THE DAILY BRITISH WHIG,
IS PUBLISHED EVERY MORNING BY
EDWARD JOHN BARKER, M. D.,
At Six Dollars a year, or FIVE DOLLARS, paid a advance, at the Office of the *British Whig*, Kingston.

THE WEEKLY BRITISH WHIG
IS PUBLISHED EVERY FRIDAY MORNING.

TERMS.—To City Subscribers, twelve shillings and six pence per annum, if paid in advance, or fifteen shillings if paid at the end of the year. To Country Subscribers, ten shillings per annum if paid in advance, or remitted by mail within three months after subscription, and twelve shillings and six pence if collected at the end of the year.

# The Daily British Whig.

"Opifer per Orbem Deos."

MONDAY MORNING, MAY 8, 1854.

## Letters and Telegraphs Received.

Mrs. H., Ellinburgh; R. C., Montreal, (2); S. M. P., New York, J. C., Belleville.

## Eastern Affairs—The War.

The official account of the crossing of the Danube is published in the Journal of St. Petersburg, in the form of a report to the Emperor, from General Prince Gortschakoff. The report states that the passage before Galatz was intructed to Aide-de-Camp General Luders, who had at his disposal 24½ battalions, 8 squadrons, 6 sotnias, and 64 pieces of artillery. Prince Gortschakoff gives the following as the total of the troops under his command:—14 battalions, 16 squadrons, 6 sotnias, and 44 pieces of artillery.

Below will be found a translation of an article from the *Invalide Russe*, the facts of which do not reflect credit upon the vigilance of the combined fleets. It appears that the Russians had formed on the Eastern coast of the Black Sea, between Gheleudjik and Gagri, a series of posts, for the purpose of preventing the abominable traffic in human beings carried on by the inhabitants of the caucasus with the Turks.

On the breaking out of the war these posts became insolated, and Prince Menchikoff received orders to destroy the posts and remove their garrisons, a task which he executed with success. A squadron, consisting of 12 vessels, of different descriptions, started on this expedition. 5000 troops; the stock of provisions belonging to the Government, the artificers, and the families of all employed, were conveyed without loss or difficulty to a place of safety, although an English and French steamer were fallen in with.

The London Times comments with great severity upon this affair. It holds the following language:—

It is time we should know whether we are or are not masters of the Black Sea, and whether the fine fleet we have sent thither is to leave the Russians an unlimited license to range at will over the waters which we so idly pretended to close against them.—The country will be required to be told what condition of weather that could be which rendered the Black Sea inaccessible to our fleets but offered no obstacle to the enterprise of Prince Menchikoff.

Are the English become such fresh-water sailors that they are forced to permit an enemy to snatch a prize from their grasp because they dare not trust themselves to the elements which he braves with impunity?—We have taken upon ourselves the blockade of the Black Sea, and the manner in which we appear to execute that duty is by lying snug in harbor ourselves, and vainly hoping that our antagonist will do the same.

It was not by such timid and sleepy proceedings as these that the reputation of the English navy was made, nor is it by these that it can be maintained. What avails our naval superiority if it be so slothfully and negligently put forth as to leave the seas open to our enemies, and enable them to act as if an overpowering naval force were not present?

Our fleet has been a witness of the disaster of Sinope, which, if it could not prevent, it might at any rate have avenged, and it now sees our enemies reinforced with the same impunity as that with which our friends were destroyed. Better to peril our ships in the storms of the Euxine than to keep them safe at such an inglorious price. If they are to avail nothing toward checking the operations of our enemies or protecting the weakness of our friends, it matters not greatly whether they are preserved to us or not.

Pursuing its censures the Times adds:—

If we turn from the sea to the land, it seems not unnatural to ask, what is being done with our cavalry? Are they really to go or are they to stay? If the army is to be kept waiting for them, why are they here? Why are their commanding officers still in London? We are comting too much upon Russian complaisance. Whether their movements be judicious or not, they are, at any rate, conducted with vigor and decision, and are the acts of men who thoroughly appreciate the value of time.

The moment the first relaxation of Winter made operations practicable they were in the field. Not a day was lost in crossing the Danube and putting matters to the arbitrament of a battle. But these enemies, so active and so intrepid, we oppose with generals not yet emancipated from the silken dallance of London drawing rooms and Parisian saloons, with infantry whom we have kept for a month eating oranges on the rock of Malta, while idle transports stood ready for their conveyance, and with cavalry, three troops only of whom are yet embarked.

We shall probably be informed that it is great presumption in the press to remark on matters of so purely a professional nature, but we appeal from such conventional answers to the common sense of our readers, and ask, without fear of contradiction, whether there be any one who either thinks that our army is not very greatly needed in the East, or that it has been despatched with the vigor and celerity which the resources of the country permit and the situation of our affairs demands.

The speed with which our men were sent to Malta showed what could be done with the means at our disposal, and the delay which has since supervened how easily those means could be wasted and misapplied. The public can only attribute such mortifying and unexpected remissness at the very moment when events call most loudly for despatch, to the evils of the system of divided authority—that multiplication of departments and fritering away of responsibility which attaches so conspicuously to our administration of war.

War has hitherto been the saturnalia of Government, responsibility has been relaxed, and the public eye, intent on the more prominent actors in the game, has had little attention to spare for those not less potent agencies that are placed behind the scenes. But this will not be so now. The mechanism of government is better understood, the difficulties to be surmounted and the means of surmounting them are thoroughly appreciated, and, in proportion as the resources of war are greater, the responsibility of those who put them in motion will be greater also.

We are just launched on the contest, but already we have seen ourselves twice baffled without striking a blow, and our fleet and army loitering in compulsory idleness, while the game in which they should bear a part is played out by other hands.

Speaking of volunteers to fight the Russians, the Constantinople correspondent of the *Times* says:

"The arrival of a fresh batch of young men on the wild-goose chase of honor and promotion in the Turkish ranks shows the continuance of a delusion which cannot be too soon dispelled. It should be well understood among the enthusiastic and enterprising, that there is no field open to them without knowledge of the country and language as well as considerable military reputation. When men like Sladen and Guyon are debarred by the inveterate jealousy of Mahomedanism from all real authority, is it likely that a person wholly unknown, without skill or experience, will be entrusted with any military office worth accepting? The Turk is a proud man in his way. He is jealous of Christians in general, and of none more so than his new allies. Besides this, he sees adventures of all kinds flocking to the capital to make a harvest under pretence of devotion to his cause, and he confounds the sincere and the unprincipled in the same secret aversion. Although the ambitious Englishman may visit the Seraskier, armed with the formal recommendations of the British Foreign-office, and dressed out in the most brilliant uniform to which he has or imagines he has, a right, yet the result is disappointment and disgust, and his sympathy for the Turkish cause and the integrity of the Ottoman Empire is vastly weakened by that short interview."

From the Danube we hear that the Russians were intrenching themselves at Hirsova. Omar Pasha had issued orders to the troops occupying the second or Balkan line of defence to begin their march toward the Danube on the 10th, and it is supposed therefore that some positive assurances relative to the arrival of the allies must have reached him.

Letters from Stockholm of the 6th confirm the statement that the Russians had dismantled all the fortifications on the islands of Aland, and had retired with guns and stores to the mainland. The Czar had further ordered that all pilots and men capable of bearing arms, should remove from the islands to the mainland of Finland, and also to remove or burn all ships and boats. This system of defence is to be pursued all along the shores of the Baltic and of the Black Sea.

The Grand Duke Constantine has assumed the command of the Russian fleet.

The *Oest Deutsche Post* of 19th learns from the seat of war that the tete-du-pont Chernavado has been taken by storm.—Eight thousand Russians attempted to storm Bassova, but were repulsed. On April 2d the attack was renewed. Seven thousand five hundred men had been landed to reinforce Varna. The *Constadt Statellite* of the 4th announces the passage of the Danube at Simnitza by the Turks, of March the 27.

The expulsion of all the Greeks from Constantinople is confirmed. The chief reason for their expulsion is that, in the case of an *emeute* at Constantinople, 25,000 enemies, well acquainted with every nook and corner of the city, would prove dangerous. Exceptions are made for such Greeks as can find two sureties for their good behaviour. It is, however, ruinous to many poor families, who suffer with the rest. This is one of the worst evils of war, that the innocent often suffer with the guilty. Most of these expelled Greeks will join the insurgents in Epirus. Without an offical decree, Constantinople may be said to be in a state of siege. No one is allowed to be out after 11 o'clock at night, and murders are constantly committed.

As regards the position of the two great German Powers, I have little to add to what I have already said on this subject. Their position is still equivocal and unchanged, except that Austria evinces a greater inclination to side openly with the Western Powers. This inclination is manifest in the articles which appeared last week in the official and semi-official articles of the Vienna journals. The King of Prussia, on the other hand, becomes more obstinate daily.—The treaty between the two States, offensive and defensive, has not yet been signed, as Prussia will not come to terms. Chevalier Bunsen has not yet left London, but it is clear that his advocacy of an alliance with France and England has displeased his royal master.

## Domestic Items.

LOSS OF THE SCHOONER ARDELIA, AND ALL HANDS.—The entire loss of this vessel and all hands is now beyond doubt, and none of her crew remains to tell the cause of the melancholy catastrophe. Her owner, Mr. Butler, received intelligence on Saturday, that the body of his son had been found on the shore, near Poltneyville, west of Oswego. He returned to his afflicted family with the body, on Monday, and the funeral took place last evening.

A mystery appears to hang over the loss of the vessel, which requires investigation. The body of the son of Mr. Butler was found close by a part of the cabin; it shows marks of having chafed by holding on to something in the water, leaving no doubt that he went on shore on the part of the cabin found near him. From the account that was published, it appears that the crew of the Daniel Williams saw the Ardelia, go down—got near her—saw the blankets and other articles floating on the water, and two men holding on to the yard or topmast; threw a line to one of the men and hooked the other by the back of the vest with a boat-hook; yet they rescued none—saved nothing from the wreck; and yet, it is now proved that young Butler must have been near them on a part of the cabin, which was built on deck, and on the vessel going down, would naturally separate from her and float off. We do hope that the crew of the Daniel Williams will, for the sake of humanity, be able to account for their apparent want of energy to save life, and that a most searching investigation will be made into all the facts of the case. The crew consisted of Christopher Boylan, captain, unmarried; Wm. Curlen, mate, married; Robert McMullin, Richard Dillon, Wm. Silton, seamen, unmarried; and Thomas Butler, son of the owner, aged 16 years.—[Oakville Sentinel.

We (Leader) learn from the annual report of the Hamilton Board of Trade that that body in connection with the Great Western Railroad Company, has resolved to petition the Government to relieve the city of Hamilton from the tax levied on the Burlington Canal. The work was constructed solely for the benefit of that trade, which the tax is said to injure.—Perhaps the rates are too heavy; but why should the Province be called upon to pay interest on a work constructed solely for the convenience of a particular city? It appears that the Great Western Railroad Company propose to offer the Government a site for a new Custom House in Hamilton. The Committee of the Board has also urged on the Government the appointment of a travelling sub collector of Customs to visit the several custom houses in the Province periodically "for promoting uniformity in the practice of the customs, and for general supervision and examination."

OPENING OF THE NAVIGATION ON THE UPPER OTTAWA.—The ice on the River and Lakes above Aylmer and the Cafs has disappeared, and the iron steamers Emerald and Oregon will make their trial trips to day. These excellent and comfortable boats have been put in first rate order, and are now ready for their season's labor. The Emerald will be be commanded by Capt. W. Findlay and the Oregon by Capt. M. Hilliard, both gentlemen too long and favorably known to the travelling community of the Ottawa to need any further commendation from us. It gives us much pleasure to state that above Pembrooke and on the Allumette Lake the new steamer Pontiac will soon be in readiness for sailing These boats belong to the Union Forwarding Company. The whole line is under the charge of Capt. T. Cumming than whom a more straight-forward and obliging business man cannot be found in Canada.

THE ASCASTER MURDER CASE.—This case which was tried at the Hamilton Assizes last week, terminated by the jury acquitting the prisoner James Macgregor Burnside. The evidence adduced was wholly of a circumstantial nature. The case was this: John Burnside, a man advanced in years was about to marry a widow named Mary Cloud, but on the day preceeding that appointed for the wedding, the 18th April 1853, J. Burnside was found dead, with a deep gash or fissure at the back of the head and with his throat cut, both carrotid arteries having been severed. Suspicion was attached to J. M. Burnside, nephew of the murdered man, from the fact that he had opposed the wedding and that he had been seen in the neighborhood about the time that his uncle had been found dead. The evidence against him however, not being very strong, and testimony to his good character having been borne by several witnesses, the jury returned a verdict of "not guilty." Solicitor General Morrison appeared for the Crown prosecution and Messrs Skelton and Robertson for the prisoner.

THE "THREE BELLS"—All of our readers doubtless well remember the part which the above vessel, (Capt. Creighton, Commander) took in the rescue of the crew of the ill-fated San Francisco; everything connected with her movements or history is interesting to all The vessel took its name from three brothers in Glasgow by the name of Bell, who at time of her construction, and are now, butchers in that city. The vessel, with its noble Captain, is now on its way to Montreal with freight and passengers.

It has been announced that the trustees of Queen's College, Kingston, have it in contemplation to establish a Faculty of Medicine in that institution. This will be a further vindication of the principle of the University Bill of last session, which assumes that medical education is obtainable without the necessity of putting the Province to the expense of supporting an overgrown body of medical professors.

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.*

*For the British Whig.*

## The Coming Elections.

Lord Elgin leaves England to-day to resume his duties as Governor General; the probability therefore is, that within a short time we will have the proclamation published, calling the Provincial Parliament together for the actual despatch of business. As it is universally understood that the session will be a short one, and that it will be merely preparatory to a dissolution of the present House, there is no doubt of a new election taking place early this fall. The Tory portion of the Canadian Press are apparently well aware of this, and are urging action, prompt and energetic, upon their party. With very few exceptions the members of the Liberal Press display a perfect apathy on the matter, that but ill accords with the importance of the subject, and augurs but ill-concerted plans when the hour of action arrives. The would be members of the Opposition are also quietly but busily engaged in promoting their chances of success.

Canada in its present transition state, from long years of lethargic inactivity into one of comparative present prosperity, and certainly with a prospect of as great ultimate success as ever fell to the lot of any country, requires that the Provincial Legislature should be composed of men whose talents and principles lead them to assist in this progressive movement, to do all that lies in their power to promote the developement of the natural resources of the country, and to refrain from obstructing, through party or local prejudices, the great onward movement now begun. This most desirable result can only be secured by every constituency in the Province taking prompt measures to secure the return of men of the right stamp, who will give their most cordial support to the Government who have been the happy means of producing those great improvements in the condition and prospects of the country which are so apparent to all, and which are as a thorn in the sides of the obstructives, whose whole term of office only shows one dark unsightly mass, in which it is hard to say whether bungling or peculation is predominent. Nor is it the general interests of the country alone that demands this united action;—the interests of every locality depends in a great measure upon its being represented by men of character and influence in the Legislature, while the promotion of such interests tends to the general and aggregate improvement of the country. No part of Canada should be better aware of this fact than these United Counties, which have for years suffered absolute neglect from the fact of being represented by men who were always in opposition, and who were without power or influence sufficient to urge upon the Government the interests of their constituents. This state of affairs has certainly continued long enough; the people have the power in their own hands, and it is for them to say whether they are contented to be blotted from the political map of the Province any longer. It is scarcely possible that, with their past folly so palpably before them, they will continue in such a suicidal course, and by literally throwing away their votes, reduce the Counties to very ciphers in the progressive scale of the country. Nor is there any necessity for so doing; they are in no way bound to the continued support of men, by the election of whom they have already lost so much way in the onward progress of the country generally. With such men at their command as Kenneth McKenzie and David Roblin, these Counties would at once resume the political position to which they are entitled by their extent and local situation. The country is fast becoming aware of the necessity of keeping pace with other parts of the world, seeing that it is an absolute certainty that if we do not progress, we must retrograde, and it is only by throwing overboard our present samples of the "dead weights" of Canada that Frontenac, Lennox and Addington will ever regain anything like a proper status among Provincial constituencies.

It is to be hoped therefore that at an early day active measures will be taken by the Liberals of the Counties to secure, by unanimity and cordial co-operation, the return of such men to the Legislature as will at once be a credit to their constituents and a lasting and real benefit to the country.

Nor should it be lost sight of, that by the next House will in all probability be for ever decided some most important questions, some of which have agitated the country for many years; among those may be mentioned the Clergy Reserve question and that of the Elective Legislative Council. There is also the future locality of the Seat of Government, for it is absurd to imagine that the present system can continue much longer. The question of a Federal Government for the whole of the British American Provinces will probably be mooted; these, with our present mighty undertaking in internal improvements, and the alteration of our relations with other powers, that may possibly grow out of the war now existing between the parent State and the giant of the North, are all momentous questions, requiring men of active minds and cool comprehensive judgments to deal with them. All these considerations ought to urge electors to union and caution as to whom they will commit their most important interests; and it is to be hoped that these suggestions will not be lost sight of in view of the coming contest.

X.

Kingston, May 6, 1854.

## Representation of the City.

ON DIT.—That immediately after the return of Mr. Hincks to this country, a deputation from the city, of the leading merchants, and other influential gentlemen is to wait on him at Quebec, and request his acceptance of the nomination as Kingston's Representative, in the new Parliament.—This is the proper way to go about the business, and we hope the idea will be fully carried out. There cannot exist a doubt but that in the event of the Hon. gentleman's acceding to the wishes of the deputation, he will be triumphantly returned.—*Kingston Herald.*

*** The above is most unmitigated bosh, and the newsmonger that publishes it knows that fact better than any one living. Mr. Hincks could not be returned for Kingston, and what is more, does not want to represent the city—That a few obsequious toadies, wishing to curry favor with the great man, may go down to Quebec is possible, but even in that case every man who would go down would do so, knowing that he was only trying to humbug Mr. Hincks, who is too knowing to be diddled.

## A Piece of Impertinence.

"The British Whig does not stand alone in condemning the present war. The Editor and Mr. Justice Mondelet agree, that our Queen is a *Murderess!!!* Strange talk for a 'fine old English gentleman.'"—[Patriot.

*** The above sneer is not only wholly unjustifiable, but very impertinent into the bargain. The "British Whig" has the honesty and manliness to condemn the present unnatural war, and so far agrees with Judge Mondelet, Lugging the name of Her Majesty into the squabble is also impertinent, and insulting to her, the act of war is the act of her Ministers, and she is no more accountable for that than for any other act of diplomacy. Judging from the expressed opinions of her husband, Prince Albert, she may in her heart, as much deprecate the war, as the meanest of her subjects. Let the war be looked upon in its best light, it is but helping the brutal Turks to cut the throats of Christians.

THE ASSIZE.—The Court of Assize is at present sitting here, having commenced yesterday with a more than usually heavy dock, the number of civil cases entered for trial being 58; there are besides several criminal prosecutions, none of which however are of a very serious nature, except that of Barnhart's, for shooting Joseph Dafoe It is expected that the Warden's case will be finally disposed of before the Court leaves the Town, and should it pronounce judgement we may look for the situation of Registrar of the County of Hastings being filled W. H. Ponton, Esq, who is generally rumoured, has carried the Parchment to office in his pocket for the last six months.

The Grand Jury have found a True Bill against Barnhart.—Picton Paper.

IN addition to the Montreal escapade, Mr. Justice Rolland has declared that he will not sit on the Bench with Mr. Chief Justice Lafontaine. Mr. Rolland is in his dotage and ought to be pensioned off at once.

THE CHOLERA IN IRELAND.—The reports from the north are altogether favorable. Belfast is quite free. Some cases had occurred at Larne, but there, too, all traces of the disease have disappeared, and a similar account comes from Carrickfergus, where but a few days since it was feared that the pestilence had taken a firm root: in Cork, cholera shows itself in isolated cases. One of its first victims has been Capt. Hopkinson, of the 62nd Regiment.

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 of all trading rivers, it gave it a larger share of the ocean tides than it ever bestowed on any other river in Europe.

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.

New York, May 6.

The drug store of Rogwell B. Smith was destroyed by fire this morning: loss $15,000, partially insured. The adjoining dry goods stores were much injured.

Phiadelphia, May 6.

The steamer Pensylvania collasped a flue last night near Bordentown, killing William White, fireman, Owen O'Reilly, deck hand, and seven persons unknown, and scalding others.

Portland, May 6.

The steamship Cleopatra encountered heavy weather. In attempting to ascend the St. Lawrence she encountered so much ice as to oblige her to put about.

## COMMERCIAL.

### Review of the Montreal Market.

MAY. 3.

FLOUR.—This day week, the quotation was 31s. to 31s 6d per barrel for Superfine No 1. An improvement has gradually taken place since then and transactions have been made at 35s to 37s 6d., for spring delivery. It is now firm at the latter figure; without, however, leading to much business.

ASHES.—An active demand at quotations, with but few offering.

WHEAT.—No sales to report.

CORN.—The price is nominal.

PROVISIONS.—The demand is good for Pork; but little animation in Beef.

STOCKS.—Bank of Montreal—Several transfers have been made this week, at 24¼ per cent prem. The dividend of 3½ per cent being at above rate. Bank of B. N. A.—No sale to report; buyers chiefly on English account; rate nominal. City Bank—Commands readily 9½ to 9¾ per cent., with upward tendency. Banque du Peuple—No transactions to notice. Montreal Mining Consols—There have been several sales made in this stock within the last week, at prices ranging from 60s. cash, to 62s. 3 months. In other Mines, little doing. Champlain & St. Lawrence Railroad, is now held at 3½ per cent. discount. Montreal City Gas Co., may be bought at 10 to 12 per cent. discount.

EXCHANGE.—Bank rate 9¾ per cent. prem. on London; and ¼ per cent. prem. on New York.—Montreal Gazette.

### KINGSTON MARKET PRICES.

SATURDAY, May 6th, 1854.

| | £ | s. | d. | | £ | s. | d. |
|---|---|---|---|---|---|---|---|
| Flour ℔ cwt | 0 | 20 | 0 | to | 0 | 23 | 9 |
| Oats ℔ 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 | 6 |
| 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 | 4 | 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.

## CUSTOM HOUSE REPORTS.

### IMPORTS.

May 5.

Steamer Boston, Ogdensburgh, 45 bales, 35 cases British goods, Browne and Harty, 1 box, 1 barrel, W Rudston, 1 boxes tacks, J. Lewis, 13 bundles, 1 cask, 1 box, Delaney & Rowes, 5 packages, owners, 1 paeage, J Hickey.

" Cataract, Oswego, 1 bale twine, J Wycott, one engine, T. Harens, 13 pkgs furniture, M Daniels, 10 bundles chair seats, S Savage, 6 bills tiers, G Kinghorn, 55 bills trees, Raymond & Wood.

" Ontario, Ogdensburgh, passengers and baggage.

Schooner Wave, Oswego, 240 barrels plaster, J. Carruthers.

" Christiana, Fieton, 1,859 bushs rye and barley, J Morton, 98 bags oats, S A Irons.

" Lilly, River Thames, 16,000 pipe staves, Calvin & Cook.

Steamer John Counter, Cape Vincent, 1 package E W Palmer, 11 pkgs, J Duff, 1 do, C. Rayst; 11 do, J McMullen.

May 6.

Schr. Leander, Port Hope, 10,491 bushs wheat, R. Wallace.

" W Black, Sydenham, 16,000 staves, Calvin and Cook.

" Arabia, Mersey, 20,650 staves, Calvin & Cook.

" Flying Cloud, Chatham, 12,000 staves, Calvin & Cook.

" Sweet Home, Chatham, 12,000 staves, Calvin & Cook.

Steamer New York, Oswego, 8 bbls tallow, R. Hendry; 15 bills tree, D. Rankin; 3 pkgs, E W Pamer, 1 pkge, G Baker, 1 bag corn, T. Lawrence.

### EXPORTS.

May 6.

Schr. Wave, Oswego, 27,000 feet lumber, 200 bundles laths.

## ARRIVALS AT BRITISH AMERICAN HOTEL.

May 5th and 6th.—Capt. & Mrs. Chambers, Kingston; C. P. Sisson, Belleville; T. Peugnet, Cape Vincent; D. P. Jones, Gananoque; J. Adams, Watertown; Dr. Sacket, Cape Vincent; Mr. and Mrs. Rands, Newfoundland; Mr. and Mrs. Whitmarsh, Merrickville; R. Seymour, M. P., and the Misses Seymour, Bath; D. Chisholm, Oakville; Mr. and Mrs. Gordon, Belleville; John Fraser, Montreal; G. O. Hodges, Syracuse; W. Caitlin, Detroit; W. Crawford, Oswego; J. M. Tobin, Montreal; S. Bartlett, Jr., Belleville; A. B. Dane, Brockville; B. M. Gilkisson Brantford; Mr. Cowan, Kingston; T. Worthington, A. McFaul, Wellington.

## DIED.

On the 6th of April, at Port Credit, Mrs. Elizabeth Burnside, wife of Mr. John Burnside, aged 62 years.

In Brantford on the 25th ult., Margaret, eldest daughter of A. Huntington, Esq., aged 18 years.

In Brantford, on the 26th ult., Mary Ann, wife of Mr. Wm. Whitham, aged 24 years.

In the Township of Emily, C. W., on the 9th ult. of Consumption, Mary Jane Marlin, formerly of the County Derry, Ireland, in the 30th year of her age.

In the Township of Chatham, on Sunday the 23rd of April, the beloved wife of Robert Fisher, Esq.

*TO STEAMBOAT PROPRIETORS AND OTHERS.*

THERE WILL BE SOLD, at Public Auction, at the OFFICE of the MONTREAL ASSURANCE COMPANY, for the benefit of whom it may concern, on SATURDAY, the 20th instant, the ENGINE and BOILERS of the STEAMER MONTREAL, as they now lay at St. Jean opposite Batiscan.

They were built at the St. Mary's Foundry, by Mr. Parkyn. The Engine which is quite complete, was considered the best on the St. Lawrence, Cylinder 57 inches—10 feet stroke.

The Boilers are new, having only been in use part of last season, and could not now be built for £3000.

Sale at 1 o'clock P. M.

For further particulars, apply to

DAVID TORRANCE, Montreal.
WM. MURRAY, Manager Montreal Ass. Co.
GIBB & ROSS, Quebec.
E. G. O'BRIEN, Secretary Provincial Ass. Co., Toronto.

Montreal, May 3, 1854. 106

PIANO FORTE TUNES,

MR. W. MATHEWS, from the celebrated house of Broadwood, London, England, will be in Kingston the early part of this week, for the purpose of Tuning and Repairing Piano Fortes.—To be found at Mr. Iron's Hotel.

Kingston, April 8th, 1854. 107

WANTED IMMEDIATELY

BOARD & LODGING for a Gentleman and Lady, in a genteel family. For Card of Address apply at this Office.

Kingston, May 8th, 1854. 107.

NOTICE.

ALL PERSONS are forbidden to trespass on Lot No. 16, in the 4th Concession of Pittsburgh, as all such persons will be prosecuted according to law.

JAMES BUSHELL.

Kingston, May 6, 1854. 105

*TO-MORROW.*

AUCTION SALE OF HOUSEHOLD FURNITURE, &c.

WILL be sold by auction on TUESDAY the 9th instant, at the residence of Captain PHILLIPS, Johnson-street, five doors above Bagot-street, all his Household Furniture, &c., some of which is imported, and of the best quality, consisting, in part, of the following:—

1 Best Full Shaft English Saddle, nearly new, with spring bars and extra girths.
Silver Mounted Riding Whips,
Best Kersey Quarter Cloth, breastpiece laid with scarlet, &c., &c,
Walnut Centre, Dining and Side Tables,
Side Board, Pictures, Walnut Chairs,
Carpet, Mantle Ornaments and Clock.
1 Walnut double Bedstead,
1 Iron single,
Dinner and Dessert Sets,
Cooking and Box Stoves.

The goods may be viewed on the morning of Sale. SALE at 12 o'clock.

JAMES LINTON, Auctioneer.

Kingston, May 5th, 1854. 106

RECEIVED at the Stores of Subscriber's
Per Steamer "Passport":
50 Barrels S. Flour "Rockwood Mills,"
1 Cask Toddy Whiskey,
Per Steamer "John Counter,"
1 Barrel Crushed Sugar,
Per Steamer "Magnet,"
76 Barrels S fine Flour 'Rockwood Mills'
58 " do do "Cavan "
56 " do do "Richmond Hill"
10 " do do "Ripley Mills,"
32 " do do "Douglass "
10 " do do "White Cloud"
Per Schooner "Wave,"
240 Barrels Manure Plaster,
4 Bags Jamaca Ginger,
Per Steamer "Novelty,"
14 Bbls. S fine Flour 'Ameliasburgh Mills.'
Per Steamer "Boston,"
1 Hhd. Gin,
1 " Brandy
Per Steamer "Arabian,"
65 Bbls S fine Flour "St Jacobs Mills"
25 Casks Vinigar.

J. CARRUTHERS & Co.

Kingston, May 6th, 1854. 106

1854.

TUG LINE NOTICE.

THE Public are respectfully informed that the Proprietors of the Tug Line have placed the following Steamers on their respective Stations between Kingston and Lachine:—

Steamer TRAVELLER.
" CANADA,
" AMERICA,
" GILDERSLEEVE,
" CHARLEVOIX,
" CANADA No. 2.

The Rates for Towing will be in accordance with the Tariff established by the Commissioners of Public Works. One of the Company's Steamers will leave Kingston and Lachine Daily—SUNDAY EXCEPTED.

Vessels using the Steamers' Tow Rope will be charged three pence per mile.

The running time will be performed as follows:—

Upward—in Four Days from Lachine.
Downwards—in Three Days from Kingston.

Unless from unusual detention in Canals or unfavorable weather.

THOS. MAXWELL & CO.

Kingston, May 5th, 1854. 106

The following papers will please copy for one month and send their accounts to T. M. & Co.: News and Herald, Kingston; Star, Coburg; Leader, Toronto; Spectator, Hamilton; Prototype, St. Catharines; Gazette, Quebec; Pilot, Montreal.

*NEW BOOKS.*

JOHN DUFF has received—
Narrative of a voyage to the North West Coast of America in the years 1811, 1812, 1813 and 1814, or the First American Settlement on the Pacific. By Gabriel Franchere, and Edited by J. V Huntington,
The Catacombs of Rome, as Illustrating the Church of the First three Centuries. By the Right Rev., W. Ingraham DD. Missionary Bishop of California, author of the "Lenten Fast" &c.
Magazine of Art for May,
Godey for do.
Graham for do.
London Lancet for do.
Art Journal for do.

Kingston, May 6th, 1854. 105

TORONTO SOAP.

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

HUGH SCOTT.

Kingston, 2nd May, 1854. 103

*CLOVER SEED FOR SALE.*

45 BUSHELS CLOVER SEED,
50 Sides Slaughter Sole Leather,
200 " Spanish do do.
200 " Upper Leather,
750 Sides Kip.
Cash paid for Hides.

JOHN MILLER & CO.,
Foot of Brock Street.

Kingston, 8th April, 1854. 84

AUCTION SALE
AT PICTON.

ON SATURDAY 13th May instant, at eleven o'clock, A. M., on the premises formerly occupied by Miller, Brothers, the Stock in trade of William Spence, who has given up business, consisting of

Dry Goods, Groceries, Crockery, Hardware, &c., &c.

(ALSO THE NOTES AND BOOK DEBTS.)

The whole will be offered as per inventory, at so much on the pound, together with a Horse and Buggy, one Waggon, and one Sleigh. The Stock is in excellent order, and good value.

Parties about commencing business will find the present a very desirable opportunity, as the whole will positively be sold without any reserve.

The inventory of Stock and Debts can be seen by applying to James Miller, Esq., Picton, or to the undersigned

DAVID SHAW, Assignee.
JACKSON, Auctioneer.

Kingston, May 5th, 1854. 107

AUCTION SALE
BY
JACKSON,
Of Furniture, Carpets, Stoves, &c.,

On TUESDAY the 9th MAY instant, AT HIS SALE ROOMS, PRINCESS STREET, Without any Reserve.

THE following comprises in part, viz., Side Board, Card Tables, Chefforeirs, Sofas, Chairs, Footbaths, &c, together with many valuable articles too numerous to insert, the property of Officers and others leaving the City.

Sale at 10 o'clock, A. M., punctually.

JACKSON, Auctioneer.

Kingston, May 5th, 1854. 107

PUTNAM'S

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

E. W. PALMER.

Kingston, 2nd May, 1854.

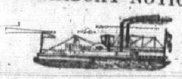
D. McVICAR,

Dealer in Flour, Grain, Pork, and Provisions generally, Teas, Groceries, &c., &c., PRINCESS STREET, KINGSTON.

*** Country Produce taken in Exchange.

May 5th, 1854. 105

1854.
STEAMBOAT NOTICE.



THE UNION FORWARDING COMPANY respectfully intimate to the Upper Ottawa people and travelling public generally, that their Steamers (Iron) EMERALD and OREGON are now ready for business, and will commence running on Tuesday 2nd May, as under, and continue until further notice.

UPWARDS:

EMERALD, CAPT. W. FINDLAY,
Will leave Aylmer Tuesday, Thursday and Saturday Mornings, at 7 o'clock, returning in the afternoon of same days.

DOWNWARDS.

OREGON, CAPT. M. HILLIARD,
Will leave Portage du Fort on Tuesday, Thursday and Saturday Mornings, at 7 o'clock, and Horton Landing at 7½ o'clock,—returning in the afternoon early.

These Boats touch at intermediate stopping places en route each way.

Rafts will be Towed by these Boats during the intermediate days,—at usual rates.

The New Steamer PONTIAC, at Pembroke, will be Launched in a few days, and will be put upon the Allumette Lake and Deep River for Towage of Rafts about the 20th May.

Her days for Passengers will be announced hereafter.

T A. CUMMMING,
Agent Union Forwarding Co.

Aylmer, 28th April, 1854. 105

*FOR TORONTO AND HAMILTON.*