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EDWARD JOHN BARKER M. D.,
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*** Advertisers are particularly requested to send in their Advertisements early in the Afternoon, to ensure publication early next day.

The British Whig (Daily and Weekly) has by far the largest circulation of any newspaper in this part of Canada West.

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The Daily British Whig.

"Utiles per Orbem Dicor."

FRIDAY MORNING, MAY 27, 1853.

Letters.

R. H., Seymour East, with remittance; C. S., Buffalo; Dr. M., New York, with remittance.

For the British Whig.

Etchings by the Way.

I.

"There is nothing new under the sun." So wrote as wise, if not so witty, a man as Solomon of Streetsville. I believe it was Lawrence Sterne who could not travel from Dan to Beersheba, and find all barren—at least Sterne was not the man to do so.—Were I not passing along the exact route which I went over last summer, I might see something novel to interest me, and shape this, my first Etching, accordingly. As it is, you must only take the will for the deed, Master 'Whig,' and as I intend to keep my eye skinned, something patentable may turn up yet ere the end of the chapter. At the present moment, I am on board the steamer 'Cataract'—he must be a sorry grumbler indeed, who could desire a better, or a more sea-worthy boat. She is not a leviathan, 'tis true, she does not run five-and-twenty miles an hour, and burst her boiler two or three times every trip, (as some of the New Orleans boats are said to do,) but she is one of those steadily-going craft, which all sensible travellers would choose to go aboard of. A steamboat, as well as a horse, may be safely taken by its looks—although, in both cases, it may be necessary to "step on board" and ascertain for one's-self. The 'Cataract,' unlike the Cockney's horse, is not a "rum 'un to look at," as every body knows, but, like the Cockney's horse, she is "a good 'un to go"—in fact one of the best boats for speed on this excellent line. As for her "appointments," the least said the better—"good wine needs no bush." I have always noticed on my nautical peregrinations, that American Steamers are invariably well officered. This fact is particularly noticeable in all the boats belonging to this Line. After the first of June, the Mail Line will comprise the 'Cataract,' the 'Niagara' and the 'Ontario'; the 'New York' and 'Bay State' forming the Express Line.

We have just left "the Cape"—not Cape Horn, although the stiff breeze we have encountered reminds one forcibly of the latter place. Great preparations are making for the reception of the huge Sampson of the nineteenth century—the Iron Horse, with his "train of cars." Cape Vincent must go ahead—from a small town, it must soon become a a city of some importance; its destiny is "ownwards." Would that I could say so much of good old Kingston—but we must live in hope. During the early part of the day the weather was most disagreeable—just such weather, in fact, as puts one in a bad humor with everything except a pretty girl, and causes you, if slightly misanthropical, to pray for a sudden transition to Jericho—or the Antipodal regions. But the wind freshened, and dispelled the fog (which was pretty heavy) both from the faces of the passengers and that of the atmosphere, and had it not been dead ahead would have been voted anything but a bore; but the good steamer bored her way fair into the wind's eye, and had the best of it in the long run. Speaking of Cape Horn, reminds me that the entrance to Oswego and "there abouts," is bound to be anything but a dead calm—I fear that Johna's whale will not have a strong predeliction for the bottom of the sea this trip, though thanks to Sheriff's excellent preventive of sea-sickness, I am "all right, so far. But the staunch steamer ploughed through the high sea with a vigor that reminds me of Joanna Baillie's Lines to a Steamboat:—

"Thou hold'st thy cause in independent pride;
No leave ask'st thou of either wind or tide;
To whate'er point the breeze, inconstant veer,
Still doth thy careless wheelsman onward steer,
As if the stroke of some magician's wand,
Had lent the power the ocean to command."

The go-ahead people of Oswego seem to have their hands full. The docks are crowded with goods and merchandise, and everything, even to the news-boy, vending the last number of the 'Times,' has put on a business face. I wish we could handspike Kingston a trifle "up west," and infuse into her a little of the enterprising spirit necessary to enable her to compete with the flourishing towns on this route.—It is true, we *have* "a little" of that amongst many of our business men, but so long as our capitalists are so very backward in coming forward, for the purpose of risking their rusty sovereigns, what can we expect but to remain in statu quo? Had we half a dozen more men like Mr. James Morton, and Mr. John Counter, what could Kingston not boast of? But, alas! for its spirit of speculation!—its as dead as Marley's Ghost, which must be a dead ghost, for Tom Hood (and he's good authority) says that "*all* Ghosts were laid before the wood pavement"—that modern luxury, while 'tis new—that execrable and unhealthy nuisance, when it begins to rot.

Tuesday.—This is Her Britannic Majesty, Queen Victoria's Birth Day. A great day in old Kingston this year is the 24th of May; and were it not for the funereal appearance of the closed shops, would be celebrated in a style worthy of the day. I hope you have thought better of it; and kept the windows open, for it's anything but a day of mourning, the Proclamation of our worthy loyal Mayor notwithstanding. "Murdoch" has wedded the new song to very pretty music; I had the pleasure of hearing it before leaving. We are passing Niagara. The rival banners are flying on the opposite side of the stream—the Red Cross Banner of Old England, and the Stars and Stripes of the Model Republic of America. May their rivalry always be a peaceful one. Brock's Monument—that shameful old ruin—is in sight, and we are pleasantly steaming up towards Lewiston. More anon. Adieu.

C. S.

The Burning of the Ocean Wave.

Port Milford, 21st May, 1853.

To the Editor of the Daily British Whig.

Sir,—As one who has always evinced a lively desire to see Canadian merit rewarded, and whose paper has ever been foremost in recording individual instances of heroism, I beg leave to make you the medium for conveying the accompanying narrative to the public, and to seek your invaluable assistance in obtaining for the parties those tokens of approval, unlooked for by them, but not the less due on that account.

I will merely add, that the fearful occurrences in which they were such praiseworthy actors contributed to the loss of their cattle, which perished in the woods on the ensuing night,—the Dulmages being yet engaged in their work of humanity. It is also worthy of mention, that larger and better equipped boats might have been despatched to the scene of disaster to the preservation of many lives, but it was deemed too hazardous an undertaking. The Messrs. Dulmage, however, did not hesitate when called by the drowning cries of their fellow creatures; and it remains to be seen whether a discriminating public will foster a spirit so eminently deserving of public countenance.

I am, Sir,
Yours very respectfully,
J. W. VERNER,
Collector of Customs.

At my request, Mr. Dulmage related the following particulars, viz.:—

At about 12, or half past, I was awoke by the noise of letting off steam. I awakened my wife, and perceiving a strong glare of light through the window, exclaimed, "There is a steamboat on fire!" Hurrying on my clothes, I ran across to my brother's house (David R. Dulmage), and, sending him for further assistance, got ready my fishing-boat. He returned by this time with Thomas Wall and James Gallagher, who both professed their willingness to go. Meanwhile our wives kindled a large fire on the beach, as a beacon to such of the unfortunate crew as might be in the water.—When about half a mile from the burning vessel we were hailed by a man to windward, who proved to be Captain Wright. He was supported by two flour barrels—one under each arm—but was burnt and bruised in a shocking manner; nevertheless, he showed no care for himself, but sought continually to direct our efforts for the relief of others, and especially addressed himself to the first engineer, whom he exhorted to be of good cheer, as assistance was at hand.—We did not, however, find him. He called to several persons by name likewise, but we only succeeded in picking up a boy of 18, who had a life-preserver round him, but with very little signs of life; we also picked up a passenger, also much exhausted from cold and exposure. We continued to cruise around some time longer, but the sufferings of those already in the boat became so intense that we concluded to go ashore with them before resuming our search. Fortunately *there was but very little wind and no sea.* Before we could reach shore the boy died. He was from Prescott; and respecting his fate the Captain evinced the liveliest solicitude. As we neared the shore we perceived a schooner (the Emblem) bearing down towards the wreck; and placing the unfortunate persons we had rescued under the care of the women, hastened back to the scene of disaster,—the distance being between 4 and 5 miles, about 4. On nearing the wreck we picked up Mr. Forsyth, who told us he did not think there were others left in the water, the schooner being actively engaged in rescuing from the double destruction that awaited them by fire and water the few who still survived. It was now day-light, and the schooner being reinforced by the addition of another schooner (the Georgiana), and the propeller Scotland having also arrived, we deemed it best to hasten back with Mr. Forsyth, who, like those we rescued the first time, was almost perished with cold. It also commenced blowing fresh, and the sea began to rise, one of the schooners beating in between the wreck and the shore, and the propeller standing up the lake; taking all which circumstances into consideration, we did not think it worth while to venture out again. We now turned our undivided attention to the survivors; but all our efforts to recover the young man were fruitless—the vital spark had fled while we were seeking others in the water; in fact, all whom we picked up were much exhausted with cold. We then harnessed our horses, at the earnest request of the Captain, and conveyed the rescued persons and corpse to Picton.—Such is a simple statement of the facts.

PHILIP DULMAGE.

The New York Crystal Palace.

"Foremost among the malcontents stands the Kingston British Whig, who seems to think that the honor of this Province will be seriously compromised by condescending to pursue the course which Great Britain herself has pointed out."—[Montreal Sun.

*** The 'British Whig' never said or thought anything of the kind. What the 'British Whig' does declaim against, is the abominable meanness of the Agent's attempt to come over the Press of Canada in the manner before described. When the 'Sun' has shone a little longer, he may see the propriety of exhibiting a trifle more of l'esprit de corps.

Farmers' Bank of Onondagua.—The Bonds and Mortgages held as part security for the circulation of this Bank, were sold by the Superintendent of the Banking Department, on the 11th instant, at a great discount from the face of the securities. The amount for which they were given was $50,317, and the amount realized $13,505. The lands were situated in the town of Holland, Erie county.

News by the Europa.

ENGLAND.

Owing to recent Dockyard exposures, Lord John Russell had brought in a bill to disfranchise the Admiralty and Ordnance employees.

Lord Campbell and five other Judges had pronounced a decision on the writ of error case of Solomon vs. Miller, to test the legality of Alderman Solomon, a Jew, voting in the House of Commons. Their decision confirms the judgment of the lower courts, that Jews cannot sit in either House without taking the Christian oath.

A jubilee meeting of the citizens of Lambeth, London, was held to encourage Kossuth.

Newspapers to America containing manuscripts will be charged treble letter postage.

The Great Exhibition in Dublin was opened on the 12th inst., by the Lord Lieutenant, in the presence of 15,000 spectators.

Mr. Benson, the architect of the building, was knighted by the Lord Lieutenant; but Mr. Baogin, to whose munificent advances of £80,000 the exhibition owes its origin, refused the honor.

Mr. Ingersoll apologized that diplomatic business prevented his attendance at the opening.

FRANCE.

The Empress recovers but slowly, and it is likely that she will, in company with the Emperor, visit the Baths of the Pyrenees in the course of the summer.

The re establishment of the death penalty for political crimes has been agreed upon by the Council of State.

A cheap lodging-house for the working classes is to be erected under the guarantee of the Government.

In Spain, Narvaez is spoken of for the mission to Paris.

A late Vienna letter states that Merchikoff had prevailed on the Porte to acknowledge the independence of Montenegro.—The statement, however, is doubted.

BELGIUM.

The Chamber of Deputies have voted the nominal strength of the Belgian army at 100,000 men.

Active diplomatic negotiations are said to be going on between Russia and Belgium, but their object has not transpired. Meantime the King and his eldest son, the Duke of Bravant, are on a visit to Vienna.

TURKEY.

The Sultan's mother is dead.

The Paris papers have Constantinople dates of the 2nd inst.

New difficulties have arisen on the question of the Holy Shrine, respecting the guardianship of the Sepulchre; but it is expected the question will be settled as previously anticipated.

Vienna despatches of the 10th state that Merchikoff had presented his ultimatum on the subject of the Greek Patriarchate, giving eight days for a reply.

The Ambassadors of England, France and Russia had decided that the three villages in dispute belong to Turkey.

INDIA.

The overland mail was telegraphed from Marseilles.

The British understand that Gen. Sheafe had captured a stronghold of the robber chief Menton, near Donabeue, after 4 hours' hard fighting. The loss of the British was 102 men. Nothing was known respecting the movements of the British force in Burmah

CAPE OF GOOD HOPE.

Intelligence from the Cape to the 22d of March was received.

The Kaffir war was terminated by the complete submission of Sandilli and tribe, who have been located beyond the Kei river.

The treaty of peace was concluded by Gen. Cathcart on the 9th of March.

Foreign Markets by the Europa.

The London Money Market.—The money market shows no change. First class bills discount by backers at 3 per cent. Consols for money closed at 100¼. Silver has declined¼.

Liverpool Grain Market.—The market for breadstuffs was firmer during the week, owing to the late spring, and a recurrence of wintry weather. American white wheat was one penny dearer on the week, and other descriptions were improved. Consumptive demand at full rates. The Broker's Board quote white at 6s 10d to 7s 2d; red, 6s 6d to 6s 9d; Flour in good request at 6d advance, Western canal at 22s 9d to 23s; Philadelphia and Baltimore 23s 6d; Ohio 22s 9d to 24s; sour, 20s to 22s. Yellow corn was scarce at 32s 6d to 33s; for white their was more enquiry, and it is quoted 6d dearer, selling at 30s to 31s. The imports generally were moderate. Oats were the turn dearer.

Liverpool Provision Markets.—Messrs. Gardiner & Co., report more animation in provisions.

Beef—Fine qualities only were inquired for, and holders of such were firm. The stock was large. Sales of 100 tierces at 93s 6d to 105s for prime mess and 80s to 90 for ordinary.

Pork continued languid and prices were a shade lower, dealers being full of stock. Eastern prime mess at 80s, 85s to 87s 6d; Western 75s to 80s.

Bacon arrived freely, but went into consumption at full rates—a good deal for London. Eastern quoted at 50s to 52s; Western 40s to 45s. Shoulders were bought for 32s to 35s.

Cheese—Some parcels had been bonded to wait the reduction in the duty; fine was worth 60s.

Lard—Not much doing; quoted at 53s.

Linseed Cake met with a readier sale.

Tallow was languid, and 6d lower. Saint Petersburg Y. C. sold at 47s 6d; South American 44s to 47s 6d.

Ogdensburgh, May 23.

A fire broke out this morning between 3 and 4 o'clock in the wooden buildings on Ford-street, and totally destroyed them and also the old stone building known as Tammany Hall, occupied by A. Vilas' boot and shoe store, loss not known; Jenner & Randall's druggist store, loss $10,000, insured for $8,000 in the American Mutual, of Amsterdam; Strickland & Co.'s jewelry store; Pierce's book store; R. W. Judson's law office, Justices' office, and Baker's meat market. Loss unknown, but think insurance will cover it. Entire loss estimated at from $20,000 to $25,000.

On Sunday last, a man named R. Thompson and a lad named Casswell went out hunting in Sheffield. Casswell was walking behind with his rifle half cocked, a branch of a tree caught the trigger, which caused the rifle to go off, and the contents (a ball) passed under the left shoulder of Thompson coming out above his heart. He was still living up to 12 o'clock on Monday.

Items of News.

Colborne.—We are happy to notice that this handsome Village is prospering nicely. Mr. S. McDonald is fitting up the Colborne House in grand style for the accommodation of travellers. He also intends to erect a splendid verandah in front of the house. Mr. Wood has opened a large stock of Goods in a new store at the east end of the Village. Mr. Grover is doing his share; in fact, we are told he has done more for Colborne than any other one inhabitant there. The road leading through the Township of Cramahe is progressing rapidly. It is pleasing to see our neighbours thrive.

The "Kirby House" was sold at auction on a mortgage, on Monday last, and brought the sum of $6,900. Messrs. W. K. Hawks and H. Keep were the purchasers. It will now probably be leased and opened for the reception of company.—Watertown Paper.

A few days ago a locomotive ran over about 2½ miles of the finished road on the Great Western, from Copetown westward. It is stated that the Western Division; between Windso and Chatham will be completed early in the autumn; and the "Spectator" says there is every prospec of the whole line being completed before the close of the present year.

Mr. F. Oliver's Concert last evening was exceedingly well attended, notwithstanding the great inclemency of the weather. Miss Annie's performances on the Concertina were exquisite—far superior to any thing else we ever heard on that instrument. She was loudly applauded throughout, and at the close of the second piece "American Airs," was loudly encored. The instrumental music of the Band was also very fine, as might have been expected; but we are sorry that we cannot say so much for their singing. On the whole, the Concert was quite successful. We learn that Mr. Oliver's departure is to take place at an early date, the regiment being about to leave Canada.—[Montreal Sun.

(From MacKenzie's Weekly Message.

Alternate Parliaments - Quebec and Toronto—It appears, from volume 1, page 231, of Earl Grey's very instructive book, that it was not the vote of the Assembly in the spring of 1849, but the annexation movement in the fall of that year, which determined the executive in favor of the present migratory government. Lord Grey tells us that "when the intelligence reached this country (England) of the renewal of the disturbances in Montreal in August, a despatch was addressed to Lord Elgin, pointing out that the existence of such a spirit of insubordination in that city rendered it a very unfit place for the seat of the Provincial Government and for the meeting of the Legislature"; and in November of that year the alternate system was agreed on. It thus appears that it was to a request from England to the Executive in Canada to quit Montreal that year, and not to the vote of the House of Assembly, that we owe the emigration of the Executive from that city.

A Mr. Holwell is created Commissioner of Canada to the World's Fair, New York. To England they sent Mr. Logan, our provincial geologist, who, with a chemist, and an assistant of some sort or other, has contrived to consume $800 a year of the public money, for a number of years and seemingly done very little for it. $8000 were appropriated for his use last fall—$8000 more will be handed over to him this spring. What have we for these immense sums? Certainly not a systematic geological and mineralogical account of Canada with suitable maps—no, nor a geological account of any part of it on a systematic plan—nor yet the geological survey required by the Assembly's address of last November, north of the settlements. We have a few pamphlets, and they cost us enough, but Messrs. Hincks, Morris, Richards, Morin & Co., have their favorites; and our Lower Canada members will nod like Chinese mandarins at their bidding. I am told that Mr. Logan has an office in Montreal, and his chemist, where is he located, or what is it he does?

Mr. Ross, engineer of the new combination Railway, has reached Quebec, with his assistants.

The Railway Company, Quebec to Melbourne, offer a premium for the best model of a steamer to carry passengers and mails between Quebec and Point Levi.

Boston, May 21, 1853.

We are in the enjoyment of the most forward spring that has been known sor years. We are a fortnight ahead of last year, at the very least. All around Boston the country is a perfect garden, and the same condition of the remoter regions, allowance being made for the superior cultivation that is sure to mark the rural districts that border on a great city, affording sure and profitable markets to agriculturalists. It is delicious to travel about now, when the sun is not too hot to make exposure uncomfortable, and the fruit trees are in full bloom, the forests well clothed, and the meadows are as green as the youth of man. Farmers say that if no unfortunate event shall transpire, in the shape of frosts and "cold snaps," the agricultural interests of Massachusetts will have reason to remember 1853 as a great year, as the French now look back to 1811 as the year of the vineyard greatness. Let us hope that they are not destined to be disappointed.

*** In Upper Canada the very reverse of all this has been experienced. The season has been late, cold, wet, backward and disagreeable. Here on the 27th of May the horses are still in the stable, the gardens undug and the fields unsown. No pasturage, no foliage; and as for the Sun, he has not been seen for a whole month—at least not to speak of. All May, the weather has been one continued storm of wind, rain, hail and sleet, with occasional accompaniments of thunder and lightning. Such weather and such a spring are more fitting for Lapland than Upper Canada. How those Bostonians have had fine weather is a mystery.

Facts and Facetiæ.

The United States *Economist* contains a return of the awful slaughter on American Railways within the seven weeks ending May 10. The result is stated as follows:

	Wounded.	Killed.
March		
27, Baltimore & Ohio, run off track,	70	8
April		
4, Richmond & Petersburgh, do.,	6	—
4, Pennsylvania Railroad, collision,	—	1
14, Balt. & Washington, run off track	—	—
23, Camden & Amboy, run off draw	—	—
25, Michigan Cent. R.R., collision,	30	16
27, Balt. & Washington, run off track	1	—
May		
6, Albany & Syracuse, collision,	1	—
6, New Haven R.R., run off draw,	76	42
10, Paterson Railroad, collision,	4	2
Total,	191	73

In contradistinction to this fearful return, appears that of European Railways:—

Belgium Railways,	three years,	6 Killed.
French "	two years,	none.
English "	two years,	28 Killed.

The number of passengers carried on the English Railroads during the two years was 109,317,233, that is to say, a number equal to the whole population of the Union, were it transported five times, and only 28 were killed by accident over which they had no control! We may here remark that, notwithstanding the charge of national recklessness, the number killed by their own carelessness in the United States is no greater than in Great Britain.

On this our friend of the *Transcript* remarks,—"The logic of this is, to us, quite unintelligible." In a subsequent sentence, however, he affords a pretty distinct clue to the *Economist's* logic—he says:—

"Of the twenty-eight unfortunate persons who perished on British railways, it will be found that very few persons were killed by accidents over which they had no control, but that the great majority of sufferers were persons employed on the railways themselves, and the fatalities arose from their own carelessness."

Thus the numbers killed *by their own carelessness* in the United States may have been no greater than in Great Britain—the others lost their lives from the gross carelessness of the *employees* on the roads—it must be admitted, a somewhat curious answer to the "charge of national recklessness."

Cardinal Wiseman and the Crucifix.—A curious incident, says an English paper, occurred in the Roman Catholic Chapel of Islington on last Good Friday. Cardinal Wiseman was advertised to preach the "three hours' agony," in the above chapel. The service was of rather an extraordinary character, a professional orchestra (vocal and instrumental) attended. The orchestra performed, and the Cardinal preached—each a quarter of an hour alternately. The Cardinal had not long been commenced when a large crucifix, which was the special object of adoration during the day's services, attracted the notice of the congregation, and presented a strange and unseemly sight.—Suddenly, while the Cardinal was preaching, "the body," as represented on the cross, gave way, falling head foremost, being held only by the nail that transfixed one of the feet. It fell with a heavy crash, very near the Cardinal, and thus hung suspended. A thrill of horror passed through the congregation. The Cardinal seemed somewhat excited, but soon afterwards proceeded with his address.

Two good things about George IV. and Queen Caroline. "The Queen has said that she never committed adultery but once, and that was with Mrs. Fitzherbert's husband." The other is, that when Sir Edmund Nagle hastened to Mrs. Fitzherbert's husband with tidings of Bonaparte's decease, he began, "I have to inform your Majesty that your bitterest enemy is dead." "No! is she, by Gad?" was the King's eager answer.

Steamboat Racing.—We understand that on Thursday last while the steamers City of Hamilton and Queen of the West were approaching this city they came nearly to a serious collision on passing the Queen's wharf above the city. The channel there is very narrow, and while both attempted to pass it at the same time, it appears that the figure head of the Queen was badly shattered and the bowsprit knocked off.—If such conduct be obstinately persisted in we fear that it will end in something worse than mere apprehension of injury.—*Toronto*

Lublin, the Jew.—A gentleman in this city has furnished us with the following extract from a private letter from St. John, N. B., dated 16th May, 1853:—

"Rev. Geo. J. Lublin had crowded houses in this city yesterday; numbers had to go away, not being able to procure sitting. He preached in the afternoon in Centenary (Wesleyan) Chapel, and in the evening in German-street (Baptist) Chapel."—*Toronto*

We have a considerable regard for the Kingston 'Whig,' and look upon it as a Journal possessed of no mean share of talent. At the same time our admiration is not of such an absorbing character, as to make us insensible to its defects, and the most radical of these is its utter neglect of the eighth commandment. The 'Whig' is perfectly at liberty to steal our articles at pleasure, provided it only makes us aware of the fact. It latterly plundered nearly a whole column from us without acknowledgment. Hoc sino, ex animo, dico.—[Brockville Free Press.

*** The 'British Whig' informs, once for all, the multitude of curs who are ever yelping at its heels, that in the conducting of its sheet, it copies the British, not the American mode of acknowledgement. Items of Intelligence are never credited by the best journals in England, Ireland, or Scotland, unless it be necessary to mark the locality. When the 'British Whig' takes the thoughts, sentiments or opinions of other newspaper writers and passes them off as its own, it will be necessary to cry out—not before. Any one who complains like the 'Free Press,' has a very simple remedy in his own hands. As he seems to like Latin—verbum satis.

New York Markets.

New York, May 26.

Ashes.—Market is steady and fair demand. Sales 60 bbls at £4,87 for pots, and £5,87 for pearls.

Flour &c.—Our Market for Western and late flour, with more steadiness and a better demand for export and the local trade, influenced favorably by the Europas advice's at Halifax.—Eastern demand limited and market closes quiet. Canadian is plenty and easier, and demand limited. Sales 1100 bbls at 4,44a4,50. Sales of Western Canal are 9300 bbls 4,44a4,50, for common to Straight State; 4,56a4,81 for common to good Ohio and mixed to fancy Mich. and Ind.—Rye flour is quiet. Sales 100 bbls at 3,75a3,87 for fine. Cornmeal is firm and demand limited. Sales 100 bbls Jersey at 3, and 3,37 for Brandywine.

Grain.—More wheat offered, but with good demand for export and milling, and prices well supported. Some slight abatement is submitted to in white Western. Sales are 22,500 bush white Mich. at 1,18; 1100 red Ohio at 1,10; 2900 fair mixed Ohio at 1,10, and 1100 bush prime white Jenesee at 1,30. Rye wanted at 83. Barley is scarce at 67a70. Oats are in good demand and Western more plenty. 48a50 for State and Western and 46a48 for Jersey.—Corn plenty and market easier. Sales are thirty thousand bushels at sixty a sixty-two for unsound; sixty-two and a half a sixty eight and a half for white Southern; sixty six a sixty seven for Western mixed; sixty seven a sixty eight round yellow, and sixty eight a sixty nine for Southern do.

Provisions.—With large receipts of pork here and at the lake ports, and the market is easier,—Sales of 1100 bbls at 15,50a15,66 for mess; 11,75a14 for sour mess 12,25 for rumps, and 13 for prime. Beef in better supply and market easier. Sales of 4000 bbls at 8,50a10 for country mess; 11,50a12,50 for repacked Chicago and city mess; 5a6,50 for country and city prime; prime mess at 18a20. Beef hams dull at 12a14,50. Cut meats offered more plenty—prices less firm and demand moderate. Sales 286 bbls and tierces at 5½a6½ for shoulders, and 8a9½ for hams.—Lard less firm and quiet. 360 bbds and tierces at 9½a9¾. Butter in good supply and market steady at 9½a14 for Ohio, 13a18 for new State. Cheese plenty and quiet at 8a9.

Stocks.—Inactive and heavy. Money in good demand and plenty at 6a7 per cent; Sterling Exchange steady at 9½a9⅝; U. S. 6's of 67, 121, advanced ½.

CUSTOM HOUSE REPORTS.

—FURNISHED BY MR. CHARLES OLIVER, C. B.

Imports.

May 25.—Steamer Cataract, Oswego, 1 box plants, W. A. Geddes, 1 case ware, H. Hillard, 5 boxes glassware, E. W. Palmer, 1 lot rigging, Jas. McGuire, 2 rolls canvass, Jas. Morton.—Barge Burnwall, Montreal, 65 packages hardware, Delany & Howes, 1 case goods, 1 roll floor cloth, J. D. Bryce & Co.

May 26th.—Schr. Tantilla, Chicago, 11,000 bushels Indian Corn, James Morton.—Schooner Caroline, Hamilton, three thousand, eight hundred and seventy-three bushels wheat, E. Hooker. Schr. Christianna, South Bay, thirty cords firewood. Schr. H. N. Gates, Montreal, 3 bbls. ale, 3 kegs herrings, 1 bbl. meal, 2 bars iron.

Exports.

May 25th.—Schr. Triton, Oswego, thirty five thousand feet sawed lumber. Schr. Messenger forty thousand feet sawed lumber. Schooner Jenny Lind, Cleveland, one thousand and forty bars railroad iron. Schr. H. N. Gates, Cleveland one hundred and thirty-nine bars railroad iron.

DIED,

At St. Francis, on the 16th inst. the widow Elizabeth Knapp aged 75 years and 9 months.

On Thursday morning last at Montreal, K. M. Sutherland, Esq., late of Toronto.

At Quebec, on the 21st instant, at the residence of Mr. John Hall, aged 22, Priscilla, daughter of the late Mr. David Johnson.

REMOVAL.

THE SUBSCRIBER respectfully intimates to his Customers, and the Public in General, that having disposed of his Retail Business to Mr. THOMAS PORTER, he has removed to the premises formerly occupied by Mr. ALEXANDER FRASER, Ontario street, near foot of Princess street, where he is now receiving a large and well selected Stock of Fresh Groceries, which he will dispose of Wholesale upon reasonable terms; consisting of—

35 hhds. Bright P. R. Sugar.
50 brls. London Crushed do.
5 hhds. Refined Loaf do.
10 Puncheons Molasses
200 hf. Chests Hyson Young, Hyson Gunpowder, Twankay Oulong, and Souchong Teas, "Ex J. Dougal" and other Spring Ships,
30 Caddies Fine Gunpowder, do.
50 bags Laguira Rio & Java Coffee,
100 boxes Tobaccos various grades,
50½ do. Honey Dew,
100 boxes Muscatel Raisins,
50 half box, do.,
50 quarter, do.,
10 barrels Currants,
100 drums Turkey Figs,
10 Freels Raisins,
50 jars Prunes,
5 brls. Filberts,
5 brls. Walnuts,
5 brls. Almonds,
5 bags soft shell do.,
2 barrels Peccan Nuts,
100 gross Matches,
100 boxes Casey's Liverpool Soap,
50 boxes Montreal do.,
50 do. Yellow Candles,
25 do Belmont do.,
10 do., Russian Adamantines,
25 do. Windsor, and other fancy Soaps,
40 Castile Soap,
200 Jars London Mustard,
10 bags Black Pepper,
10 " Pimento,
20 boxes ground Pepper,
5 " ground Cinnamon,
1 bale Bourbon Cloves
5 boxes Cayuga Pepper,
100 brls. Nutmegs,
2 bags Carraway Seeds,
2 " Canary Seeds,
2 " Hemp Seed,
50 boxes Blue and White Starch,
10 Glenfield Starch,
50 " Fig Blue,
20 Jars Snuff,
100 boxes Digby Herrings,
10 barrels No. 1. do.,
20 cwt. Codfish,
200 reams Wrapping paper,
40 reams do. Large,
10 " White Tea paper,
10 reams Yellow paper,
10 barrels Bordeaux Vinegar,
10 M. Cigars, (Havannah,)
10 baskets Salad Oil, qrts.,
10 " " pints,
5 brls. Solar Sperm Oil,
5 brls. Pale Seal do.,
5 brls. Whale do.,
10 tins Castor Oil,
20 doz. do. do.,
50 doz. Patent Pails,
400 gross Corks,
100 boxes T.D. Pipes,
5 " fancy do.,
10 brls. Bath Brick,
2 brls. Alum,
5 brls. Sal Soda,
2 brls. Carbonate Soda,
5 brls. Salt,
1 bale Senna,
5 brls. Pickles,
2 " Sauces,
1 case Sago,
5 brls. Jamaica Ginger
10 doz. Seamless Bags,
200 bags Dairy Salt,
100 brls. Fine Salt,
100 doz. Corn Brooms,

with a variety of other articles in the Grocery line.

He also would recommend Mr. Porter, to the patronage of his Retail Customers, for a continuance of that support he has so long enjoyed.

THOMAS HENDRY

Kingston, May 26th, 1853. 123

In reference to the above, the Subscriber would respectfully announce, that he will continue the business of Grocer, &c., in the premises lately occupied by Mr. Hendry, and having laid in a complete assortment of fresh Teas, Sugars, Coffees, Fruits, &c., &c., which he will dispose of as reasonably as any other in the Trade, he hopes to merit a continuance of that support so long enjoyed by his predecessor.

THOS. PORTER.

Kingston, May 26th, 1853. 123

Harper's Magazine for June,

JUST received at the City Book Store.
E. W. PALMER.
Kingston, May 26, 1853. 122

Cobourg and Peterboro' Railroad.

TO EMIGRANTS.

STRONG able-bodied Emigrants can have steady employment at one dollar per day on the Cobourg & Peterboro' Railroad. Experienced workmen can have piece work at good prices to any amount, from one dollar up to twenty thousand pounds. The principal contractor will furnish Horses and materials if required.

A good chance for old country Navies.

JOHN FOWLER,
Contractor.

Cobourg, May 19th, 1853.

AT GOODEVE'S.

RECEIVED at No. 2, King Street, a choice assortment of Paisley, Barege & French Cashmere Scarf Shawls of the very newest designs.

W. J. GOODEVE.

Kingston, May 26th, 1853. 123

T. J. ANGEL, & Co.,
DEALERS IN
GROCERIES AND CROCKERY,
No. 1, Cheap Row,
MARKET SQUARE, KINGSTON.

RECEIVED at the Stores of the Subscriber.
Per Steamer "Ottawa,"
1 hhd Muscovado Sugar.
Per Steamer "Gildersleeve,"
10 casks Whisky.
Per Steamer "Reindeer,"
9 hhds Muscovado Sugar.
Per Steamer "Scotland."
5 barrels Cod Oil.
1 hhd Bourdeaux Vinegar.
5 qr. casks do do.
25 barrels London Crushed Sugar.
2 hhds Loaf Sugar.
35 boxes Belmont Candles.
2 boxes Ginger.
2 boxes Satin Starch.
235 boxes T P Pipes.
100 boxes Liverpool Soap.
8 hhds Cognac Brandy Denis Moonie.

J. CARRUTHERS.

Kingston, May 24th, 1656.

FOR TORONTO AND HAMILTON.

MAPLE LEAF,
JAMES DICK, COMMANDER.

Will leave the St. Lawrence Wharf, This Afternoon, for Toronto and Hamilton, touching at the intermediate Ports, after the arrival of the River Mail Boat.

Kingston, May 27, 1853.

FOR MONTREAL DIRECT.

THE STEAMER 'NEW ERA,'
CAPTAIN PARKER,

WILL leave this Port for Montreal and intermediate Ports, To-morrow Morning, at 4 o'clock.

Kingston, May 27, 1853.

UNITED STATES LINE OF LAKE STEAMERS.

THE STR. ONTARIO—Capt. Throop.

WILL leave the United States Wharf, This Day, for French Creek, Brockville and Ogdensburgh, at Two o'clock, P. M.

THE STEAMER NIAGARA,
CAPT. ESTES,

WILL leave the same Wharf, for Sacketts Harbor, Oswego, Rochester and Buffalo, To-morrow Morning, at 8 o'clock.

A. SEARLE,
Agent for Passengers.

Kingston, May 27, 1853.

Bay of Quinte Mail Steamer

THE STR. BAY OF QUINTE,

CAPT. J. MCGILL CHAMBERS.

WILL leave the St. Lawrence Wharf, for Picton, Belleville, and Trenton, calling at intermediate Ports THIS AFTERNOON, at 3 o'clock.

Kingston, May 27, 1853.

ROME, WATERTOWN AND CANADA STEAMBOATS,
For Toronto, Hamilton, &c.

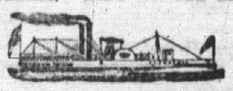
THE STR. MAYFLOWER,
CAPT. PATTERSON.

WILL leave the United States Wharf This Evening, at 9 o'clock, for Toronto, Hamilton, and intermediate ports.

May 27, 1853.

For Cape Vincent and New York.

THE STEAMER "LADY OF THE LAKE,"

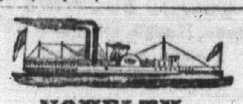


CAPT. ROAT,

WILL leave the United States Wharf This Afternoon at 4 o'clock, for Cape Vincent, and New York, via the Watertown and Rome Railroad. And will leave the same Wharf, on To-morrow Morning for the same place, at eight o'clock precisely.

☞ Passengers leaving by the Morning Boat will reach New York, the same evening.

Kingston, May 27, 1853.



NOVELTY,
CAPTAIN J. BONTER,

WILL Leave this Port for Bath, Picton, Milpoint, Northport, Belleville and the Head of the Bay, THIS morning at eleven o'clock.

Kingston, May 27, 1853.

FOR BYTOWN.

PRINCE ALBERT
CAPT. McNEIL,

WILL leave the St. Lawrence Wharf, for Bytown, This Afternoon at 3 o'clock.

King