THE DAILY BRITISH WHIG,
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The Daily British Whig.

"Optimi per Orbem Dicor."

WEDNESDAY MORNING, MAY 3, 1854.

Further by the Pacific.

The news is still altogether indefinite. Napier's fleet of 37 sail, left their anchorage at Kings, and put to sea, eastward, supposed to attack the Russian Squadron. The frigate Tribune has rejoined Napier.

Admiral Duchesne has sailed with the French squadron to join the allied fleet at Varna. Since then no account, excepting rumor that they were preparing to attack Odessa. From the Danube the tenor of the news is that no engagement of importance had taken place, but sanguinary skirmishes were of frequent occurrence.

Mustapha Pasha has his main force 50,000 strong at Karis, and likewise holds Karasecha and Kasimchi, south of Trajan's wall.

The Russians maintained themselves in Doubrouscha. Omar Pascha would not hazard an attack until he had the allies in his rear.

There is a great absence of authentic information some days past. Austria, it is said, is marching into Servia; supposed to be true, but not confirmed.

The expulsion of Greeks from Turkish territory is being enjoined.

The Greek insurrection is feeble, but still exists.

Dates from Asia, March 6. No operations at Erzeroum, owing to unfavourable weather.

The Commander-in-chief of the Turkish Asiatic troops had arrived. The Russians were concentrating at Gumiro.

The Circassians gained a victory over the Russians, compelling them to evacuate several forts, and return to their ships. Some of the garrisons were cut to pieces.

English Parliament not in session.

Great Britain demands that Spain shall refuse admittance of foreign privateers into Spanish ports.

Breadstuffs are to be admitted free into Sweden until the 2nd.

Daily negotiations continue between Austria and Prussia. Prussian ministers recalled from London for personal not political reasons.

The Austrian Consul General at Alexandria notified the Russian subjects that his protectorate over them would cease on April 20, when they must leave Egypt.

Late Items.

The Duke of Cambridge and Lord Raglan had arrived in Paris on route for the East. The Emperor Nepoleon gave a grand review in honor of their presence, in the Champ de Mars on the 13th instant. The affair is reported as a magnificent military display, and one which made the English spectators proud of having such fine troops no longer their enemies but their allies.—We find the following in a description given of the review in an English paper:—"At half-past twelve o'clock the Empress issued from the gates of the Tuileries in an open carriage, preceeded by out-riders, accompanied by the ladies of the Court, and followed by another open carriage, with the officers of her household, proceeded to the grand stand in the Champ de Mars, where she and her attendants took their places.—At one o'clock the Emperor made his appearance at the bridge of Jena. He had on his right hand the Duke of Cambridge, and on the left Lord Raglan, followed by a numerous staff, composed of English and French officers, all in full dress. As they made their apperance on the Champ de Mars the drums beat to arms, and the band struck up "God save the Queen," and "Partant pour la Syrie," which were alternately played; and cries of "*Vive l' Empereur!*" and "*Vive les Anglais!*" were heard."

THE PRINCE ALBERT CASE.—In the British House of Lords on the 5th of April, Lord Campbell introduced a bill to prevent any unauthorized negotiations or intercourse, touching public affairs, between the subjects of her Majesty and persons of State. He said the object was to enforce the law of nations, by which it was provided that any intercourse between individual nations, respecting public affairs, should only be conducted by the governments of those countries, or their ambassadors or ministers duly authorized, and responsible for the advice they might give.

A surgeon stationed with the Russian army in Wallachia states that the left wing of the Russian army numbers 84,000 men; and the same authority tells us that preparations for feeding and doctoring the military are upon a most unprecedented scale.—The baking of biscuits and slaughtering of cattle was proceeded with incessantly.—Accounts from St. Petersburgh represent the Czar as careworn and haggard in apperance.

An Englishman gives an account of Talfourd's successor, in the N. Y. Tribune.—The puisne judges in Britain get $25,000 a year, and are pensioned off at $17,500.—Lord Campbell held a ministerial office, and when his party was about to leave he accepted the place of Irish Lord Chancellor; turned out the real chancellor upon a $20,000 pension; sat 13 hours; resigned, took another $20,000 pension, with a peerage; and a third Irish chancellor succeeded! How can men who thus pillage society at home benefit any colony!

PORT HOPE AND LINDSAY RAILWAY.—We are greatly gratified to observe the increased activity and energy with which the work on this line has been prosecuted, since the dominion of king frost was subverted.—The garding is now going on in the immediate vicinity of the harbour in this town, and we learn that it is intended to commence laying the rails from the limit of the new harbour northwards, in a very short time, to enable the contractors more conveniently to transport stone, iron, ballasting, and other materials along the line.

RIOTOUS DISTURBANCES.—The Montreal Gazette says The effect of the recent current of judical decisions and the immunity afforded to crimes of violence, when political or religious prejudices furnish the motive for them, all these things are bearing their fruits. On Tuesday evening some evil-disposed persons attacked Dr. Taylor's Church, Chenneville street, and broke some 20 or 30 panes of glass.

BELFAST.—DEPOT OF THE 51TH (WEST NORFOLK).—A draft, consisting of one captain, one subaltern, two sergeants, and ninety rank and file of this depot, has been ordered to rejoin the service companies at Kingston, Canada.

MEETING OF THE ENGLISH SHAREHOLDERS IN THE GREAT WESTERN RAILWAY.

The arrival of the English steamer has put us in possession of the proceedings of the meeting of the Shareholders in England, which took place in London on the 5th last. On the arrival of the mail in town, our neighbor the *Spectator* lost not a moment in issuing a supplement announcing that the meeting had refused to ratify the contract of a majority of the Canadian Directors for the purchase of the Erie and Ontario Road. On the main matter in the London proceedings—the startling proposition to amalgamate the Great Western Railway with the Grand Trunk—the *Spectator* says not a word, probably because Sir Allan Macnab has not made up his mind what course to pursue on this, to him, most awkward matter. With regard to the Erie and Ontario purchase, the *Spectator* states what is not correct. The subject was postponed on account of Mr. Baker, the Secretary, not having arrived in England, and all that has been done is the appointment of a Committee to investigate the subject in preparation for another meeting of the English shareholders, at which they will probably decide in favor of the purchase. Even if a decision were otherwise, the Directors would have the same reason to feel that they have done their duty to the road of which they are the Trustees, in getting it the option of the Erie and Ontario Extension, which is all, as we have before explained, that the Directors have done or have the power to do. Mr. H. B. Willson appeared for the Corporation of Hamilton.

STRENGTH OF SEBASTOPOL.

The New York *Courrier des Etats Unis* of Saturday the 22nd, contains the following letter dated Sebastopol, March 20:

"Our place, as it is almost impregnable, is now being fortified on the land side in a most formidable manner. On the sea-board, a hostile fleet could not assail Sebastopol.—For it is necessary first to silence and capture all the forts which are numerous, bomb-proof, and provided with cannon of very large calibre.

These works are elevated and command the sea by their cross-fire to so great a distance, that the enemy would not be able to approach the port so as to open his fire against the fortifications. Sebastopol has then nothing to fear from that side, but much from the side of the land. For a long time past the authorities have labored night and day with the greatest assiduity to render the town well protected on that side also, and to form it into an entrenched camp for 30,000 men; of whom the largest portion has already arrived here."

ANOTHER RAILROAD WAR.

We copy from the Ogdensburgh Daily Dispatch an account of a warfare on Lake Champlain in relation to a steamboat intended to run in connection with the railroad, the construction of which has been commenced, from Plattsburgh to Montreal. Quite a controversy, attended with ill-feeling, between the friends of the Montreal and Rouse's Point Railroad (now finished and in operation,) and those of a railroad between Montreal and Plattsburg by way of Mooer's. The Plattsburgh end of the road had made considerable progress, when the company owning the Montreal end sold out to the Montreal and Rouse's Point line, leaving Plattsburgh to take care of herself. We suppose this steamboat figlit has grown out of the controversy.

Outrage upon the Steamer Saltus!—Sinking of two other Steamers.

Potsdam, April 26.

The steamer Saltus, belonging to Mr. Vilas, of Plattsburgh, which was expected to run this Summer in conjunction with the Rutland and Plattsburgh and Mooer's Railroad, has been wintering in Shelburn Bay at the shipyard. Last Saturday, as she was ready to sail, it was found that part of her machinery had been stolen, so that she could not be moved. Mr. Vilas was unable to procure any steamer to tow her out.

During the night of Saturday or Sunday the old steamers Burlington and Whitehall, were hauled out, placed one across the stern, the other on the outward side of the Saltus, and both sunk there.

It is impossible to move the Saltus. The Plattsburgh people are much exasperated, and serious consequences are anticipated if the authors of the outrage can be laid hold of. They are believed to be well known.

This is upon the authority of a lawyer from Keesville.

Rouse's Point, April 26.

We are informed by a man from Plattsburgh, that H. R. Campbell had been arrested, and he was now in charge of the Sheriff, who wanted $70,000 bail. Considerable disturbance was manifested, but no one killed, and Campbell was pelted with eggs and other missiles.

When the Saranac landed on Monday at Plattsburgh, there were about four hundred who rushed on board her, some crying "sink her," and others "put her fires out," &c. They lashed her wheels and fastened her to the dock. Her Captain, J. C. Babbit, was arrested, but gave bail, and then took his boat and returned to Burlington.—As the boat neared the dock no extraordinary gathering was manifested, but as she came alongside, the men, to about the number mentioned above, ran down and came on board in a body, armed with pitchforks, crowbars and other weapons.

On Sunday the Plattsburgh folks took a small boat and went over to Burlington harbor after the Saltus, got her hitched on and started, when the Saranac ran between them and cut the line, and the Saltus was drawn back. On that night the old boats, Burlington and Whitehall, were sunk around her so that 30 men cannot get her out in three months.

Captain Babbit, of the Saranac, has been arrested, but found bail. H. R. Campbell was also arrested.

Destructive Fire in New York.

New York, April 30

A destructive fire occurred in Pearl street on Saturday night last. Numbers 178 and 190, occupied by several parties, were destroyed; loss $25,000. A fireman had his arm broke.

The residence of Nathan Wolfe, of Louisville, one of the counsel in the Ward case, was rotten egged on Friday night. An indignation meeting of the people, to express their indignation of the course of Mr. W., was called for last night.

Effects of the Storm.

Albany, May, 1.

The lumber docks here has been swept of piles of lumber, and small buildings have been carried off.

A grocery store in the lumber district, was carried off bodily.

But one boat was cleared on the canal, the C. W. Bently.

The Weigh Lock is flooded to such an extent that it is impossible to weigh any boats.

The water is at present receeding slowly.

Railroad connection is entirely interrupted with New York.

Buffalo, May 1.

Twenty-five canal boats loaded and cleared for the East to-day. Weather clear and fine—quite a contrast to what we had for three or four days.

Syracuse, May 1.

The rain coptinued all day yesterday.—Onondaga Creek is swollen, and the low lands are covered. Much wood and some out houses have been floated off.

The weather is cloudy: South wind blowing.

Rochester, May 1.

Owing to the storm which prevailed here, as everywhere, work on the canal has been so retarded that the water will not be let, in until morning.

The weather now is rather more pleasant.

LOSS OF A SCHOONER AND ITS CREW ON LAKE ONTARIO.—We alluded, a few days since, to the washing ashore of the body of a lad, near Pultneyville, and stated the suppositions in regard to the identity of the deceased lad and the cause of his death. We learn that he was the son of Michael Butler, of Oakville, C. W., who was owner of the schooner Ardelia, lost with the entire crew six in number, on Lake Ontario. The vessel sailed from Wellington, with a cargo of peas, and wrecked on her course. The time and cause of the catastrophe is not known. The following are the names of those on board: Chris. Boylan, captain, Wm. Carlisle, Robt. McMullen, Richard Dillon, Wm. Hilton and Thos. Butler. The father of the last named has recovered the remains of his son, and returned with them home. The vessel and cargo were not insured. Loss estimated at $4000.—*Rochester Democrat.*

Domestic Items.

FIRE.—In Ogdensburgh on Friday evening says the Sentinel the cry of fire was raised, from the burning of a small wooden building, below Johnson's Hotel on Ford Street. It was owned by Mr. Peter Noland and was entirely consumed. Insurance $200. At one time the residence of Mr. B. Paine was in eminent danger, but was saved by the exertions of the citizens.

THE ST. LAWRENCE OPEN.—The steamer Cleopatra has arrived at Quebec from Liverpool.

On Saturday night, tha Carouge ice was passing Quebec—a sure signal of the opening of the navigation. Steamers were expected to leave Montreal for the Upper Lakes to-day (Monday) and for Quebec the day after to-morrow

A Propeller built for James Morton, Esq., was launched from Mr. Ault's Shipyard on Saturday. She is named the "Willie Nickle," after the far famed Distiller of that name; she went off the ways in beautiful style, and sits in the water like a thing of life. Her burthen is about 200 tons and for model and finish cannot be surpassed. Mr. Morton has not yet determined her route, but from the resources of that gentleman's brain, there is no fear of her lacking employment. She will be commanded by Capt. Kettle, and if the kettle below gives plenty of steam, she will be a swift one.

On Monday sen'night, a meeting of the members of the Bar at Montreal was held to consider the conduct of the Bench towards Mr. Driscoll, at the late Criminal Term of the Court of Queen's Bench. The Hon. Wm. Badgley was in the chair. A string of Resolutions condemnatory of the conduct of the Judges was agreed to, after much discussion, and a good deal of opposition. The Quebec Bar have also adopted a similar line of action.

James Sykes, Esq., recently from England, and William Sykes, Esq., of the firm of Sykes, DeBergue & Co., contractors of the Brockville and Pembroke Railroad, arrived in Perth last Monday. They were accompanied by Robert Watson, Esq., one of the Directors of the said road, A. Morris, Esq., their Solicitor, and Mr. Dickson, Surveyor. We are given to understand that the exact position of the depot will be determined upon before they take their departure.

DISTRESSING CASUALTY.—On Wednesday as three soldiers belonging to the Royal Canadian Rifles, stationed at Fort Wellington, were at work under an embankment of earth in fron. of the Fort [near the depot of the B. and P. Railway,] a portion of earth suddenly gave way, burying one man beneath it, and somewhat injuring the other two.—When the poor man was extricated, he was found to be nearly dead and removed to the military hospital, and we regret to say, he expired in the course of a few hours. He has left a wife and two children to mourn their loss.—[Prescott Telegraph.

ACCIDENT ON THE GREAT WESTERN RAILWAY.—We learn that an accident occurred on the Great Western Railroad, on Wednesday evening, about two miles west of Niagara Falls. It appears a large portion of rock became detached from the bank of an excavation, and rolled on the track. The train from Detroit coming along shortly afterwards, ran against it and many of the cars were smashed to pieces. The Locomotive was also wrecked. None of the passengers were injured. They arrived at the Falls about midnight.

DROWNED AT QUEBEC.—On Friday, a lad named John Ryan, aged about 15, was accidentally drowned at Hallow Cove, having fallen through the ice upon which he had very imprudently ventured.

Three men employed as riggers at Point Levi, in attempting to cross the *pont*, on Saturday evening, were unfortunately drowned, the ice having given way beneath them. The names of the above persons are Thompson & Douglas, riggers, and O'Neil, shipsmith.

The New Brunswicker of the 21st says: Fuel is now extravagantly high in St. John. Hard wood is selling at £2 10s. per cord, and even higher prices have been demanded. Coals are worth £2 10s. per chaldron. For some nights past the city has been left in utter darkness, in consequence of the gas company being unable to furnish the necessary quantity of gas.

Lake Champlain is now open. The steamers America and Canada commenced their trips for the season on Monday.

A correspondent of the New York *Tribune*, writing from Walden, Orange county N. Y., on Monday last, says that a most distressing accident occurred about seven miles from that place on Saturday last. Two sons of Matshal Wilkins, a highly respectable farmer residing in the town of Hamptonburg, went to the Walkell to wash a waggon, and drove the horse into the stream. The horse getting into deep water and becoming entangled in the harness, the boys were frightened and jumped out of the waggon into the water; the oldest, eighteen years of age, went down immediately and did not rise. A third son who was at the house, hearing the cries of his little brother, ran to the water and with a noble devotion, attempted to save his life by plunging into the stream after him, but unfortunately the little fellow gripped him around the neck and both went down together in the arms of death. The boys were aged 11, 14, and 18.

DROWNED.—A colored boy, named William Smith twelve or thirteen years of age, while in the act 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.

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.

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 experienced 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.*

☞ We are informed by the agent of the Steamship Glasgow that the accident to that vessel in the Clyde, by striking against a sunken rock, is of such a nature as will detain her for repairs several weeks. The Directors have therefore resolved to abandon the voyage, and she will not leave Glasgow till her next date of sailing viz., 1st June.

Sheriff Corbett's Sons.

It is with much pleasure we announce that Mr. Sheriff Corbett's second son, Mr. William H. Corbett, passed his final examination for the Degree of M. D. at Macgill College on Saturday. His eldest son, Mr. Augustus Corbett, passed earlier in the same week. The degrees will be conferred at a convocation to be held on Thursday next, the 4th May.

THE SCIENTIFIC AMERICAN.

Munn. & Co., 128 Fulton Street, New York; E. W. Palmer, Kingston. $2:00 a year.

This excellent Mechanics' companion and assistant still continues to be received regularly every week, and the publishers have fully borne out in the present volume, so far as it has gone, the many promises and improvements spoken of and guaranteed to subscribers towards the close of the previous one. The mechanical illustrations, and the clear and concise explanations which accompany them, must be worth much more to the intelligent mechanic in a few months than ten times the amount of the small subscription price of the paper. Subscriptions will be taken at Mr. Palmer's City Book Store, who is agent for, the paper. The circulation of the Scientific American is on the increase in this city, but not to that extent to which its excellence entitles it.

No Politics in Business.

The 'Napanee Standard' takes the 'News' to task for omitting the names of the leading Reformers in that village, while giving an account of its progress in business matters. Among other things, the 'Standard' thus speaks:—

"And in so doing is guilty of the greatest partiality and displays very bad taste indeed in mentioning the names of what he calls the principal Merchants and Millers of Napanee. He has not even mentioned the name of our most spirited townsman, Mr. Eli Clark, who employs more men and sets more money in circulation than all the merchants he has named put together. He has omitted the name of Mr. George Wilson who is doing perhaps the largest mercantile business in Napanee; he has also omitted the names of Stevenson & Ham, H. & D. Miller, and many others, all doing a good business."

HAY.—On Monday, $18 per ton for Hay was refused, and $50 paid. Fine times for farmers.

LETTERS AND TELEGRAPHS RECEIVED.

J. S. V., Chatham; J. O., Camden; V. B. P. two, and C. H. R., New York; P. M., Cape Vincent.

ARRIVALS AT STENSON'S HOTEL.

May 2nd.—S. Miller and Lady, Miss T. Brown, Northfield; Miss Holton, Miss Brooks, Newburgh; John G. Ham, Napanee; P. P. Hart, Newburgh, Mr. Coxworthy and Lady, Kingston; J. D. Ross, Watertown; John Stevenson, John Shibley, Napanee; W. Newlin, Sellin's Bay; W. Jackson, Sydenham; John Benson, Napanee; J. Parker, Clark's Mills; John Z. Charters, Napanee; John Templeton, Perth; John Rose, Sterrington; D. Sills, Napanee.

KINGSTON MARKET PRICES.

WEDNESDAY, May, 3d, 1854.

	£	s.	d.		£	s.	d.
Flour ℔ cwt	0	25	0	to	0	25	9½
Oatmeal ℔ bushel	0	3	6		0	3	9
Barley	0	0	0		0	0	0
Rye	0	0	0		0	0	0
Peas ℔ bushel	0	5	0		0	5	3
Potatoes do.	0	3	9		0	4	0
Turnips do.	0	0	0		0	2	6
Carrots and Beets do.	0	0	0		0	0	0
Onions do.	0	0	0		0	0	0
Butter ℔ lb	0	0	10		0	1	0
Beef ℔ cwt	0	30	0		0	35	0
Pork ℔ do.	0	0	0		0	0	0
Ham and Bacon ℔ lb	0	0	6		0	0	7
Mutton ℔ lb	0	0	4		0	0	7½
Veal ℔ lb	0	0	3		0	0	4
Cheese ℔ lb	0	0	8		0	0	10
Eggs ℔ doz.	0	0	8		0	0	10
Turkeys each	0	0	0		0	0	0
Geese each	0	0	0		0	0	0
Fowls ℔ pair	0	2	6		0	3	0
Ducks ℔ do.	0	0	0		0	0	0
Apples ℔ bushel	0	0	0		0	0	0
Fresh Salmon each	0	0	0		0	0	0
Codfish ℔ lb	0	0	0		0	0	0
Hay ℔ ton	7	10	0		10	0	0
Timothy seed ℔ bushel	0	0	0		0	0	0
Clover Seed per bushel	0	0	0		0	0	0
Potashes ℔ barrel	0	0	0		0	0	0
Wood ℔ cord	0	15	0		0	20	0

*** When an article is not quoted, none is coming to market.

DIED.

On Monday morning, the 1st May, Eliza Jane, wife of Mr. Edward Wilmot, Blacksmith, of this City, aged 24 years.

Friends and acquaintances, are respectfully requested to attend the Funeral, from the residence of Mrs. Boyd, Bay Street, opposite the old Methodist Chapel, to the place of Interment, Waterloo, This Day, (WEDNESDAY) at two o'clock, P. M.

LIST OF LETTERS remaining in the Post Office, Kingston, 1st May, 1854:—

Adams John	McDonald D. A.
Aylee C. M.	McLean Alexander
Barry Johanna	McGiemsie John
Beaty John	McLean Elizabeth
Bell Francis	McLeod Mrs. Alex.
Blood J.	McLauchlin Patrick
Boltie Wm. (2)	McMillan Charles A.
Brennan John	McNolty Michael
Brown John	McKee Mrs. W.
Coleman Bador	Mathews Benjamin
Callahan Charles	Maher Miss Mary
Canada George	Magner Daniel
Caurnane John	Maroon John
Clark, McKay,	Mongayr W. R.
Cook George	Millington Mrs. J.
Collins Mrs. Charles	Mitchell John
Cummings, J.	Mooney J. R.
Cromwell Mr.	Mulligan W.
Clarke J.	Myers William,
David Isaac	Nadly D. A.
Davidson Capt. W. C.	Norolin Thomas
Darroin Dill	O'Dare Mrs.
Dugall J.	O'Neal, Mrs. Elizabeth
Fox Milton	Patterson David
Gillies Donald	Pigeon Robert
Grigg John	Ramsey Miss Amelia
Gleeson Michael	Rebbel Capt. Charles
Gott Robert	Reynolds George B.
Guard Richard	Richardson Joseph
Harpell J. J.	Richardson George
Hale John A.	Robinson Joseph
Hammell Peter	Recroft Wm.
Harriss John	Sanseville Patrick
Holderness J. W.	Scott Levie,
James J. H.	Skinner John
Jenkins Matthew K.	Smith George (2)
Johnston Mrs Elizabeth	Stevens Isaac
Jones Mrs. Rachael	Stewart James
King John	Stowall Lorenze
King Mrs.	Scanlon Patrick
Kiunis Stephen	Wade Thomas
Lance John	Walker J.
Lait John	Walker John Thomas
Lovitt Francis	Wilson Mr.
Lyon Arthur	Whyte John [2]
McCadden Miss Jane	Wood Miss M. A.
McCaul Patrick	Wood & Sanderson
McCormick Wm.	

ROBT. DEACON, P. M.

PUTNAM'S

MONTHLY MAGAZINE for MAY just received and for sale at the City Book Store.

E. W. PALMER.

Kingston, 2nd May, 1854.

TO CONTRACTORS.

TENDERS will be received at the Office of the Secretary of the Kingston and Phillipsville Road Company, till the 20th inst., from persons willing to contract for the construction of Six Sections of Road from Kingston to Phillipsville, viz:

Three Sections from Cunningham's Corner, near Kingston Mills, towards Kingston; and Three Sections from Cunningham's Cornea, towards Birmingham's, being portions of the Kingston and Phillipsville Road. Plans and specifications, and all other necessary information, may be had at the office of the Engineer, City Buildings.

ROBT. L. INNES,
Engineer

May 2nd, 1854. 103

To Contractors.

TENDERS will be received at the Office of the Secretary of the Kingston and Perth Road Company, until the 20th instant, from persons willing to Contract for the construction of a Road from Kingston to Loborough Lake; also, from Perth, 12 Miles, towards the City of Kingston, being portions of the Kingston and Perth Road. Plans and specifications, and all other necessary information may be had at the office of the Engineer, City Buildings.

ROBERT L. INNES,
Engineer, K. & P. R.

May 2nd, 1854. 103

FARM SERVANT.

WANTED immediately, a Farm Servant. Apply at the Office of the British Whig.

Kingston, 2nd May, 1854. 103

RECEIVED at the Stores of the Subscriber's per Steamer "John Counter":
65 Boxes Tobacco
10 Casks Sperm Oil,
5 " Tanner's Oil,
24 Hhds Sugar, (Muscovado,)
7 Bbls Dutch Crushed do.

J. CARRUTHERS & Co.

Kingston, May 2nd, 1854. 103

TORONTO SOAP.

JUST received and for sale by the Subscriber,
25 Boxes Toronto Soap.

HUGH SCOTT.

Kingston, 2nd May, 1854. 102

ST. JOHN'S LODGE, No. 227.

A LODGE of Regular Communication of the above Lodge, will be held in the Lodge Room, on Thursday Evening, 4th May, at half-past 7 o'clock.

*** A Emergency Meeting This Evening, (Wednesday,) on Special Business, at half-past seven o'clock,

By order of the W. M.

P. BATES,
Secretary.

Kingston, May 3rd, 1854. 102

WANTED Immediately, at this Office, two active Boys, as Carriers.

Kingston, 2nd May, 1854. 3

GREAT SALE
OF
Freehold Property.

THE CROOKSHANK Estate,

Sale on THURSDAY, the 18th of May next.

1ST. Messrs. Wakefield & Conte have received instructions to offer for Sale by Public Auction, on Friday the 18th day of May next, at 12 *o'clock Noon, on the ground*, a great variety of Eligible Building Lots with Large Frontage, on different Streets upon the above Estate, in accordance with the Lithographed Plans which are being circulated.

2ND. The Terms will be £1 10s. down, and the balance at any time within Eight Years. Interest payable quarterly on the First Day of the months of January, April, July, and October.

3RD. The Lots will be put up separately, and sold without reserve, and the sale will be continued until the whole is disposed of, should the audience be sufficiently large to warrant it.

4TH. Five Lots with Cottages building thereon in the Village of Seaton, (South) and which are under Contract to be finished by the 1st day of July next, will also be Sold without reserve to the highest bidder, upon the same terms, but the purchasers will be required to Insure the premises as security to the Vendors.

5TH. The property only requires to be looked at to command the attention of Capitalists and others who are disposed to invest in Real Estate in Canada, and the attention of the Public is particularly called to this portion of the City as most eligible for Private Residences.

6TH.—Conditions of Sale—Abstract of Title—and Form of Conveyance and Mortgage Deed can be had at any time on application to JAMES M. STRACHAN, at his Office on York Street, and will be distributed on the day of Sale.

7TH. Cabs will attend at the corner of Yonge and King Streets to convey purchasers to the ground.

Toronto, May 1st, 1854. 102

AUCTION SALE
BY JACKSON.

ON MONDAY, the 8th May, inst., will be sold without reserve, if not previously disposed of by private sale, the schooner

TOM DICK,

As she now lies. Sale at 12 o'clock, noon, at the Tete du Pont, near the Toll House on the Bridge. Terms at sale.

JACKSON,
Auctioneer.

Kingston, 1st May, 1854. 102

1854. 1854.

NEW YORK AND BOSTON
TRANSPORTATION LINE.

THE Ogdensburgh Railroad Company are now prepared to forward Produce and Goods to and from New York, Boston and Kingston, with increased facilities and quick despatch. The Northern Railroad Line, composed of the first class Passage and Freight Steamers

MAY FLOWER, Capt. A. Macdonald,
BOSTON, " A. Sinclair,

Will make semi-weekly trips between Hamilton, Toronto and Intermediate Ports to Ogdensburgh, (leaving Kingston, upwards, every Tuesday and Friday Mornings at 8 A. M., arriving at Toronto at 12 A. M. same evening. Downwards, every Wednesday and Saturday Mornings at 3½ A. M., arriving at Ogdensburgh in time for the Afternoon Train,) together with the British and American Mail Line, forming a daily connection to all Canadian Ports and Ogdensburgh.

Particular attention and despatch given to Merchandize and Bonded Goods.

For Freight, Passage and Consignments, apply to

STARK HILL & CO.,
Ogdensburgh.

AGENTS.—Otis Kimball, 108 Boston; J. L. Warner, 66 Courtland Street, New York; and Geo. H. Wyatt, Toronto and and Hamilton.

May, 1854. 120

STARK, HILL & Co.,
Debenture and General Canadian Forwarding and Commission Merchants,
Agents and Proprietors of Northern Railroad Line of Steamers from Ogdensburgh to all Canadian Ports on Lake Ontario,
OGDENSBURGH, N. Y.

*** ADVANCES made on Consignments to HILL, SEARS & Co., Boston, and ALFRED HILL & Co., London and Liverpool.

May, 1854. 102

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

City of Kingston.

Market Tolls.

SEALED TENDERS will be received at the City Clerk's Office, until Monday the 8th May inst., at 12 o'clock Noon from persons willing to LEASE the CHARGES, DUTIES, TOLLS, &c. of the Market, from the date of the acceptance of Tender, to the 1st Monday of May 1855. The Tenders to express in words at length the sum of money to be given for the Lease, and to be endorsed "Tender for Market Tolls." Two sufficient Sureties will be required for the due performance of the Lease, whose REAL signatures must be subjoined to each Tender.

No Tender will be received after 12 o'clock noon on the day specified for receiving them.

Further information made known on application at this office.

By order of the Common Council.

M. FLANAGAN,
City Clerk.

City Clerk's Office, City Hall,
May 1st, 1854.
City Papers to Copy.

FOR TORONTO AND HAMILTON.

THE STEAMER ARABIAN,
CAPT. COLCLEUGH,

Will leave the St. Lawrence Wharf THIS Afternoon, at 3 o'clock, for Toronto, Hamilton and intermediate Ports, weather permitting.

Kingston, May 2nd, 1854.

FOR OGDENSBURGH AND MONTREAL.

THE ROYAL MAIL STEAMER

LORD ELGIN,—CAPT. MILLOY,

Will leave the St. Lawrence Wharf for Gananoque, Prescott, Cornwall and Montreal, TOMORROW MORNING, at 6 o'clock.

Kingston, May 3rd, 1854. 101

FOR PICTON AND BELLEVILLE.

THE FAST SAILING STEAMER

BAY OF QUINTE,

CAPT. CARROLL,

WILL leave the St. Lawrence Wharf, for Bath, Picton, Belleville and the Head of the Bay, THIS DAY, at three o'clock P. M.

Kingston, May 3rd, 1854. 102

Portsmouth Ale.

THE Undersigned continues to manufacture the well-known Portsmouth Ale, from the best materials, free from drugs or adulteration. May be had at the Brewery, Portsmouth, or in cask or bottle, at A. Livingston's, corner of Princess and Bagot Streets.

JAMES FISHER.

Portsmouth Brewery,
1st May, 1854. 102

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.

FOR SALE.

THE HOUSE in Wellington Street, at present occ