vine, its culture, uses, and history By George W. Johnson.
The Complete Kitchen & Fruit Gardener,—For Popular and General Use.
The Complete Florist, or Flower Gardener.
The American Rose Culture; being a practical Treatise on the Propagation, Cultivation and management of the Rose in all seasons; with a List of choice and approved Varieties, adapted to the climate of the United States; to which are added full directions for the treatment of the Dahlia Illustrated by Engravings.
JOHN DUFF.

PROCLAMATION!
Mayor's Office, City Hall,
Kingston, May 15, 1852.
WHEREAS, a large number of the Merchants, and others, Citizens of Kingston, have petitioned the Common Council, to request that the 24th of May instant, being the Anniversary of Her Majesty's Birth Day, be recognized in this City, as a General Holiday; And whereas, that Day is recognised as such not only in the Public Offices of the City, but throughout the Province:
Now know ye that I, JOHN COUNTER, ESQ. Mayor of the City of Kingston, in