EUREKA, EUREKA, EUREKA.

The greatest luxury of life—Persian Balm—for the Teeth, Shaving, the Hair, the Bath, the Nursery, for beautifying the Complexion, removing Tan, Pimples, Freckles, and for all Toilette purposes.

This delightful preparation is the greatest luxury a lady or gentleman can use. It does away entirely with all soaps, oils, powders, &c., for toilette use, and is in reality what we claim it to be—

"THE COMPLETE TOILETTE."

In addition to this, its valuable medicinal qualities as a Liniment and Pain Killer are winning for it a most enviable reputation.

Sold by all Druggists. See that each bottle has upon it the signature of S. S. Blodgett

Price 25 & 50 Cents per Bottle.

S. S. BLODGETT, & Co.,
Ogdensburgh, N. Y. 90

We cannot undertake to return communications of which we do not avail ourselves. Communications should always be legibly written, and on one side of the paper only. If long, it increases the difficulty of finding space for them. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of his good faith.

The Daily British Whig.

Opifer per Orbem Dicor."

SATURDAY MORNING, JUNE 13, 1857.

Letters from the Editor.

No. VII.

La Salle, Illinois, June 7th, 1857.

MR. WHIG,—

Oh! for a pen that will spell well—the greatest inconvenience of this Western Country is the want of good pens, that essential requisite to the composition of a good letter. Having now to jot down a few concluding observations on what I have seen since I left home, instead of allowing one's ideas to flow naturally, all my ideas are concentrated in making the pen mark. But, no matter; 'tis only bad workmen who grumble about their tools.

I got back from St. Louis, safe and sound, yesterday (Saturday) afternoon, and having a leisure evening ere we all start for home in the morning, I shall, as the Methodist Parson would say, "improve the occasion" to say a few last words touching this Land of Promise and Prairie. It is a fine country, a splendid country, fit for the reception of millions of men, who when they do come hither, as come they must, will turn the country into a second China, every rood of land and water maintaining its man. But, fine and splendid as it is, it is not a better country than Canada;—not the more western parts of Canada, but the whole of Canada generally. The coldness and lateness of the Spring is one, and one of the greatest objections against the Prairie. Late as the season is, Corn is hardly out of the ground, and in many instances not yet planted. Potatoes are not well up; and where Winter Wheat is sown, it is not half so much advanced as in Canada West. Of the Spring Crops I can say nothing, for I saw none, except here and there a faint indication of growth, which might be Spring Wheat, Oats or Barley. In fact, the plough is still hard at work, and the year's crop is not all put in. Now, this is the seventh of June, and by this time in Canada, East or West, I'll be bound, save the putting in of a few potatoes, the seed of the year is all well in the ground. Then, the cold winters. Although the thermometer seldom falls so low as with us, and still more rarely remains so low, yet the winters here are very cold, and are felt to be colder than they really are. The want of snow is one cause—the high winds blowing over the vast Prairies are another. When Winter Wheat is sown, it rarely happens that it is not Winter killed (it is the case this season), for the want of snow to cover it; and it too often happens that the cold winds kill the young fruit trees which the settlers plant round their dwellings to take away the sad appearance of dreary nakedness. Then the Summer Droughts—these latter occur sufficiently often to take the gilt off the gingerbread, and despoil the fertile soil of its far-famed reputation. For the above, and for several other reasons, I would say to the Canadian Farmer, "If you are comfortably off, and can keep the wolf from the door, stop where you are, and seek no Western home. You may have to work a little harder in the East than in the West, but, in the long run, you'll find that a cleared woodland farm will outlive the best Prairie land, and require less actual outlay to tell it well. Then you are so much nigher to a market, and the high price of produce freight is your gain. But, if your mind is bent upon the West, and you will leave Canada, then go to Illinois, somewhere upon the Illinois River, and you'll light upon the finest Prairie land in the Universe!" I was ever partial to Canada, and never felt a desire to quit it; but this my journey Westward has confirmed me more strongly in my attachment, and I shall return home, dogmatically persuaded, that there is no country in America like Canada, no climate so good as hers, no Government so free, and no people more generally intelligent and industrious.

In company with some friends I took a drive this afternoon over the Prairie, and visited a remarkable natural curiosity, so remarkable, and so little known, as to induce me to attempt its description. Although the country hereabouts is a flat or gently undulating prairie, yet the immmediate vicinities of the rivers are abrupt and rocky. The banks of the Vermillion River, which empties into the Illinois River a little above La Salle, are of this description. About an hour's drive from La Salle, the Vermillion River makes a wind amid some rocks, and its bottom forms a delightfully level green park, studded with beautiful trees, on one side of which runs the stream. But singular to say, a great convulsion of Nature on one side has rent the rocks in twain, and formed a long cavernous Ravine, running a third of a mile at right angles into the rocks, and forming a something that I want words to pourtray. The rocks (a sandstone, very friable) are upwards of a hundred feet high on both sides, which are perpendicular. The bottom of the Ravine is level, and of the same width as the aparture at top (fifty feet,) and the length as I said before, fully six hundred yards. It ends with a square precipitate rock of the same height and character as the sides. With a little difficulty four wheeled carriages ascend to the head of the Ravine, within the many caves of which, local picnics are frequently held. Altogether, the place is a wonderfully stupendous freak of Nature, impressing the mind of the observer with solemnity and awe; but the chief wonder to me is, that I have never seen or heard mention of it, in any of the numerous works published on this Western Land. It is known here as "The Deer Park," and the tradition is, that in the season, the Indians managed to drive the Deer into the Ravine, and then despatched them at their leisure. There is in this neighborhood, another great natural curiosity, called the "Starved Rock," with an Indian Legend attached to it; but I regret that we had not time to visit it. This country is so vast and so little visited by the learned or scientific, that the continual discovery of wonderful objects of Nature should surprize no one. The valley of the Ottawa, now known only to the Lumberman, is fated to become the Great Show of America.

This country is full of Railroads—Railroads cut up all the Prairie into little divisions. They go everywhere, and they come from every place. East, West, North and South, they point to all quarters; and there is no place to which the traveller wishes to go, but a Railroad thither presents itself. Taking La Salle, an ordinary Prairie town, as a centre, the traveller can go South to St. Louis, Cairo, and Memphis; South-west to Peoria, the Missouri River and Kansas; West to Rock Island, the Mississippi and the country beyond; North-west to Dubuque, St. Paul and the Red River Settlement; North to Galena & Wisconsin; North-east to Chicago and Millwaukie; East to Michigan and Canada; South-east to Indianapolis and Cincinnati; and South again almost to New Orleans. Such a net work of Railroads, (many of them unfinished,) is inconceivable to all but the Western man, who speaks of running the Iron Track across the Rocky Mountains, and dreams of its being accomplished within five years! I have been running on these Roads, to and fro, the better part of a fortnight, and I have experienced nothing but kindness and attention from the whole of the Superintendents and Conductors. Some looked at my "Yellow Card," and counted heads, while others did not; all were civil, and all most ready to answer questions, many of them doubtless irrevelant and perhaps impertinent. The Conductors on the Grand Trunk and Great Western Roads are really not half so civil and obliging as their Far-Western Brethren. That's a fact.

And, now ere I conclude this, the last of a series of "Letters from the West," let me add a few words about myself. Observing strictly, a line of conduct adopted many years ago, of keeping aloof, when from home, as much as possible from Printing Offices, I owe none of the many kindnesses I have received to my own trumpet blowing. In simple verity there is no necessity for doing so; for go where I may, I am instantly recognized by some one or other of old Canada friends, then introduced and made much of. In St. Louis, at Chicago, in Detroit, or here at La Salle, I find friends at every point; and were I to extend this trip to Kansas or the Salt Lake, I feel satisfied that the same recognition and the same kindnesses would be experienced. "A prophet is not esteemed in his own country;" but in my case, the honors I receive abroad amply compensate for home slights; and yet such is the perversity of human nature, that I long for to-morrow to begin my journey homewards, to leave this land of hospitality and kindness, for hard work, sour looks, ill nature, and short commons. But it is a pleasant land, filled with pleasant people, and though from my protracted period of life, it is unlikely that I shall again revisit it, yet that same revisiting will live among the many difficult-to-be-accomplished desires of my existence.

E. J. B.

THE BANDS IN THE PARK

We understand that the Park Committee have decided upon a very pretty plan of a Musical Pavilion which will accommodate upwards of thirty musicians, and that the Band of H. M. 9th Regiment, under the leadership of Mr. Carey, will commence playing in the Park at once, for the amusement of the citizens. The Militia Brigade Band, under the direction of Mr. Murdoch, will also play one evening in the week, in the Park, instead of the Market Place. The Park Committee are anxious to press forward the arrangements for the accommodation of the public as rapidly as possible, so that the citizens may have the full benefit of the presence of so many musicians, military and civil, in the city, and of so pleasant a site for hearing the music. The Military Band is expected to play from 4 to 6 in the afternoon, and the Militia Band from 7 to 9; and it is hoped when the Music Stand is erected, the other Bands will volunteer to play, at such hours as may suit them.

CHAMPIONSHIP OF THE THAMES.

Never within the experience of the oldest aquatic man has there been so vast an assemblage as that gathered together on Tuesday, the 12th May, to view the boat race for the Championship, and £200 a side, between J. Messenger, and H. Kelly, and never was greater disappointment experienced. The assemblage reminded one only of a Derby, while the race itself was one of the most hollow affairs on record; so hollow that it would be difficult to conceive anything more one way, and the more provoking because something very great had been generally speculated upon. The Championship was won three years ago, of Thomas Cole, by James Messenger, of Teddington, whose style as a rowing man is unequivocally the finest ever seen in a boat. He held that proud distinction until Tuesday last, when it will form no matter of surprise that a man who could pull thirty four effective strokes in a minute should have vanquished him. Henry Kelly, his opponent, five years his junior, but very even match with size and weight, has only recently acquired aquatic celebrity. He was unheard of until two or three years ago, and first distinguished himself in a close race at the Thames National Regatta. The betting at first had been at even, but as the day approached 5 and 6 to 4 were freely betted on Kelly, which was increased to 2 to 1 before the start, and, three minutes after it, to 6 to 1. The course was from Putney to Mortlake, with tide; and from the hour of noon to the time of the start multitudes of persons in small boats of every description were soon wending their way towards the scene of action. To these were added no less than twelve or fourteen steamers literally crammed with company; and as the eye dilated, it fell, throughout the course of four and a quarter miles, upon myriads of human beings, closely packed together, anxious to see any part of the race. Directly after four o'clock both men appeared at their stations, Kelly on the Fulham side, and the most breathless anxiety pervaded the vast assemblage. Kelly's steerage was directed by the celebrated John Phelps; Messenger by Thomas McKinney. The men started themselves, and were even at the moment they mutually agreed to go, but Kelly went away with amazing rapidity. So rapid was his performance that he took four strokes to his opponent's three, and on their arrival at Finch's cricket ground Kelly had drawn his boat clear. From first to last, without the slight alteration, save Kelly's increasing his lead as much as he pleased, Messenger never stood a shadow of chance, and there were half a dozen clear lengths between them at the Crab Tree, which were increased to sixteen or eighteen at the finish. Throughout the whole of this race, however, Messenger rowed with his usual unwearied care and attention; but his boat seemed to lean forward, and, finished as his style is, was pressed into the water. Towards the conclusion of the race Messenger encountered two trifling hindrances but his opponent, who was within a hundred yards of home at the time, waited for him. Indeed the speed of the winner during the last half-mile was so relaxed that he occupied 25½ minutes in doing the whole distance.—

ESTIMATES.

PUBLIC WORKS DEPARTMENT, 1857.

	£	s.	d.
ST. LAWRENCE NAVIGATION.			
Towards Sundry Works, admission gates and race way Galops Canal—Completion of Junction Canal,—Houses for Bridge Tenders,—Works for admission of greater volume of water for navigation and milling purposes, Cornwall Canal—Sluices and race ways at Beauharnois Canal for same—Pier at Head of Coteau Rapids—Extension of Pier at Head of Lachine Canal—Completion of rock cutting over water—Additional wharfing below Wellington St. Bridge &c., regulating gates in race way at Lock 3, and contingencies	20462	0	0
OTTAWA NAVIGATION WORKS.			
Towards the works at Chats and Chaudiere Canals, Lights, Buoys and Piers below Ottawa, at Original for this year	35000	0	0
Towards completion of Provincial Light Houses, including apparatus, freight, constructions of caissons for Point Peter, ways for launching the same, repair of Port Dover and Rondeau Lights	26506	6	0
Towards three Iron Vessels for floating lights above Lachine, for this year	2150	0	0
Towards Pier and Harbor works for shelter on Lake Erie, for this year	5000	0	0
Towards Pier and Harbor works for shelter on Lake Huron and Georgian Bay, for this year	10000	0	0
Dredging and Buoying at Picton and Presqu' Isle	1800	0	0
Back Waters Newcastle District, River Trent, towards completion of Sundry Works at Robcaygean, constructing Flume with Masonry Sides at rear of Lock Walls, repairs of Bridge at Buckhorn, new Lock at Lindsay, Rock Excavation in Bed of River below Lock, Sundry Dredging at Scugog River, repair of dam at Healys Falls in River Trent, and of Lock at Crooks Rapids for this year	9000	0	0
Towards five new Light Houses in Bay of Quinte	750	0	0
Towards New Light Houses in the Gulf and River St. Lawrence, viz.:—Superior Class, Cap Ray, Cap Whittle, Point Fereol, Battle Island, Maracouagan Shoal, Cap Norman, Point Observation, Cap Chats and Menis,—Inferior Class, Brandy Pots, Pilgrims, Crane Island, Madame Island	20000	0	0
Burlington Bay Canal, erection of new Light House, sundry general repairs to Piers, two Ferry Scows	4930	0	0
Towards deepening Channel and improvements of North River and Petite Nation Bridge	900	0	0
PUBLIC BUILDINGS.			
Repairs & Rents of Public Buildings	7500	0	0
Addition to appropriation for Custom House Hamilton	1500	0	0
To do appropriation for Post Office London	3500	0	0
To do appropriation for Post Office Kingston	4450	0	0
To do appropriation for Custom House Kingston	5000	0	0
Gun Sheds Hamilton, Ottawa, Toronto, Quebec	2943	8	3
Completion of Surgery of the Ottawa	10000	0	0
Towards the formation of a Road along the Matapedia River to the mouth of the Cussapseal, & from the head of Lake Matapedia to the St. Lawrence through the Settlements of Vignette and St. Flavien for this year	2500	0	0
Towards construction of a Road the Ninth Lot in the Township of St. Denis to the Township of Cap Chats for this year	2500	0	0
Improvement of Post Road between Grande Baie & Malbaie	500	0	0
Removing Piers of old Bridge, which obstructs the navigation of the Thames above Chatham, & removing the drift wood &c., thence to the mouth of the River	1000	0	0
For surveys and inspections	4000	0	0
Arbitrations & damages	10000	0	0
LUMBERING WORKS—RIVER OTTAWA.			
Mooring Piers at Chats Rapids—Little Chaudiere—at Suspension Bridge—Booms at mouth of Black River—Piers at the Gatineau—Sundry works at the Remous Rapids—Long Sault and Carillon Rapids—Rapins des Ecors—Des Plantes Rapids—Petawawa—Roads and Bridges for the service of the Slide from Portage du Fort to the head of the Calumet, contingencies	19794	0	0
LUMBERING WORKS—RIVER ST. MAURICE.			
To complete the works at Manigance Falls—Chains for Booms—Additional Piers in east Channel at the mouth of the River—To complete the works at the Grais, contingencies	2695	10	0
MISCELLANEOUS.			
Sundry works for opening the River from Lake St John to Chicoutimi	3500	0	0
Towards Quebec Post Office	5000	0	0
Purchase of land at the Gatineau for lumbering purposes	500	0	0
To pay Seigneurial dues on the Spencer Wood Property	1872	0	0
Aid towards opening a communication with Red River	5000	0	0
	249450	18	3

VIRTUE OF A NOTE OF HAND.—The London Free Press says:—"Our readers should bear in mind that a very important modification of the law respecting Bills of Exchange has taken place this session and will shortly come into operation. The new law gives power to the holder of a note of hand or bill of exchange to go before a County or other Judge and obtain a summary judgment against the acceptor, unless it appears to the Judge that the defence is one that requires more formal trial. After judgment execution is to go in 15 days, instead of in succeeding term after judgment as is the rule at present. It often happens that a note is given to oblige the guarantee, and not in accordance with terms of sale. Under the new law the note assumes a form of little else than that of a "confession of judgment," as execution can be levied on the acceptor within 15 days after failure to meet the note. It will not be to the interests of traders, therefore, to accept notes to oblige creditors, as it places a powerful instrument in their hands which can be used most disastrously. No doubt the effect of the Act will be to limit credit to a very great extent, and drive out of use a large number of Bills of Exchange which take the place at present of a circulating medium.—While the Usury Laws are driving capital away from the country, the Banks at this time having a circulation of $1,500,000 less than that of six months since. The recent enactment will fall with peculiar severity upon trade. A person will not reflect that, upon signing a note, he is making a stick wherewith to break his own back, unless indeed, he can so calculate upon receipts that the note is sure to be met. In these times, however, when receipts are so uncertain—so "few and far between," such calculations are not arrived at with any amount of certainty.

A SELL.—Two men were run over by a train of cars on the Harrisburgh & Lancaster Railroad, near Highspire, Pa., on the 3rd inst., and both killed. A large amount of bank notes being found in their pockets, they were supposed to be men of property, and the people of Highspire went to considerable expense in getting handsome coffins, &c., for the deceased, but the bank bills found on their persons proved to be all counterfeit; and it has since been discovered that the deceased were leaders of a gang of counterfeiters and burglars. It is believed the deceased committed a robbery in Middleton, the very night before they were killed. So, the people who supposed they had been worshipping Mammon, were deservedly sold by the soulless carcasses of two thieves.

A RELIC OF THE OLDEN TIME.—At Montreal while the workmen were engaged in pulling down an old house belonging to Joseph Tiffin, Esq., situated next to Trinity Church in St. Paul Street, they found a leaden plate bearing the following inscription in French.—We translate it into English:—

J. M. J.

This first Stone has been laid by Monsieur Jean Baptiste Mariel, keeper of the King's Store, and Dame Marie Anne Gaudern, his spouse, the proprietors of the said house, under the General Government of Monsieur de la Jonquiere in the year 1751.

Montreal, 22nd May, 1751.

Monsieur de la Jonquiere, succeeded the Count de la Galissonniere, as Governor of Canada in 1747, and was himself succeeded in 1752 by the Marquis du Quesne de Menneville.

RECOVERING CANARY BIRDS.—Many of our ladies in the course of the summer may have to lament the escape of their birds. The following from the Hartford Times indicates a possible way of recovering them:—

"About a month since, a lady who resides on the Windsor road, was hanging her cage containing a pair of canaries upon the outside of her house, when the bottom of the cage fell off, and the birds flew away to a neighboring orchard. Great pains were taken to secure them, without avail, when a lady in the vicinity gave the information that by netting them they could easily be caught. A syringe and a bucket of water was taken to the orchard, and the little fellows were soon so wet that they did not attempt to fly, and were easily taken. This plan may be of use to those whose birds may hereafter escape."

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Louisville, June 10.

General Walker received the citizens of Louisville this morning at the house of his brother-in-law, Mr. Richardson. His father was present, with the elite of the City. He attends the theatre this evening with his staff, and leaves for Cincinnati to-morrow.

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"Sir,—I am surprised and annoyed at the contents of your letter; surprised, because my well known character should have exempted me from such an application—and annoyed, because it obliges me to have this communication with you. I have long been addicted to the gaming table, I have lately taken to the turf, I fear I frequently blaspheme, and I have never distributed religious tracts. All this was well known to you and to your society, notwithstanding which you think me a fit person for your President. May your hypocrisy be forgiven, but I would rather live in the land of sinners, than with such saints.

I am, &c., OXFORD."

DOMESTIC.

LAUNCH.—The Hannah Butler, built for Wm. Butler, Esq., of Coburg, by Mr. C. Delany, was launched on Tuesday. This vessel is built after a very handsome model, designed by Mr. Delaney, and reflects great credit on him as a builder. Her dimensions are: 160 feet keel, breadth of beam 22 feet over all, hold 8 feet 3 inches deep, and 100 tons burden. Custom House measurement. When full loaded she can carry 2,000 barrels flour or 8,000 bushels wheat.

CORONER'S INQUEST AT TORONTO.—Coroner Scott held an inquest on Wednesday, on the body of a man who was found, on the day preceding, floating in the bay.—The body bore the marks of severe wounds, one on the left temple and another on the, under surface of the right knee joint. The body was much decomposed, having been in the water, it is supposed, some six or seven weeks. This rendered it unrecognizable; and, consequently, the name of the deceased is not known. On the examination, Dr. Hallowell give it as his opinion that the wounds inflicted on the body were sufficient to cause death. After hearing the evidence, the jury returned a verdict to the effect, that the deceased came to his death by wounds inflicted upon his body by some person or persons at present unknown.

TELEGRAPH TO OWEN SOUND.—There is a project now on foot to build a line of Telegraph to Owen Sound. A Board of Directors have been named, and other preliminary arrangements made. A correspondent informs us that a meeting of those Directors was held at May's Hotel, on Wednesday last, at which Mr. W. E. Griffith, of the City of Toronto, Superintendent of the late International Telegraph Line, attended, when it was resolved, "that Mr. Griffith should proceed over the line, in connexion with Mr. May (one of the Directors,) and examine the work already performed, and report to the directors the result, upon which arrangements would be entered into with Mr. Griffith for the immediate completion of the line."

ACCIDENT ON THE GREAT WESTERN RAILWAY.—A serious accident occurred at the Paris station on the 10th inst. A person named Daniel Scowan, of Stratford, was attempting to jump from one of the cars, while the train was in motion; and his foot having caught behind the step, he was thrown violently against the track. One of his legs was broken, his skull fractured, and he is said to be severely injured internally. This forms another warning to persons addicted to the reckless habit of attempting to get off or on the cars while in motion.

WHO BEATS IT?—Mr. J. C. Kempt, of Brighton township, raised last season from one pea stem no less than 150 pea pods.—Thirty, sixty, and a hundred fold constitute what must be regarded as fertile yield; but calculating upon an average five peas to the pod, we have here 750 peas from one. This is better than good yield.

IMMIGRATION.—The total number of emigrants arrived in Canada this season up to the 9th June, is 23,108; of whom 11,096 arrived at Quebec, 11,262 via. Suspension Bridge, and 750 (estimated) by steamer from American ports on Lake Ontario. Of these 11,361 have left for the States, leaving 11,747 as actual settlers in Canada.

FIRE.—A fire broke out about about 1 o'clock on the morning of the 10th instant in some stables and out buildings belonging to Councillor Morison. Mr Leggo, and others, and situate in rear of upper James Street, Hamilton. The firemen were speedly on the spot, but the buildings were completely destroyed. The origin of the fire is not known.

A RELIC OF THE PAST.—ONE HUNDRED YEARS AGO.—Good bark William and Anne, arrived at this port from Barcelona yesterday, where her long and successful career brought her into immediate notice. She was built in 1757, and in 1759 carried General Wolf to Quebec. She was originally built after the old English man-of-war fashion, but has been modernized by having her stern rounded off. She is commanded by Captain Maguil, and looks staunch and strong, as though she could weather many more voyages.—Savannah Republican, May 20th.

ACCIDENT.—A young man named Wm. Rogers was seriously, though not dangerously injured on Monday at the Depot Works, Hamilton. He was in the act of taking off a part of a boiler, supposing the steam to be entirely down. This was not so, however, and when the portion which was about being removed was entirely loosened, there was sufficient steam on to throw the detached portion up rather suddenly, thus causing the escape of steam and water. The young man is severely scalded, the supply. We regret this, for the finer kinds of it have almost ceased to be employed in the manufacture of ladies, and children's gaiters, buskins, &c.

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CORONER'S INQUEST AT TORONTO.—Coroner Scott held an inquest on Wednesday, on the body of a man who was found, on the day preceding, floating in the bay.—The body bore the marks of severe wounds, one on the left temple and another on the, under surface of the right knee joint. The body was much decomposed, having been in the water, it is supposed, some six or seven weeks. This rendered it unrecognizable; and, consequently, the name of the deceased is not known. On the examination, Dr. Hallowell give it as his opinion that the wounds inflicted on the body were sufficient to cause death. After hearing the evidence, the jury returned a verdict to the effect, that the deceased came to his death by wounds inflicted upon his body by some person or persons at present unknown.

TELEGRAPH TO OWEN SOUND.—There is a project now on foot to build a line of Telegraph to Owen Sound. A Board of Directors have been named, and other preliminary arrangements made. A correspondent informs us that a meeting of those Directors was held at May's Hotel, on Wednesday last, at which Mr. W. E. Griffith, of the City of Toronto, Superintendent of the late International Telegraph Line, attended, when it was resolved, "that Mr. Griffith should proceed over the line, in connexion with Mr. May (one of the Directors,) and examine the work already performed, and report to the directors the result, upon which arrangements would be entered into with Mr. Griffith for the immediate completion of the line."

ACCIDENT ON THE GREAT WESTERN RAILWAY.—A serious accident occurred at the Paris station on the 10th inst. A person named Daniel Scowan, of Stratford, was attempting to jump from one of the cars, while the train was in motion; and his foot having caught behind the step, he was thrown violently against the track. One of his legs was broken, his skull fractured, and he is said to be severely injured internally. This forms another warning to persons addicted to the reckless habit of attempting to get off or on the cars while in motion.

WHO BEATS IT?—Mr. J. C. Kempt, of Brighton township, raised last season from one pea stem no less than 150 pea pods.—Thirty, sixty, and a hundred fold constitute what must be regarded as fertile yield; but calculating upon an average five peas to the pod, we have here 750 peas from one. This is better than good yield.

IMMIGRATION.—The total number of emigrants arrived in Canada this season up to the 9th June, is 23,108; of whom 11,096 arrived at Quebec, 11,262 via. Suspension Bridge, and 750 (estimated) by steamer from American ports on Lake Ontario. Of these 11,361 have left for the States, leaving 11,747 as actual settlers in Canada.

FIRE.—A fire broke out about about 1 o'clock on the morning of the 10th instant in some stables and out buildings belonging to Councillor Morison. Mr Leggo, and others, and situate in rear of upper James Street, Hamilton. The firemen were speedly on the spot, but the buildings were completely destroyed. The origin of the fire is not known.

A RELIC OF THE PAST.—ONE HUNDRED YEARS AGO.—Good bark William and Anne, arrived at this port from Barcelona yesterday, where her long and successful career brought her into immediate notice. She was built in 1757, and in 1759 carried General Wolf to Quebec. She was originally built after the old English man-of-war fashion, but has been modernized by having her stern rounded off. She is commanded by Captain Maguil, and looks staunch and strong, as though she could weather many more voyages.—Savannah Republican, May 20th.

ACCIDENT.—A young man named Wm. Rogers was seriously, though not dangerously injured on Monday at the Depot Works, Hamilton. He was in the act of taking off a part of a boiler, supposing the steam to be entirely down. This was not so, however, and when the portion which was about being removed was entirely loosened, there was sufficient steam on to throw the detached portion up rather suddenly, thus causing the escape of steam and water. The young man is severely scalded, the supply. We regret this, for the finer kinds of it have almost ceased to be employed in the manufacture of ladies, and children's gaiters, buskins, &c.

FURTHER BY THE ERICSSON.

THE OVERLAND MAIL.

INDIA.

TRIESTE, May 28.—The steamer America arrived here this morning at 8 30, in 116 hours from Alexandria, which port she left on the 23rd May. The Indian mails left Alexandria on that day, with advices from Bombay to 2nd May; Calcutta, 23rd April; Madras, 28th April; Ceylon, 3rd May; Hong Kong, April 15; and Shanghai, 6th April.

The news of the conclusion of peace with Persia reached the camp at Mohammerah on the 5th April.

The Jemadar of the 34th Bengal Native Infantry, the ringleader in the late disturbance has been hanged.

Fuzi Ali has been killed in an attack made upon his band to avenge the murder of M. Boileau.

Meetings have been held at Singapore to congratulate Sir James Brooke on his just severity.

CHINA.—The position of affairs in Canton River remains unchanged. Great distress is said to prevail at Canton, from the high price of rice.

The Raleigh, 50 gun frigate, had run aground. The telegraphic despatch says—"Struck on the Five Mills, and was beached to save her." The Bittern had gone to receive her guns.

It is asserted that an imperial duty upon opium has been imposed at Shanghai.

At Hong Kong and Shanghai money is very scarce.

The exports of tea are estimated at 57,000,000 lbs., against 73,000,000 lbs. last year.

INDIA.—TRIESTE, MAY.—Advices from Bombay to the 2nd inst., state that some English regiments had returned from Persia.

CHINA.—At Hong Kong Admiral Seymour waited reinforcements, which ought to have arrived in a few weeks. The Portuguese, who seemed anxious to monopolize the transports, have captured a French vessel which was towing some junks.

On the 20th ult., the mountains near Monticello, New York, Sullivan County, were white with snow, and in the town of Denning, Ulster County, on the same day, the snow was two or three inches deep.

FORWARDING ON THE OTTAWA AND THE ST LAWRENCE.—Mr. A. Friel, a gentleman well known in the Forwarding business, has made arrangements with the Richelieu Company's River boats to Montreal, and with Mr. E. Smith's steamers from Montreal to Bytown, and on the Rideau, which will be of great service to the business men of the Ottawa. Lumber merchants and others used to be seriously inconvenienced, and often sustained heavy losses under the old system, which for want of a regular business being made of it, resulted in goods lying over at Quebec for a month or six weeks waiting for a transient conveyance. Under Mr. Friel's care goods will be dispatched to their destination almost as fast as their owners can get there themselves by the most rapid means of communication. In these days of progress time is well understood to be money, and Mr Friel will have no cause to regret the enterprize he has undertaken; the business men connected with the Ottawa region will give him ample encouragement. Mr. Friel has also made arrangements for the prompt and reliable forwarding of goods up the St. Lawrence and to ports on the Canada side of Lake Ontario, by vessels of the most superior class both as to speed and safety.

ARRIVALS AT THE BRITISH AMERICAN HOTEL.

T. Clark, Sacket's Harbor; G. Morton, Brockville, W. B. Allan, Ogdensburgh; G. D. Seymour, do; C. Dodson, do; Jas Shaw & Lady, Smith's Falls; Jas. Dodd, Montreal; Jas. Hall, Peterboro; D. C. Bitker, Glasgow; Jas. Bradbury, Toronto; G. Haddison, Toronto.

IMPORTS.

June 12.

Str. Ontario, Ogdensburgh.—3 bbls, 1 box hardware, W. Botsford; 1 keg, J. K. Frazer; 200 sacks corn meal, P. Hyland; 150 sacks meal, J. Carruthers & Co.; 1 willow wagon, owner.

Str. St. Lawrence, Montreal.—3 casks glassware, G. M. Wilkinson.

Schr. D. B. Sexton, Milwaukie.—16,005 bushels wheat. Holcomb & Henderson.

Str. Napier, Cape Vincent.—1 bbl pine apples 1 bale tomatoes, 1 basket radishes, Thos. Shanks; 1 box, Jas. Hopkirk; 1 pkg, J. Creighton; 1 box, S. Morley; 1 pkg, Mrs. Peabody.

Barque Plymouth, Chicago.—16,135 bushels wheat, Hooker, Pridham & Co.; 200 bbls flour, Walker & Berry.

Str. Northerner, Rochester.—3 bbls pork C. Linton; 3 boxes glassware, Express Co; 4 box oysters, J. McDonald; 3 boxes oranges and lemons, 1 candy machine, 1 pair blinds, J. Allen; 2 pkgs books, owner.

PORT OF QUEBEC.

ARRIVED.

June 7.

Schr. St. Roch, Leblanc, 14 days, from Miramichi, in ballast, but has brought up a load of goods from the steamship Canadian.

Ship Rankin, McIntyre, 2nd May, Liverpool, A. Gilmour & Co, general cargo.

Brig Fourteen, Coats, 14th April, Escombarara, order, bal.

——Marsey, Youlden, 29th do, Dartmouth, A. Gilmour & Co, bal.

——Bjorgvin, Olsen, 7th do, Bergen, Funch, Meincke & Co, ballast, 179 pas.

——Stockesby, Hall, 17th do, Sunderland, E Burstall & Co, coals and iron.

Bark Princeton, Barber, 18th do, Cardiff, H Fry, coals.

——Tinamina, Duffield, 2nd do, Malta, Benson & Co, bal.

——Alderman, Thompson, 17th do, Hamburg, Ryan Bros & Co, general cargo, 160 pas.

——Ensign, Slater, 28th do, Liverpool, H Fry, bal.

June 8.

Brig Johns, Stevens, 19th April, Alicante, order, bal.

Ship Sarpsberg, Somerfelt, 27th do, London, order, bal.

——Lizzie Southard, Spall, 23rd May, Bath, (Me), H. Fry, bal.

Bark Royal William, Hughes, 23rd May, Boston, order, bal.

——Olof, Anderson, 3 do, Bergen, Funch Meinck & Co., ballast 323 pass.

ECONOMY.

It has long been considered that ELLIOT'S DENTIFRICE was the Best Powder in use for Cleansing, Whitening and Preserving the Teeth and Gums, but few think of the Economy of its employment."

It is by far the cheapest Powder or Preparation for the Teeth offered to the Public.

Each Box contains four times the usual quantity of powder in its boxes, at the same time the universal testimony of all who have tried it, including the Dignitaries of the Church, the Judical Bench, as well as Editors, Professional men, and indeed all classes is, that Elliot's Dentifrice is one of the Safest, most agreeable and Effectual Dentifrices ever employed.

It prevents the decay of the Teeth, sweetens the breath, renders the gums healthy, and by its constant use Toothache is avoided.

Its Sale has already reached over 10,000 Boxes With still increasing demand.

From Rev. Dr. Adamson chaplain to the Legislative Council &c. &c. &c.

Toronto, July 21st, 1856.

Gentlemen,—Having used Elliott's Dentifrice for some time, I can confidently recommend it as well calculated to cleanse and preserve the teeth, and to impart health and consistency to the gums.

I am, dear Sir,
Faithfully yours,
W. ADAM ADAMSON, D. C. L.

Messrs. S. J. Lyman &