Auction Sales This Day.

As Advertised in the British Whig.

☞ NO SALE THIS DAY.

The Daily British Whig.

"Optifex per Orbem Dicor."

SATURDAY MORNING MAY 11, 1850.

PROVINCIAL AGRICULTURAL ASSOCIATION.

The Local Committee has had its last Meeting, the Report has been made, and the Local Treasurer's Accounts audited. A copy of the Report has been procured, which we publish below.

Owing to the severe illness of Mr Wetenhall, the duties of the President of the Association for the present year will devolve upon the much respected senior Vice President, John B. Marks, Esq. A Meeting of the Directors will be called forthwith at Toronto, in order to draft a Bill to be submitted to the Legislature, amending the General Agricultural Society Act, and placing the Provincial Association at the head of the whole; thereby rendering it independent of that eleemosynary aid, which is so grudgingly bestowed by the District Societies, and which, as appears by the Report, has in many instances been promised, but not given.

THE REPORT

Of the Executive Committee appointed by the Agricultural Association of Upper Canada, to manage the Annual Exhibition held at Kingston, on the 18th, 19th, 20th and 21st September, 1849; and in making up and closing the Accounts of said Exhibition, the Committee beg leave to Report,

That having carefully examined the Treasurer's Accounts, both as regards the money received, and of the Expenditure thereof, set forth in his detailed account of Disbursements, and being satisfied of the correctness of the same,

The Abstract recapitulation sent herewith, will shew that the amount of Receipts from all sources was - - - - £1325 7s. 10d.
And that the sum expended - £1236 16 5¾

Leaving a balance of - - £88 11 4¼ to be carried to the general funds of the Association. This sum, with the money said to have been promised by other Districts, and not paid, for the year 1849, viz.—

Simcoe District	£10,
Malden and Anderson	5,
Prince Edward District	50,
Bytown	10,
Niagara District	25,
Home District	30,
Johnstown District	40,

Will make together, if recovered, the sum of £258 11s. 4¼d., forming the nucleus of a reserved fund for the Association, which we recommend should be increased from time to time, until it shall amount to a sum not less than £500, supposing that bad weather or other unforeseen accidents may sometimes occur to prevent the income from the sale of tickets at the Show Gates being sufficient to cover the contingent expenses.

Much of the expenditure stated in this Report, may be hereafter saved by establishing a code of instructions for guidance of the Executive Committee appointed in the Counties, whereat Exhibitions are held, and thereby giving means for awarding higher premiums to every Branch of our Provincial products.

Great consideration should be had in laying out the Show Ground and erecting the necessary Buildings and Sheds to the full dimensions required. Although we at Kingston did enlarge upon the scale of grounds and buildings put up in former years, yet, we are of opinion that in future if the area of the ground (10 acres last year) be not enlarged, the size of the Buildings and Offices should be made at least one-third larger than the accompanying plan.

Entrance Gates heretofore have been too few to admit foot passengers. Instead of one gate, there should be at least two, with a Ticket Office about the centre. In addition to the doorkeepers, the entrance doors to be superintended by some superior persons of authority, to keep order and prevent confusion. A separate entrance should be made for carriages and horses at a greater distance than heretofore from the foot passengers' gate, with a Ticket Office attached; and no carriage tickets to be sold at the foot passengers' office; and we think it would add to the profits of the Association, as well as be more satisfactory to the public, if the Show Grounds were opened from eight o'clock in the morning until sunset each day.

All entrances of animals or articles intended to be shewn for prizes, should be made at least seven days previous to the first day of the Show, at a charge of 7½ each, free of postage, afterwards the charge of entrance to be increased, to prevent late entries. The Entrance Books to be closed at sunset on the day previous to the Show. A distinct badge to be provided for persons bringing property to the Exhibition; said badges to be given at the time of making the entry; if the entrance be requested by letter, the badge will be then put up with the owner's name attached, ready for delivery when called for

Labels should be carefully attached to all Animals and Articles exhibited, duly numbered in their respective classes; if for sale, the price to be marked thereon, particularly on Implements of Husbandry; no objection can be made to the owner's or maker's name appearing on the label.

To make it convenient for the Judges, a person should be placed in charge of each Class of animals and articles upon the ground, who shall from the tickets, make a complete list of the Classes in his charge, from which list the Judges can proceed to examine and enter upon their Books accordingly, and nothing should be adjudged that is not given to the Judges by the person in charge; so that one Book may agree with the other, and of course the whole of said Books will exactly correspond with the Secretary's general Entry Book.

We recommend that the Premium List, with Rules and Regulations for conducting the Exhibition, shall be prepared and printed at the Head Quarters Board, and made ready for delivery in the month of June, and that the Secretary be directed to send them forthwith to the several Districts, immediately afterwards, with such further instructions to Executive Committee where the Show is to be held, as may be required for making all necessary preparations for holding the Annual Exhibition.

Our public Dinner did not succeed in any thing near the number expected, owing probably to the great accommodations of travelling be performed by steamboats, and persons visiting the Show, coming and returning home in the same day. Therefore the Executive Committee where the Exhibitions are held must manage the Dinner according to circumstances and to the best of their own judgment, without being connected with the expenses of the Exhibition.

From what is heretofore remarked relating to the travelling community moving quickly from place to place, in the numerous daily steamboats, and in the absence of the facility of travelling on railroads in the winter season, the Committee strongly recommend that the annual meeting of the Head Board of the Association should be held in the month of June, at which season of the year a greater number of members would be enabled to attend, without much loss of time.

We recommend that an application be made to Government for an annual grant of £500, for the purpose of carrying forward this great National Institution, and that the money be paid in the month of August in each year to the Institution, as well the Agricultural grants to the Counties. This will give time for the respective Counties to make their subscriptions to the Provincial Association before the Show, thereby enabling the officers of the Association to ascertain the full amount of their funds, and to cause the premiums to be made accordingly; and paid on the spot; always supposing that the tickets sold at the entrance gates will exceed the expenses for enclosing the Show Ground, erecting the Buildings, and all other contingent expenses.

Diplomas have probably been rather profusely distributed to give them that high distinction intended in the public mind. Such should only be granted for some rare specimen of great ingenuity, new invention or something very superior; better give a small donation in money for unforeseen occurrances than issue Diplomas on trifling occasions.

The following Books and Papers are forwarded herewith, for the purpose of being lodged with the records of the Association, viz:—

1. Local Treasurer's account current.
2. Minute Book of Executive Committee
3. Plans & Specifications of Show Ground.
4. Book of entries of Animals and Articles for exhibition.
5. Judges' Books of Awards of Premiums (22 in number.)

That the Secretary of the Provincial Agricultural Association should be instructed to complete the best record of the Institution he can collect from such documents as can be procured, and the best information to be had in the localities in which exhibitions have been held up to the present year; and that this record be put into the hands of the Executive Committee for the time being, for reference—and that from the proceedings of such Executive Committees, the Secretary of the Association shall make the usual addition to such record.

The Committee further recommend that Members of County Societies, Judges, Delegates and others entitled to free entrance to the Exhibition, to introduce themselves on their arrival at the Show, by delivering their personal Cards of Address to the Secretary, who will enter their names in his book, and furnish them with badges accordingly.

Ploughing Matches have not hitherto succeeded or proved advantageous at the Provincial Cattle Shows in the Month of September, the weather in that month is invariably too dry for ploughing sod land; consequently the Farmers' skill cannot be fairly tested—moreover, the withdrawing so many useful Farmers to attend the Ploughing Matches deprives the Directors of their valuable assistance upon the ground; therefore it would probably be best for the encouragement of the useful art of ploughing, to leave the ploughing matches intirely in the hands of the counties Societies, who should endeavor to create an emulation for good ploughing by bringing forward the ploughmen of one country to compete with the ploughmen of another country, or one Township against another Township in the fall of the year after the first October rains, at which time the work can be well executed with dexterity, science, skill and satisfactory to all concerned.

All of which is respectfully submitted.

J. MARKS.
Chairman.

EXECUTIVE COMMITTEE ROOM,
Kingston, C. W. April 24, 1850.

DEATH OF THOM, THE SCULPTOR

We notice with regret the death of James Thom the sculptor, who expired at his lodgings in New York on Wednesday of this week. Mr. Thom came to his country from Scotland some twelve or fourteen years ago, in pursuit of a [illegible] which had been previously sent over by the proprietors to exhibit his Tam O'Shanter and Old Mortality, but who, we believe, made no returns or report of his proceedings. Arriving in New York, he traced him the delinquent—a fellow Scotchman of some shrewdness and address—to this city, and here recovered a portion of the money for which it appeared these admirable works had been sold, and transmitted it to the proprietors, who had been his benefactors, concluding to remain here himself to pursue his profession. In exploring the country in this vicinity for stone adapted for his purposes, he brought into notice the fine free stone quarry at Little Falls, which has since become so famous, having furnished the stone for the Court House in this city, Trinity Church in New York, and other public buildings in various parts of the country.

With this stone he reproduced the two groups already named, executed an imposing statue of Burns, and filled various orders for ornamental pieces for pleasure grounds. The copy of the Old Mortality group—including the pious old Presbyterian and his pony, with the familiar presence of the immortal genius which made them the property of the universal mind—was sold at a fair price, to the proprietors of Laural Hill Cemetery, near Philadelphia, and is now the appropriate premises for that spacious city of the dead. Tam O'Shanter and Souter Johnny keep watch and ward at the entrance of the hospitable mansion of our friend Boswell L. Colt, Esq., at Patterson. It is upon these incomparable works that the fame of the Ayrshire sculptor must chiefly rest. They are beyond a doubt the best illustration of his peculiar genius; and so we believe he himself considered them—though like most men of his class, he was always anticipating the time and opportunity when he would surpass them. That 'more convenient season' never came.

The Tam O'Shanter first raised him into notice from the condition of an obscure stone-cutter, without antecedents, education, or the slightest knowledge of the 'schools'—conciliated the admiration of his own countrymen, and secured for him fame and employment in the world of London, for that metropolis he received numerous orders for busts, which were, we believe, creditably executed in the favorite Scotch grey stone with which he had been familiar.

Thom had a strong predilection for Architecture, and fancying that he could excel in that department of Art, gave considerable attention to it, but we are not aware that he produced anything remarkable, beyond a few designs that were never executed. When it was concluded to build Trinity Church with the Little Falls stone, Thom made an advantageous contract to do the stone-cutting, and executed much of the fine carving for that costly architectural blunder. Owing to some misunderstanding with the architect, or the committee, he left the work, however, before it was completed, and, having realized considerable profits, purchased a farm near Ramapo in Rockland County, on the line of the Erie Railroad, and gratified his fancy by putting up a house after one of his own conceptions. Since that time we have had no knowledge of his pursuits but believe he abandoned a profession in which, with due cultivation he might have obtained the highest rank.

We desire to thank Mr. Kinney of the Newark *Daily Advertiser*, for the above tribute to the memory of our old friend Thom. With a vivid appreciation of genius no one has been more ready to assist it in its struggles with adversity than the respected editor of the Newark *Daily Advertiser*, and we ourselves were cognisant of his efforts to assist Mr. Thom when struggling against the current, upon the occasion of his first advent in America, altho' he has modestly withheld reference to it himself. But it was a difficult matter to assist poor Thom. He was the counterpart of his idol Robbie Burns, in person, in features, in talents, and in feelings—the same manly, hearty, open loving, kindly nature—which alas laid him open to the same temptations, and cut short his progress in his profession. His advent in New York, his residence in Newark, his designs for a Statue of Washington, &c., his sanguine speculations and his gradual decline till he disappeared from Newark, how vividly do all come up to our recollection. When sought for to obtain the assistance of his talents in the Sculpture of the Trinity Church, poor Thom was found working as a common bricklayer in Philadelphia, where he had gone to hide his humiliation and poverty from the eyes of those who knew him—a few years after when engaged at the Trinity Church, we again met him in New York, but alas! we saw with regret that a change had "come o'er the spirit of his dream," the storms of life had thrown a blight around him. His ambition was gone, the objects of his life were blasted, and his spirit struggled against the fate which compelled him for the sake of a living to confine himself to the humiliating employment of producing the crude conceits of other mens brains. He had purchased a farm with which he tried to occupy his attention and find contentment, we trust that he did gain that point so difficult to attain, and if so he probably enjoyed in his latter years more happiness than if he had gained the goal for which he studied in his youth, leaving a fame behind him to rival Michael Angelo.

THE "WHIG."—Upon reflection we consider it quite unnecessary to make any further reference to this paper, it being altogether too mercenary in its character.—*Belleville Intelligencer.*

NOTE.—It is very cruel in the *Intelligencer* not to fulfil its promise. It should regard the *British Whig* as a Belleville newspaper, and not as a distant contemporary, and be more fraternal and kind in its conduct. It was certainly very mercenery in the *British Whig* to take up the cudgels for Mr. Gideon Turner; but then, who knows but what that gentleman is one of its subscribers, and ten shillings a year is orth looking after in these hard times. The *Intelligencer* is really too unkind.

MERCHANTS OBSERVE—SALE POSTPONED.—Mr. McMillan's large sale of Groceries and Dry Goods advertised to take place on Tuesday next is postponed till Monday the 20th in consequence of the non-arrival of the Goods it is supposed caused by a break in the Canal.

From the New York Herald.

NEW STEAMER CITY OF GLASGOW

INCREASE OF STEAMERS ON THE ATLANTIC.

Trade with Glasgow, &c., &c.,

Another steamship arrived yesterday, from Europe, namely the City of Glasgow, Capt. Matthews, from Glasgow. She sailed thence on the 16th ult, and has made the passage in a little over 16 days, notwithstanding the ice she met.

This is the third steamer from Europe this week. The Cambria arrived at this port on Thursday, and the Canada at Boston, and the City of Glasgow at this port yesterday. Still there are three due—the British Queen, the Helena, Sloman from Hamburg, and the Washington direct from Bremen and Southampton.

The City of Glasgow commanded by the old favorite Capt. Matthews, formerly of the Great Western, is a fine propeller steamship. The Glasgow *Courier* of the 16th ult, thus describes her:—

This splendid steamship, which was launched so recently as the 28th February, sets out to-day at 1 o'clock on her voyage across the Atlantic—being the first attempt to establish steam communication between this city and the commercial capital of the United States. Although the city of Glasgow only left the building yard at the time specified, she has to a certain extent earned the character of a tried ship, before being applied to the great work to which she is to be applied. Simultaneously with the construction of the iron hull, the machinery was being prepared in the engine foundry of Messrs. Todd & Macgregor the builders; and as a consequence, the steam was up in little more than a fortnight after she left the stocks. She was immediately sent to sea, on a private, though an effectual trial trip; and for several days encountered, and well withstood, all the wild blasts of the equinox, which were so smartly felt along the west coast, during the middle and close of March. The propelling performances of the screw far exceeded expectations; but as the sailing qualities of the ship are now to be tested by the sweep across the Atlantic, it will be well to wait for the result, as it will be narrated in the log of Captain Matthews. Since the return of the City, she has been berthed on the south side, completing the internal furnishings, engaging passengers, and taking cargo. But during this time, and especially the last few days, the ship has been visited by thousands on thousands of our population—ladies and gentlemen, strangers as well as townsfolks and, she has been converted into the scene of a gay promenade.—The ship is as strong as iron plates, bars, rivets and straps can make her, and she is divided into five water tight compartments, which would secure her against almost every accident, except that of being thrown bodily upon the rocks. But to avert any risk of this kind, a gentleman has been engaged as commander, who should know the course between Great Britain and America, almost as well as if mile-stones had been placed along the road viz.,—Captain Matthews—who has crossed the Atlantic 90 times as an officer, and 26 of these as Commander of the favorite Great Western—a gentleman who by the testimony of all who have sailed with him, is entitled to the character of every, inch of a seaman.'—The hands to be directed by this able head appear to make up a very adequate complement—there being in all devoted to the business of the ship, 1st, 2nd, and 3rd officers, 20 seamen, 4 engineers, 9 firemen, and 5 apprentices; to minister to the wants of the passengers there are 20 stewards, 2 stewardesses, 1 baker, 1 cook, 4 assistants, a band of musicians, with brass and stringed instruments; and lastly a doctor with an ample medicine chest—a functionary, who is in the meantime kept in the background, for it is not conceived that any one can be, or should be ill, when so many appliances are at hand to keep them well.—The City has been laid out for 110 berths, 52 first class abaft the funnel, and 58 second beyond the funnel. Every one of these has been engaged from Mr. Langlands, the agent by passengers of both sexes, from every part of three kingdoms, but principally from Scotland. The passage money is 20 guineas, for the first class, and 12 guineas for the second. After accommodating the passengers, the ship has room for 1000 tons cargo, which is already largely occupied by manufactured goods the produce of Glasgow. To make all safe as precaution can make it, we may mention that the City carries 6 boats, which can carry 200 persons. The internal fittings are tastefull and genteel, and got up with a view to comfort, rather than to dazzle. The great saloon is upwards of 54 feet long, fitted with rich wainscot panelling—the ornamental part in the rennaisance style, being richly carved. Along the sides are 12 large pictures, representing striking views in various countries. As the anticipated success and relative speed of the City of Glasgow will be watched well, we may mention that on Saturday next the 20th inst, the Canada leaves Liverpool, and the Washington from Southampton for New York.

The Glasgow *Mail* of the 16th inst, gives the following additional description of the C. of G.:—

The accommodations provided for passengers in the city of Glasgow are ample and complete. The main saloon is spacious and elegant, being furnished with every luxury and convenience which the most fastidious could desire. The state rooms are entered from the saloon by lobbies, which are fitted up with patent lamps, enclosed in glass cases. Each lamp lights one lobby and two state rooms, which are kept under lock and key—The berths in the 1st class are fitted up with beautiful Tournay curtains, with rings and silk hangings. Each state room, containing 2 berths, with sofa, marble basin stand, gilt mirror, &c. There are also two large state rooms, containing 4 berths each, which can be let as family rooms. They are divided with damask curtains. The ladies' cabin communicates with the saloon, and has also a separate entrance to the main deck. It is fitted up with rosewood sofas, covered with red Utrech velvet, and contains 8 berths, adorned with crimson and fawn striped silk curtains, gilt mirrors, &c. Each passenger has drawers for clothes, and other necessaries, furnished with separate keys. In the entrance lobby to the saloon is situated the captain's room, a large and comfortable apartment, and opposite is the steward's bar, fitted up with racks for chrystal, china, stoneware &c.

The principal attraction of the City is the saloon, which has been furnished in the most attractive and elegant style. The panelling is all of finely polished wainscot, richly adorned with 12 beautiful paintings, containing the following views:—

Kenilworth Castle from the Tilt Yard, Harbor of Hong Kong; Castle of Europe on the Bosphorus; City of Glasgow; Bay of New York from the Telegraph Station; Cork Harbor; Innisfaill Lake, Killarney; City of Hudson, U. S.; the Clyde from Dunnator Hill; Constantinople; Shanghae; and lastly, the 'Land's End,' in Cornwall. The first six of these paintings are arranged on the starboard and the others on the larboard. The views on the Bosphorus and the Clyde are specially deserving of commendation, and indeed, all of them have been executed in the most tasteful manner.

At the end of the saloon, near the entrance is a large sideboard, also of oak, with white marble top, surmounted with a large mirror, encased in a gilt frame. Along the centre runs a range of dining tables, capable of accommodating 60 persons, furnished with settees on each side, having moveable backs.—Above the tables are mahogany racks for holding crystal. On each side, at the after end of the saloon, are ranges of sofas covered with crimson Utrecht velvet plush, with tea and card tables. Against the rudder case is a richly carved and gilt clock, surmounted with the Glasgow arms.

The second class state rooms, are arranged on each side of the main deck, in front of the funnel, and entered by lobbies like those of the saloon. In addition she has room to stow 10,000 tons of cargo. She has beam engines of 350 horse power, screw 13 feet diameter, with a pitch of 18 feet.

COUNTY OF YORK ASSIZES.—The Court of Oyer and Terminer and general gaol delivery for this County, was opened by his Lordship the Chief Justice yesterday, at 12 o'clock, noon! there were associated with him on the bench, the Hon. W. Gordon, Frederick Widder Esq., and W. Proudfoot, Esq. Adam Wilson, Esq., appeared on behalf of the Crown.

The *New Era*—Captain Maxwell, was in Port yesterday; since we last saw this beautiful craft, she has been much improved, and is now one of the most comfortable, as she is the most speedy Boat on the Lake. Captain Maxwell is regarded, and justly, as the model of a polite, obliging, and skilful Captain.—*Coburg Star.*

MARRIAGE IN HIGH LIFE.

The marriage of Mr. J. B Harford, eldest son of Mr. A. G. Harford, Battersby, of Stoke Park, Gloucestershire, and nephew of Mr. J. S. Harford, of Blaise-castle, in the same county, with Mdle. Marie Bunsen, the beautiful and accomplished daughter of His Excellency the Prussian Minister and Madame Bunsen, was solemnized yesterday in the church of St. James', Piccadilly, in the presence of a very numerous circle of the immediate connexions of both families. It was originally intended that the marriage should have taken place in January last, but the death at that period of Mrs. Waddington, the mother of Madame Bunsen, and grandmother of the bride, tendered it necessary to delay the marriage ceremonial, which, owing to the circumstances referred to, took place yesterday in a comparatively private manner. The bride left the residence of the legation shortly after 11 o'clock in company with her mother, and proceeded to St. James' Church, where the bridegroom and a large family party had previously assembled. The Lord Bishop of London was in attendance to perform the service, and the preliminaries having been arranged, the bridal procession moved to the altar, headed by the right rev. prelate, who was attended by the Rev. John Jackson, M. A., rector of the church. The bride followed, resting on the arm of her father, Chevalier Bunsen, and attended by a train of six bridesmaids, viz., Miss Harford Battersby, Mademoiselle Bunsen, Mademoiselle Theodora, Mademoiselle Mathilde Bunsen, Miss Harford, and Miss Bruce. These young ladies were all similarly attired in pale sea green grace silk dresses with flounces and jackets *en suite*. The bride was very beautifully attired in a superb dress of white wetered silk, with Brussels lace flounces and trimmings. A veil of the same material and a wreath of orange blossoms completed her costume. The service was read in a very impressive manner by the Bishop of London, who was assisted in the responses by Mr. Jackson. The bride was given away by her father. At the close of the service the parties present retired to the vestry where the usual record and attestation were duly made. The ceremony was witnessed by a very large number of spectators from the body of the church, and the newly wedded pair were loudly cheered by the crowd as they entered their carriage. At 1 o'clock a large party consisting of the relatives and friends of the two families, assembled at the residence of the legation in Carlton-house-terrace, where a splendid dejeuner was given by Madame Bunsen in celebration of the happy event. The purchase of the new residence of the legation has just been completed by the King of Prussia, and yesterday was the first occasion on which the mansion has been publicly opened since its acquisition by the King. It has, however, recently received much internal decoration from his Excellency the Chavalier Bunsen, whose taste in all matters relating to the fine arts is proverbial. We observed yesterday the presence of many valuable works of art, among which was a bust of the late King of Prussia, and portraits of the present King and the Prince of Prussia were chiefly remarkable. The was also a very choice medallion bust of the Queen of Prussia, given by the King to the late Queen Dowager on the occasion of his visiting England to stand sponsor for the Prince of Wales in 1841, and presented to the late Queen's brother, the Duke of Saxe Meningen, to Chevalier Bunsen only a few weeks since. At the dejeuner the Bishop of London proposed "The health of the newly-wedded pair," prefacing his remark with an encomium on the virtues of the father and mother of the bride, and concluding with the expression of his earnest hope that every happiness might attend Mr. and Mrs. Harford here and hereafter. The toast was duly honored, and acknowledged in a very appropriate manner by Mr. Harford. Sir Harry Verney next proposed "The health of His Excellency Chevalier Bunsen and Madame Bunsen," which was very warmly responded to. His Excellency Chevalier Bunsen, in acknowledging the toast, alluded with marked emotion to the happiness he felt in adding another tie to that already existing between his own family and that of Mr. Harford. His Excellency also expressed the gratification he felt at the presence of Mr. Gurney, with whose family he had also the happiness of being very closely connected. After some other family toasts Sir Benjamin Hall, in a very humorous speech, proposed the health of the bridesmaids, which it needs scarcely be said was received most enthusiastically. The partly shortly afterwards broke up, not less than 100 relatives and friends having participated in the festivities. At 2 o'clock the happy pair left town in a carriage and four, *en route* for Tonbridge-wells.

RECIPROCITY AND THE FREE NAVIGATION OF THE ST LAWRENCE.—In a recent debate in Congress it was stated that if the Reciprocity bill passed, the British Government would cede the free navigation of the St. Lawrence—we should hope, with the understanding that this too is to be reciprocated on American waters. It was also said that the reciprocity bill was certain to be reported from the Committee of Commerce, precisely as it came from the Canadian Legislature. The following paragraphs of a letter from Sir H. L. Bulwer to Mr. McLane contain the assurance of the British minister spoken of on that occasion:

I feel myself authorised to say, in reply to you, that Her Majesty's Government, entertaining a cordial desire to promote a good understanding with this country, and to facilitate every measure which can tend to establish the amicable intercourse between it and the various portions of Her Majesty's empire, takes a sincere interest in the success of that measure, which has already been conditionally approved by the Legislature of the Canadas, and which, I may respectfully remark, seems to me the natural consequences of those measures by which the markets of Great Britain have already been opened to the agricultural produce of this country.

The desire thus described would, as you may imagine, be still farther increased on finding it responded to here; while the course which the committee on commerce has suggested, and which you have complied with by addressing yourself to her Majesty's representative, on a subject which cannot but be of imperial, as well as colonial interest, will also, I feel certain, be considered as a proof of the friendly spirit toward the Government of England, which exists throughout Her Majesty's dominions towards the people and Government of this country.

I feel no hesitation, therefore, in stating that the instructions with wich I came to the United States warrant me, under such circumstances, in assuring you that should a bill corresponding to that which has received the sanction of the Legislature of the United States, and receive the sanction of the President of the United States, Her Majesty's Government will be ready to respond to any application which the United States Government may then address to it, on the subject concerning which you have now applied to me, by at once consenting to open the navigation of the river St. Lawrence, and the canals thereunto adjoining, (and which would be duly specified,) to the shipping and citizens of the United States.—*Mon. Herald.*

GREAT CLERGY RESERVE MEETING.

A very numerous and enthusiastic meeting of those citizens of Toronto favorable to the application of the Clergy Reserves to education, or other public purposes, was held in Knox's Church last evening. The Hon. Adam Fergusson occupied the chair, and the speakers who moved or seconded resolutions were Mr. John McMurrith, Mr. John Shaw, Rev. John Roaf, Rev. John Jennings, Mr. Samuel Sproull, Mr. John Doel, Rev. James Richardson, Mr. George Brown, Rev. Adam Lillie, Rev. Mr. Hurlburt, Rev. James Pyper Mr. McClure, and Rev. Dr. Willis.

Hon. Malcolm Cameron, seconded by Dr. Burns, and supported by Mr. James Leslie, of the *Examiner*, moved an amendment to the sixth resolution, to the effect that the meeting demand from the Ministry that they shall make the Clergy Reserve settlement a Ministerial question. This movement on the part of these gentlemen was denounced by Messrs. Lillie, Willis, Jennings and Richardson, as factious, and calculated to injure the cause sought to be promoted, by giving the meeting an anti ministerial character. It was explained that the originators of the movement differed on several points of theological and political controversy, and the object was to obtain common ground on which all could stand in seeking the settlement of this great question; that of course all concerned with the movement would desire that the Ministry should make it a Cabinet question, but it was not thought proper to urge them to do so in the manner proposed; and that it would be one of the duties of the society about to be formed, to communicate with the Cabinet and other public bodies on the subject.

After long discussion, the feeling of the meeting was well ascertained, and Mr. Cameron and his friends saw it expedient to withdraw their amendment, and the resolutions of the Committee passed entire. The meeting broke up at half-past 12 o'clock, so that it is impossible to give the proceedings at greater length to-day, but we shall endeavor to make ample amends on Saturday.—*Globe.*

RAILWAY TO CANADA.—There can be no very extensive trade carried on with Canada the year through without a commercial line. It is useles to talk of the Halifax and Quebec line as such, for its length (635 miles) must forever preclude heavy articles of merchandise from being transmitted the extreme distance. Let us turn our attention to a line that would cause a traffic. From St John to Quebec via Fredericton, Woodstock, and the valley of the Restook, is 344 miles, most of the distance has been surveyed, and the route pronounced exceedingly favorable. There is little doubt but five thousand pounds per mile would be amply sufficient to defray the costs, which would amount in the aggregate to £1,720,000. Let this Province and Canada each take one-fourth of the Stock, amounting to £430,000 for each Province to raise on its credit, and let the Crown lands for a certain number of miles on either side of the line be secured to the Company who would take the other half of the stock. If the British Government would give anything towards the undertaking, well; if not, let it be done without her aid. We not only look upon this scheme as feasible, but as one of the greatest boons that could be conferred upon the country; and we are really surprised at the apathy prevailing in regard to it, especially in St. John. It would make that city in a few years one of the most thriving ports in North America; her safe and commodious harbor would become the outlet for Canada during the winter months, and she would be the great depot and entrepot of an extensive trade to and from Canada and the West Indies.—Let our legislators think of it.—*Amaranth.*

CURIOUS OCCURRENCE AT A WEDDING.—A laughable occurrence took place in the Parish Church of a town in Somerset, not a hundred miles from Taunton. The bridegroom, with his sister, who was to perform the part of bridesmaid in the ceremony, arrived some little time before the bride and her friends. The Clerk, on perceiving the bridegroom and his sister approaching, immediately told the Clergymen, who asked of how many the party was composed, and was told only the happy couple, and consequently he told the Clerk he must give away the bride; the necessary preparations were immediately commenced—the Clerk standing by in readiness till his services should be required. The Clergyman commenced reading the marriage service, and went on until he asked for the ring before the bridegroom was aware of the mistake. The Clergyman and the young couple then withdrew to the vestry, there to laugh at the ludicrous error, and to wait until the bride and party arrived. It appears that both the bridegroom and his sister were entirely ignorant of the marriage service, and considered that the Clergyman was only reading to fill up the time.—*English Paper.*

Port of Kingston.

May 9th.

Schr. Storm—S Hartlow, 30 barrels pork, 15 tons coal, Edgar R. Campbell.

Str. Cataract, Oswego—a general cargo of merchandise, for owners

May 10th.

Schr. Sir Charles Bagot, St. Catharines—1000 barrels flour, Hooker, Holten & Co.

Arrivals in this City.

ARRIVALS AT KENT'S BRITISH AMERICAN HOTEL.

May 10th—Jean B. Lemoque, Quebec; Lieut. Kerr, R. E. O. Neave, Toronto—D. C. G. Mayer, lady, 7 children and 2 servants, Kingston—John J. Shirver, Hon John Ross, Mrs P. Robertson and son, Robert Robertson, Belleville—D H Dodge, Sacketts Harbor—O W Phelps, Oswego—James Swenburn, England—S E Gregory, Montreal—Thomas M. Wilson, Auburn—Mr Ermatinger, Montreal—Mr and Mrs Paton, Montreal—Fred G Wright, Belleville.