THE DAILY BRITISH WHIG,
PUBLISHED EVERY MORNING BY
EDWARD JOHN BARKER, M. D.,
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The Daily British Whig.

"Optat per Orbem Decus."

MONDAY MORNING, MAY 1, 1854.

LONDON, April 13th, 1854.

No full details have yet been received of the actual results of the conflicts by which the Russians recently forced their way from the Principalities into Turkey proper. The latest reports seem to show that it has not only been at a terrible cost, but that the movement is regarded by their opponents with anything but dismay. Some sorrow was felt at announcements which reached London and Paris, of the fall of Hirsova, a fortress where it was expected the Turks would make a stand. According to particulars, however, received this morning, it appears that they expressly avoided contesting the passage to the place, and that having thus lured a division of the Russian army to advance they surrounded and defeated it with signal loss.

The allied fleets are now at Kavarna bay, an anchorage to the north of Varna, on the Black Sea; and consequently a point whence speedy action can be taken to check the further advance of the Russians toward Constantinople. At the latter city a detachment of French troops have already arrived, and in a short time a sufficient force, French and English, will be collected there to remove all apprehensions of the Czar being able to accomplish his long hoped for object of striking a fatal blow on Turkey before foreign succor could be given.

From the Baltic the news is that Admiral Napier has sailed from Denmark toward the Swedish island of Gothland, where he will be within easy sail of Riga, Revel, or any other of the Russian ports in the neighbourhood of the Gulf of Finland, which he may deem it desirable to attack. At the same time it has been announced by telegraph that a Russian squadron is supposed to be off Faroe, a small island at the northern extremity of Gothland. In that case there is a prospect of their being caught, although the probability is that they will pursue the same course as in the Black Sea, and avoid a collision if possible.

No official intimation has yet been received of the recall of the Chevalier Bunsen, the Prussian Minister in London; but the fact of its having been resolved upon by King Frederick William is not doubted. The interpretation of the act is that is intended as a concession to the animosity of the Emperor Nicholas, as the Chevalier Bunsen has always had a high appreciation of the conduct of England, and the King of Prussia will thus be enabled to write to his brother-in-law, that, although he has signed a joint protocol with England, France and Austria, he has by way of a set-off recalled the Chevalier, to show in which direction all sympathies of the Prussian Government really tend.

Consols at the last date were quoted at 87¼. They rallied yesterday to 82½ and have closed this evening at 87¼. The public continue to show great confidence in the resources of the country, and considerable amounts of stock are therefore daily taken off the market. A statement made the night before last by the Chancellor of the Exchequer, had the effect of increasing the favourable feeling, by showing that the position of the Government accounts was one of perfect ease and regularity, notwithstanding the fact of the failure of the conversion scheme of last year having rendered it necessary to pay off eight millions sterling of the national debt.

At the same time, however, it was intimated that owing to the desirableness of keeping a large balance in hand available for all contingencies during a period like the present, measures will be taken in the course of a few months to raise a sufficient sum in the market to enable the Government to have a heavier deposit than usual in the Bank of England.

The India mail has arrived to-day, with intelligence of the discovery of gold in the British island of Ceylon. It was found in a locality about forty miles from Colombo, the principal port, but the question as to its existence, in a remunerative form, has not yet been settled. The form in which it appears, is that of small flakes, as thin as paper, so that it is analagous to that which is alleged to have been lately found in the island of Celebes in the Indian archepelago. Should the Ceylon gold prove abundant, there will be no difficulty in obtaining it, as there is a good road to the spot all the way from Colombo.

The trade of the manufacturing towns of the United Kingdom during the past week has been satisfactory, and in the iron districts especially, the prosperity which has so long prevailed continues unchecked. Engines of 3000 horses power are now being manufactured at Birmingham, for a new paddle and screw iron steamer of 23,000 tons, in course of construction by the Eastern Steam Navigation Company, which is expected to be capable or performing the passage to India in thirty days.

Yesterday morning the 23rd Royal Welch Fusileers, Lieutenant-Colonel Chester, numbering 35 officers, 950 rank and file, and 14 women, left their quarters in Portsmouth Garrison to take the railway at Landport, for conveyance to Southampton, and there to embark on the Royal West India Mail Company's steamship Trent, for the seat of war in the East. The regiment quitted the Clarence Barracks at a quarter past seven o'clock, played out by the bands of the 42nd and 79th Highlanders, and accompanied by a vast concourse of inhabitants, who expressed their farewell good wishes in loud and hearty cheers. The fife goat, presented to the regiment by Her Majesty, bravely led the way, as the gallant Fusileers took their departure. Their colonel-in-chief, Lieutenant-General Sir George D'Aguilar, K. C. B., accompanied them to the railway terminus, and Major General Simpson and staff preceded them to Southampton to see them safely embarked. Their embarkation at Southampton was effected with the greatest ease and without the slightest confusion, the regiment having marched into the docks from the railway station, and the Trent being moored alongside the wharf the troops were enabled to go straight on board the fine steamer prepared for their reception. The arrangements for the comfort of the officers and men on board appear to be most excellent, and reflect great credit on the parties intrusted with that task. But one accident occurred to mar the general facility with which this gallant corps got on board, and this arose from one of the non-commissioned officers (a sergeant) having broken his leg while leaping from the paddle-box of the steamer to the dock wall. The splendid band of the regiment was drawn up on the quarter-deck of the ship, and performed a number of airs during the proceedings. At two o'clock the Trent left the docks, amid great cheering from the spectators on the Dock-head, her band playing the national anthem. She has anchored in the stream for the night, and proceeds to sea this morning.

DEPARTURE OF THE COMMANDER-IN-CHIEF.—General Lord Raglan, commander-in-chief of the Eastern force of expedition, and Major-General the Duke of Cambridge, commander of division, left the London terminus of the South-eastern line by the mail train at half-past eight o'clock on Tuesday, April 11th, for Dover, *en route* for the East. Lord Raglan arrived at the station accompanied by Lady Raglan, his two daughters, the Honorable Mrs. Somerset, and the Honourable Richard Somerset. Colonel Steele and Colonel Somerset, his aides-de-camp, were in attendance. The Duke of Cambridge arrived soon afterward, in company of his aides-de-camp, Major the Hon. J. Macdonald and Col. Tyrwhitt. They left for Calais at 11 40. The party was most enthusiastically cheered on leaving, amid cries of "Give it to the Russians," &c. The emperor had ordered a special train to convey them from Calais to Dover.

Lieutenant-General Sir Hugh Dalrymple Ross, K. C. B., (deputy adjutant general of the royal artillery) is appointed lieutenant-general of the ordnance, a place which had been abolished, but which is now revived in consequence of the requirements of the war.

SEIZURE OF OUR AMBASSADOR'S PROPERTY BY THE CZAR.—We fear there is no doubt of the melancholy and ridiculous fact that his imperial majesty the Emperor of all the Russias, has seized and appropriated Sir G. H. Seymour's property at St. Petersburg. As the persons and property af ambassadors and others concerned in the political intercourse of nations have ever been held sacred, such an act as that reported must rise the gravest suspicions as to the sanity of our antagonist. There is something so inconceivably petty in such an act, and so contrary to the customs, not only of "gentlemen," but even emperors and all civilized beings, that one naturally tries to escape from believing it, by supposing some process of Russian law with which Englishmen may be excusably unacquainted. It looks, however, very like an act of revenge for the publicity given to the secret correspondence and confidential communications of the emperor.—*Times.*

An occurrence of a very exceptional kind has thrown a cloud over the prospects of naval matters. The Cumberland, 72, Captain Seymour, arrived on Wednesday at Portsmouth, from the North American station.—The intelligence that the vessel was to be sent at once to the Baltic was received in a manner almost mutinous. On Rear-Admiral Berkeley informing the crew that the country required their immediate service, some of the men asked for 48 hours' leave, and six months' pay, and on his saying that the country required them to go up the Baltic instanter, they asked for 24 hours' leave, and three months' pay. He replied that he could not grant them a single hour's leave, on which some of them shouted out "No money, no work." After he left some of the crew resorted to violence, throwing shot about the deck, and refusing to clean the lighters alongside. After a good deal of trouble five of the ringleaders were placed in chains, and three of them were then selected and sent prisoners to the Victory, flag-ship, where they were kept on board all night in irons. The following morning they were returned to their ship, and each had administered him three dozen lashes. Two of them were also sent Winchester gaol, and are, after their imprisonment, to be turned out of the service. On Thursday all was quiet on board, and it is not expected that further trouble will arise. The Cumberland has been taken 12 months' stores on board and will sail for the Baltic at once.

Serious apprehensions are entertained respecting the safety of Capt. Collinson who went out to Behring's Straits, in company with Capt. McClure, to search for Sir John Franklin. Search is now being made for him as well as for the long lost Sir John, both on the Eastern and Western Coasts of North America. If Capt. Collinson be found soon, all the vessels are to return, if not, discretionary orders are given to Captains Maguire and McClure to continue the search for one year longer.

The ministerial crisis continues.

ITALY.

From Turin April 10, it is telegraphed that the Prince de Monaco, and his aid-de-camp have been imprisoned in the fort at Villefrauch, at Nice.

Several arrests have taken place at Mentone arising out of the recent revolt.

The trial of the assassins of Count Rossi had terminated, and Col. Grandori and three others were condemned to death.

Jenny Lind gave her third concert at Vienna on the 8th inst.

INDIA.

The overland mail, via Marseilles, had been received. Bombay dates were to the 14th March.

It was reported that Dost Mahomed had offered an Alighan alliance against the Russians and Persians.

The news from Burmah was unfavorable. An insurrection had broken out at Bassin.

The electric telegraphs were progressing rapidly in India.

Owing to the native holidays the general and money markets were dull.

CHINA.

The dates from Hong Kong are to the 25th February and from Shanghae to the 17th.

The Russian expedition had apparently succeeded in its mission to Japan.

The Russian steamer Vostock arrived at Shanghae from Nagasgi on the 10th February and returned on the 11th. She reported that the Emperor of Japan had consented to negotiate, had sent Ministers to treat with the Russian admiral, and had treated the admiral to a banquet. The Japanese Embassadors positively announced that they would open their ports but would require time.

The American squadron had not arrived at Nagaski when the Vostock left, on the 3d of February.

The storeship Supply had arrived at Woosung from Loo Choo, but nothing further had transpired.

The Chinese insurgents had evacuated Panchau, on the North entrance of the Grand Canal, and the Imperialists occupied it.

The custom house is re-established at Shanghae.

Nothing new from Ningpoo or Foochowfoo.

There is no political news from Canton, and trade was going on as usual, and manufactures were in a healthy state. Exchange on England, 4s. 10d.; on India, 226 rupees.

The discovery of geld in Ceylon is reported, 20 miles from Colombo.

Some insurrectionary fighting was going on in the Persian territory.

THE CANADIAN LOAN.—It is just twenty years since the province of Canada first borrowed money of this country. The loan was for twenty years, and the time being up on Saturday last, the 1st of April, 1854, the whole sum due was paid in full out of the surplus revenues of the province. This fact speaks volumes for the progress of the colony.—*Times April 7.*

The Timber Trade with Canada.

Now that the Baltic is closed against British shipping, and no further supply of timber can be obtained in that quarter, an *impetus* will be given to this department of commerce, which has not been expedenced for years. Already is there an increased energy shown amongst lumber merchants in different sections of the country, and heavy contracts have been entered into, for the business of the coming season. There is an activity already manifested about the lumber yards of Maine and Michigan, which bids fair to supply any increased demand, that might be called for by the extraordinary state of affairs in Europe; but the enterprise and energy of our lumber merchants have sought a developement in other channels, and they are now carrying on most extensive operations in the adjoining Province of Canada. About two years ago, the Canadian Government threw open to competition an immense tract of timber land, lying on the banks of the St. Maurice, midway between Montreal and Quebec, and our Maine and New Hampshire lumber dealers lost no time in availing themselves of the advantages which were held out, and began operations on a large scale. The government of Canada was most liberal in the terms which it offered. A tract of territory consisting of about two thousand square miles, covered with red and white pine, was divided into portions of fifty square miles each, and the right to cut for a number of years was sold at auction in Quebec, in the month of July of each of the last two years. As an instance of what has been done by some of our large lumber dealers, we may mention the enterprise and activity of Messrs. Norcross, Philips & Co., who have we believe, a branch of their firm in Lowell Mass. It is not over eighteen months since they purchased the right to cut on these timber berths, and now they possess one of the largest establishments in Canada. They have erected most expensive saw-mills at the junction of the St. Maurice with the St. Lawrence, and it is said had a thousand men employed by them in cutting logs the last winter to be brought down in the Spring.—To show the energy and activity displayed by American lumber merchants in order to meet any pressing demands arising out of the disturbed state of Europe, they have already nearly monopolized the whole of the territory, thrown open to them by the Canadian Government. There are now employed in the timber territory, six hundred pairs of oxen, two hundred pairs of horses, and five thousand men. Each bushel of oats cost them a dollar and a quarter, and each hundred pounds of hay, two dollars and a half, and yet notwithstanding their expenses, they are able to realize an immense profit on the outlay. It is now proposed by a firm in New Hampshire to erect mills in this territory, which will turn out five hundred thousand planks a year. The increased importance which has been given to the timber trade with Canada, during the last two or three years, has necessitated the employment of a large amount of tonnage, and more ships entered the port of Quebec from American ports during that period, than there has been for the last ten years. A great deal of the heavy timber finds its way via Quebec to our markets, but a large inland trade has of late years sprung up directly between this city and Troy and Canada; the greater portion of the smaller kinds of lumber, such as planks and boards, finding a more expeditious and cheaper mode of transit, through the Champlain and Lake Champlain Canal, to these ports.—*N. Y. Jour. Com.*

Watertown & Rome Railroad.

Although the canal is not yet opened and the freight business of the Watertown and Rome road can hardly be said to have commenced for the season, the indications are that this road will do much more than in any former year. We learn that the receipts by Lake at Cape Vincent up to the 22d of April were 12,800 bbls. flour, 560,000 lbs. pork, 130,000 lbs. beef, 18,000 lbs. grass seed, 9,500 lbs. clover, 90 head of cattle, 34,000 lbs. merchandise, 5,000 bush. rye, 8,000 bush. oats, 10,250 bush. corn.

The receipts from the East to be sent per lake and river to western and Canadian ports were to same date, 1,820,000 lbs. merchandize, 908 tons iron. There being on the docks at the Cape a large quantity of lumber, and in the grain house about 79,000 bushels of grain, received last fall after canal navigation closed. Mr. Collamer, the Superintendent has found it necessary to put on to the road two freight trains per day, from Cape Vincent to Rome, in order to keep the docks clear for the reception of the large amount of lumber and produce which will commence arriving as soon as canal navigation is fairly under way. The business of the season promises to be very large. The arrangements for canal transportation between this end of the line and New York are ample, the Rome and New York Line having contracted to employ some thirty boats in that business. We notice from the arrivals at the Cape since the 22d, published under our commercial head, the receipts of 5,000 barrels flour and 10,000 bushels corn, besides cattle, lumber, &c., &c.

GREAT WESTERN OF CANADA.—A meeting of the English shareholders in this undertaking was held at the London Tavern yesterday, Mr. S. Laing, M.P., in the chair. He stated that the railway had been opened in January last. The traffic during the first month of the opening had been equal to 5,000*l.* a week, and it was rapidly increasing. The experience of all American lines tended to show that in the autumn, which was the busy season, the traffic would be doubled if they had sufficient rolling stock to carry it. Under these circumstances, he believed there was a reasonable prospect that they would be able to earn in the first year from 8 to 10 per cent. on their capital. It would of course be necessary to increase their rolling stock, and to enlarge their stations, to which would require additional capital. If they could escape the errors of the policy of railway management adopted in England, they would be able to attain a sound 10 per cent dividend. The interests of the Grand Trunk Railway of Canada was identical with theirs, and if they could see their way to a union upon fair terms, they could then carry out gradually a well considered system of branch communication in connexion with the main lines. The directors were in favour of purchasing the Erie and Ontario line and the Niagara Docks, but the English shareholders would oppose it.

After some discussion, a series of resolutions were passed, approving the appointment of a committee of shareholders to represent English interests, and to discourage for the present any enlargement of the undertaking.—*Times.*

Augustus M Corbett, Esq., eldest son of the High Sheriff of the counties of F. L. & A., passed his final examination very creditably, at McGill College, Montreal, and has obtained his degree of M. D.

DROWNED.—A colored boy, named William Smith twelve or thirteen years of age, while in the art of crossing McGregor's creek, in Chatham on Wednesday, on the sawlogs which then covered its surface, slipped from them, and fell into the water, and was drowned. There were several persons eye-witnesses to this accident, but who from stupefaction or some other cause, rendered no assistance to rescue the boy from a watery grave. It is said, that if the least exertion had been made by those present, his life might have been saved. The body was soon after recovered; but all attempts to resuscitate life proved in vain—the vital spark had fled.

The river Thames is navigable to the length of 180 English miles, with a tidal rise to the extent of seventy miles. The Thames takes the largest merchantmen to the immediate vicinity of London Bridge; and as the tide is going out it takes them back, without the help of oars, sails, or steam tugs. Nature has made the Thames the grandest of all trading rivers, it gave it a larger share of the ocean tides than it ever bestowed on any other river in Europe.

Presentation of Colors to Captain Gaskin.

We are happy to correct an error in Saturday's Daily. The address delivered to Captain Gaskin was not spoken by Mr. David Shaw, but by the Hon. J. A. Macdonald, the Member for the City. The Whig Reporter, not being present at the time, occasioned the mistake. We regret this the more particularly, as the speech of the honorable gentleman was characterized by a more than usual display of eloquence and kind feeling.

The Launch Postponed.

The Launch of the Bark 'Cataraqui,' owing to the badness of the weather, was postponed on Saturday until a fine day, at half past 3 o'clock.

The Kingston Express Company.

The Advertisement of this new Company appears in to-day's 'British Whig.' This is the First Canadian Enterprize of the kind, and is not a small one for a commencement. The best men in Upper Canada are connected with the management of the affairs of the Company, and men of the best capacity are engaged as Employees. Going to work so ably the Company must prosper.

FROM SOUTHERN CALIFORNIA.—The latest intelligence from Walker's expedition was to the 13th of March, when he was still at San Vincent. His band was dwindling away by desertions, and those who remained were represented to be in a suffering condition, and dissatisfied with their lot. He had with him about seventy-five officers and men, and with this little band he intended to leave his camp on the 14th for the Colorado river, which he proposed to cross on rafts, and thence proceed to Altar, in Sonora.

Sloop Oregon run into—Effects of the Storm.

New York, April 28.

Sloop Oregon, of Middleton, while laying at pier in Williamsburgh, was run into by steam tug Leviathan and split her stern, she was towed into harbor.

A number of sloops off the Battery were driven ashore and on the rocks, but they were got off again without having sustained seridus injury. One ship is reported as having been struck by lightning.

A lighter while lying at pier near Patterson R. R. Depot, N. J. laden with iron, capsized, and one of the men on board was drowned.

In the city the effects of the storm were not less serious, causing great destruction of property.

The wind blew up very suddenly at five o'clock and increased to a tornado, tearing off roofs and destroying parts of new buildings without stint; a row of dwelling houses on the easterly side of 6th Avenue, between 37 and 38 streets, was badly damaged by the gale. The entire roofs of the houser were torn up. A roof in Ann street was completely stripped of its tin covering.

In consequence of the storm telegraphing was completely suspended, not a line in the city was able to work, and we are without the conclusion of our Congressional reports.

In Jersey city the new Custom House on the Cunard dock was unroofed.

The Federal Government of the United States have lately passed an act extending the privileges of warehousing goods in bond, to the inland ports; this alteration is a very important one to Canada, as it will have the effect of greatly extending the business of the towns on the United States side of the Lakes, with which we are commercially so closely connected.—Messrs. Smith, Perkins & Co., of Rochester, are already in the field, and are endeavoring to secure for themselves a share of the much coveted Canada business.

MOTHERLY ADMONITION.—An old lady, whose son was about to proceed to the Black Sea, among her parting admonitions, gave him strict injunctions not to bathe in the sea, for she did not want to see him come back a *nigger.—London Diogines.*

LOSS OF TWO LIVES.—Last week, a number of persons were hauling in a seine on the narrow beach that separates the two mile pond from the lake, near St. Catharine, when a storm suddenly arose, and an immense wave rolled in upon them and swept over the beach, carrying with it, into the pond on the other side, James Foster, an old pensioner, and Wm. Keith, son of Mr. Noble Keith, who were both drowned. The lake within a short distance of this scene of sudden commotion, being quite still at the time.

On the 19th inst., Mr. Samuel Heron, of Scarboro,—who was in the 70th year of his age—undertook to run a distance of *three miles in six minutes.* The starting point was near Shockleton's tavern. To the astonishment of those present, he accomplished the feat in five minutes and thirty seconds. Mr. Heron is a native of Suffolk, England, but has resided in Canada for about thirty years.

Judge Ross Wilkins of the United States District Court in Michigan, has decided that the Maine Law is unconstitutional, which decision will have the effect of preventing its being enforced in Michigan.

ECLIPSE.—On Friday, the 26th of May next, there will be another eclipse of the sun. It will continue about two hours and fifteen minutes, and obscure about eleven twelfths of the sun. This extraordinary eclipse will be similar to that of 1806.

On the 17th inst., a man named Milborne was killed in Dundas. He went into Kent's tavern in that town, and took a glass of liquor; a boy who acted as bar-keeper gave him, as he alleged a button instead of a copper, in the change he received. A dispute followed; as he was going out of the door, the boy pushed him, and he fell heavily on the side walk breaking his skull, from the effects of which he died on the following morning.

A SOLDIER STABBED AT TORONTO.—A very daring outrage was committed on Wednesday night, between the hours of eleven and twelve o'clock. From the informaton given at the Police office, it would appear that at the hour above mentioned, a soldier of the R. C. R. named Mathew Coyne, was returning to the barracks in company with a comrade, and that when passing on the other side of the "Rescue" tavern they met a man in company with a disreputable female, by the former of whom Coyne was attacked and stabbed in the left side with a knife. The wound was not fatal, and the injured man is recovering in the Hospital. Two persons are under arrest on suspicion that they can give information of the whereabouts of the culpable party. The police Magistrate has taken the matter in hand, and it is to be hoped that the assassin will shortly be made amenable to the law.

The Courts of Assize and *Nisi Prius*, the Hon. Mr. Justice Draper presiding, will be held in Chatham on Wednesday the 26th inst.

CUSTOM HOUSE REPORTS.

IMPORTS.

April 29th.

Brig Saxon, Toledo, 13,360 bushels indian corn, James Morton.

Steamer Ontario, Oswego, 2 boxes, 2 bundles hardware, J. Wyeatt; 15 bundles cane and chair seats, 1 bundle cloths, W. Maloy; 1 box medicine R. McDonald; 1 box, R. Conroy, 2 boxes, P. Robbins; one package, owners; 5 horses, 4 barrels fruit, J. Hilliard; 11 casks high wines, J. S. Smith and Co.

" John Counter, Cape Vincent, 2 boxes trees and and plants, owners.

EXPORTS.

April 29th.

Schooner Wave, Oswego, 104 bundles lath, 26,802 ft. sawed lumber.

Arrivals at Stenson's Hotel.

April 29th.—R. M. Boyd, Montreal; A. Campbell, Centreville; Thomas Empy and Lady, Clark's Mills; A. Hooper, Newburgh; F. Hooper, Clark's Mills; John Boyes' Amherst Island; Mr. Cumming, Demorestville; B. Gunsolus, Chatham, C. W.; J. Haycock, Camden; Thomas Greer, Newburgh; J. Worswick, Napanee; John Rees, Storington; T. Radcliffe, Napanee; J. S. Walker, Lambton; E. P. Boylan, Oswego; James O. Hanlon, Lobocough; Jown Wolfe, Storrington.

TO THE ELECTORS

Of the West Riding of the County of Northumberland.

GENTLEMEN:

A short time ago, I considered it a duty which I owed to the numerous Reformers of the different Townships forming this Riding, who had expressed their wish that I should come forward as a Candidate at the next Parliamentary Election, to acquaint you with my intention of complying with their request.

Since that period, a Convention has been held in Coburg, and Mr. Sidney Smith has been nominated, by it, as the Candidate on the Reform interest. Such being the case, it has been reported that, in consequence of this nomination, I have withdrawn from the contest.

The truth of this report I wish now distinctly to deny. I have always been, and I hope I shall ever be, desirous of paying the utmost respect to the wishes and opinions of the Electors of the Riding, whether expressed in Convention or otherwise; and in this particular instance,—as I have no selfish objects in view, and as I desire only to aid in securing a Candidate who will be cordially supported by the party—if I felt satisfied that the Delegates represented anything like a Majority of the Liberal party in the Riding, I should most cheerfully give way in favor of their Nominee. But my faith in Conventions is not very strong, and, from the specimens we had of them in 1851, when their really injurious effects upon the true interests of the County were but too apparent, I have been led to believe that they are unfavorably looked upon by a very large majority of the Constituency. I have, therefore, been so urgently requested to allow myself to be put in nomination, and so repeatedly assured by a large number of influential electors, in whose judgment I have every confidence, and for whose favorable opinion of me as a candidate I feel very grateful, that the responsibility of dividing the party will rest with Mr. Smith and his friends, and that I shall receive at the Polls the almost unanimous report of the Reformers, that I feel bound, in justice to my friends, to stand to my original declaration, and to state to you—as I now do—that I shall, until the close of the poll on the last day of the election, be ready to receive your votes.

I am, Gentlemen,
Your obliged servant,
WILLIAM WELLER.

Coburg, 25th April, 1854.

THE STEAMER

OTTAWA,

CAPT. PUTNAM.

Will leave the Commercial Wharf, foot of Princess Street, for Lachine and Intermediate Places, To-morrow, (Tuesday) Morning, the 2nd instant, at 6 o'clock.

Kingston, 1st May, 1854.

RECEIVED at the Stores of the Subscriber,

Per steamer Passport.

100 Bbls. Superfine Flour—York Mills

Per schooner Christiana,

11 Bbls. Superfine Flour—Grook's [Mills.

Per Steamer Arabian,

72 Bags Superfine Flour,

J. CARRUTHERS & CO.

Kingston, April 29, 1854. 101

RUSSELL, BROTHERS, HOTELS.

QUEBEC and TORONTO,

(Palace Street.) (Church Street.)

RUSSELL, BROTHERS, grateful for past favors, whereby they have been enabled to extend their business to the Ancient Capitals of both sections of the province respectfully inform their numerous friends, and particularly the travelling community, that they have made such arrangements for the coming season, as will entitle them to a continuance of the liberal patronage they have hitherto possessed. Their whole study will be to make their patrons feel—whether their stay be long or short—that their Establishments are the embodiment of luxurious comfort and a quiet home.

Both their TORONTO and QUEBEC Establishments are entirely furnished anew, repainted and papered, and refurnished and fitted with Carpets, and Floor Cloths throughout, imported direct to their own order from the Manufacturers.

Their LIQUORS, French, German and English Bonded WINES, and imported ALES and BEERS, &c., have been selected expressly for them by connoisseurs in the different articles in Europe.

They have also secured the services of *Chefs de Cuisine* from the United States, who stand unrivalled in their Art, and their entire staff of Assistants, Stewards, Waiters, &c., have been selected solely with regard to their abilities, attention and civilities.

PRIVATE SUITES of SUPERBLY FURNISHED APARTMENTS may be always secured by timely application.

May, 1854. 101

RECEIVED in Store by the Subscriber, per Steamer "ARABIAN," Toronto:

8 Cases Mustard,
20 Boxes Ground Coffee,
10 " " Pepper,
4 " " Cinnamon,
5 " " Cloves,
20 " 1 Ounce Ink,
10 " 4 " do.,
20 " Penney Cake Blacking,
25 " — Angel's White & Blue Starch,
Also from the Gananoque Factory,
100 Doz. Patent Pails.

THOS. HENDRY.

Kingston, April 29th, 1854. 101

TO LET,

THE East half of the premises in course of errection on Ontario Street, known as the McLeod property, to consist of Front and Back Stores with a large dwelling above, and the privilege of the Wharf for receiving and shipping goods. The premises are admirably situated for carrying on a large wholesale business. A lease will be given and the premises fitted to suit the tenant.

THOS. HENDRY.

Kingston, April 18th, 1854. 92

British and North American EXPRESS COMPANY.

Capital $200,000.

WILLIAM FORD, Jr., President,
T. W. ROBISON, Sec'y and Treasurer.

DIRECTORS.

JOHN R. FORSYTH, Kingston,
WILLIAM FORD, Jr., Kingston,
THOS. W. ROBISON, Kingston,
DAVID ROBLIN, Napanee,
HAMILTON SPENCER, Elmira,
WM. F. MEUDELL, Toronto,
THOS. G. RIDOUT, Toronto,
V. H. TISDALE, Hamilton,
WM. MATTHIE, Brockville,
JAMES ROSS, Belleville.

JOHN C. CLARK, Superintendent.
E. W. PALMER, General Manager.

Office of the Company, Kingston, Canada West.

PRINCIPAL OFFICES.

London, Liverpool, Edinburgh, Glasgow, Dublin, Boston, Mass., Portland, Me., Quebec, Montreal, Bytown, Brockville, Kingston, Belleville, Coburg, Port Hope, Toronto, Hamilton, London, C. W.

Connecting with Express Companies for all parts of the United States, California, Australia, &c.

THE British and North American Express Company has been organized for the purpose of facilitating the transit of Money, valuable and other parcels, and Merchandize of every description, between all the principal Cities, Towns and Villages in British North America, Great Britain and Ireland, and the United States.

The accountability of the present Company may be judged of by the known responsibility of its President and Directors, and the public may rest assured that no efforts will be wanting on its part to give the utmost satisfaction in the transaction of any business that may be entrusted to it.

The great trouble and expense hitherto experienced in the forwarding of parcels and light packages to and from Great Britain and this country, will in a great measure be obviated by this Company, as they purpose establishing Agencies in the principal cities of England, Ireland and Scotland, and also of availing themselves of the direct communication afforded by the Canadian Line of Ocean Steamers, by which time, and to a great extent, the exorbitant commission and customs charges incurred at the ports of New York and Boston, as well as the high rates of freight exacted by United States Express Companies, will be saved.

Besides the *Money* and *Parcel* branch of the Express business, this Company will be prepared to contract with merchants and others, for the delivery of Goods and Merchandize of every description, both in the Canadas and United States, by fast freight lines. Also, to receive consignments of Goods from any part of the world, pass them through the Customs and forward them to their destination with the utmost despatch. All such consignments must be accompanied by invoices for entry when coming to Quebec or Montreal, and by Consular certificates when shipped in winter *via* Portland or Boston.

Having contracted with the Grand Trunk Railroad Company for the exclusive privilege of the Express portion of their business, and arranged with the Proprietors of the River and Lake lines of Mail Steamers, for the conveyance of their Messengers and Freight, the BRITISH AND NORTH AMERICAN EXPRESS COMPANY respectfully announce that on the opening of navigation, they will commence running a Daily Express between Quebec, Montreal, Kingston, Toronto, Hamilton, and intermediate places; also, between Boston, *via* Portland and Montreal. A Messenger will accompany all Goods, Bank Notes, Specie, Collections, &c., which may be committed to them, and each Steamboat and Train on which they ride, will be provided with suitable iron safes in which to deposit valuables.

To ensure the speedy delivery of Goods shipped to or from ports in Britain, they must be *distinctly marked* "Care of the British and North American Express Co.," as the Company will have agents at all the Canadian and British Ports to receive and forward the same.

By these safe and expeditious means of transit and moderate charges, the Company expects a large share of public patronage.

JOHN C. CLARK,
Superintendent.
E. W. PALMER,
General Manager.

Kingston, April 28th, 1854. 101

AUCTION SALE,

Of Fruit & Ornamental Trees, Bulbs, and Flowering Roots, &c., &c.

THE above articles advertised for sale *THIS DAY*, have been disposed of in one Lot by private sale; but the owner, Mr. Lovekins, finding that domestic productions are appreciated, has decided on bringing a FRESH LOT, to be sold without any reserve, on *SATURDAY* the 6th day of May.

☞ *Sale at 10 o'clock, in front of Mr. Palmer's Drug Store, Market Square.*

JACKSON, Auctioneer.

Kingston, 29th April, 1854. 100

NOTICE.

I HEREBY inform the Public that the Property advertised by the Proprietor, and belonging to the Subscriber, was sold in the year 1822 by the Executors of the Estate of Charles Stuart, Senior, to Joseph Murdock, and subsequently by Joseph Murdock to George Okill Stuart, by whom it was mortgaged in the year 1846 in security for Debt due to the late Sir James Stuart, and which Mortgage was released by payment of the Debt to Sir Charles J. Stuart, Heir-at-Law to the late Sir James Stuart, and a re-lease given by him to the Subscriber, and recorded in the Registry Office the 18th day February, 1854.

GEORGE OKILL STUART.

Kingston, April 29th, 1854. 100

PLASTER, PLASTER, PLASTER.

100 BBLS. PLASTER for sale by the Subscriber, opposite the Commercial Bank, Princess Street.

T. PORTER.

Kingston, April 18 1854. 91

NOTICE.

Cataraqui Cemetry Company.

A SEVENTH Instalment is hereby required to be paid in, at the Office of the Company, on or before the 10th Instant.

GRANVILLE MOYLE,
Secy. & Treasurer.

Kingston, May 1st, 1854. 101

IMPORTANT CAUTION TO THE DEAF.

DR. HARTLEY, Aurist, 51 Sansom Street, Philadelphia, the only institution in America exclusively and successfully devoted to the treatment of ear diseases, and the only acknowledged aurist in the United States, generously offers to attend all persons suffering from affections of the ear without charge until cured, thereby proving his success unequalled, and protecting the deaf from being swindled by paying self styled aurists exorbitant fees in advance, and the infliction of yet more serious evil, by permitting the application of dangerous remedies by inexperienced and unskillful hands. Dr. H. may here state that he has no connection whatever with any persons advertising to cure deafness. Neither has he given permission for the publication of a "certificate," purporting to emanate from him, and cannot, therefore, be responsible for any alarming consequences resulting from rashness and desperation. The loss of money may not be material to some persons, but the deprivation of one of the most important of the senses, ought to be regarded and treated with more than ordinary solicitude.

April 27th, 1854. 100

City of Kingston
GAS LIGHT COMPANY.

NOTICE is hereby given that the 3d Instalment on the new Stock issued by the CITY OF KINGSTON GAS LIGHT COMPANY will be due and payable at their office on the 1st day of MAY next.

JOHN KERR
Manager.

Kingston, April 27th, 1854. 100

WILTON'S

Saddle, Harness & Trunk Manufactory

NEXT DOOR TO MR. WM. MARTIN'S

Grocery Store, Princess Street, Kingston.

THE SUBSCRIBER most respectfully begs leave to return thanks to his friends and customers, for their liberal support extended to him since in business in this city. Would also intimate, that he has just received in addition to his usual Stock, a large and general assortment of English and plain Ladies' and Gentlemen's Saddles, Race Saddles, Velises, Summer clothing, Fly Nets, &c., with an excellent assortment of Whips, Grooming, and all other articles in the business. Double and single Harness, Silver, Brass, and Black Mounted, all of which will be found to merit attention, and will be sold cheap for cash or approved paper.

Two experienced JOURNEYMEN wanted.

JOHN WILTON.

Kingston, April 29th, 1854. 100

HOUSE TO LET,

NEAR the RACE COURSE, with Garden, Coach House, Stable &c. attached.—Possession given on the first of June next. For Terms apply to

JOHN NORTON,
Artillery Barrack Gate.

Kingston, April 29th, 1854. 100

Board and Lodgings Wanted,

BY two young gentlemen, in a convenient part of the City (Princess Street would be preferred.) Apply at this Office, by letter, stating terms, addressed B. C.

Kingston, 27th April, 1854.

LAKE ONTARIO.

1854

STEAMBOAT NOTICE.—DAILY LINE STEAMERS, (Sunday excepted) to Sucketts Harbor, Oswego, Rochester, Lewiston, Hamilton, Toronto, Kingston, Ogdensburgh and Montreal.

The American Line of Steamers have commenced their Regular Trips for the Season, between Ogdensburgh and Lewiston, touching at the intermediate Ports, and is composed of the following Boats:—

NEW YORK, Capt. Chapman.
ONTARIO, Capt. Throop.
BAY STATE Capt. Lodyard.
CATARACT, Capt. Estus.

One of the above Boats will leave Kingston every Morning at 8 o'clock, for Sackets Harbor, Oswego, Rochester and Lewiston; and every Afternoon at 2 o'clock for French Creek, Brockville and Ogdensburgh.

Kingston, April 28 1854.

MESSRS. STOVEL & BAINES,
TAILORS &c.,

BEG to inform their Customers and the Public, that they have just received the first part of their

SPRING AND SUMMER GOODS.

Their Stock consists of every fashionable material suitable for Gentlemen's Clothing, the whole of which has been selected by their Mr. Stovel.

Gentlemen visiting S. & B's Establishment, may depend upon finding such Styles as cannot be equalled by any House in the Province.

8, Bay Street, Toronto, and
158, New Bond Street, London, England.

Toronto, April 24, 1854.

COBURG & PETERBORO RAILROAD.

WANTED on the C & P. R. R. Five Hundred Labourers and Two Hundred good hands for track laying, to whom the following wages will be paid. Laborers per day, five shillings Cy. Track Layers from five to ten shillings per day.

Any men coming by any of the Lake Ontario Steamers will have their Passage money returned providing they remain on the works one month and produce a certificate from the Captain.

JOHN FOWLER,
Contractor.

Coburg, April 20th, 1854.

For Sale by the Subscriber.

100 Barrels Plaster,
100 " Water Lime,
100 Bags Liverpool Salt,

HUGH SCOTT,
Princess Street.

Kingston, April 22nd, 1854.

James Tweddell

HAVING REMOVED his HAT and FUR ESTABLISHMENT from his old premise to the NEW HOUSE AND SHOP, Princess Street, adjoining STENSON'S COMMERCIAL HOTEL, has just opened a new and well selected stock at the above Stand, which will be found equal to any in the City. His Friends and Customers, to whom he tenders his sincere thanks for past favors, at the same time soliciting a continuance of support, will perceive the well-known

*INDIAN CHIEF