MAIL FOR ENGLAND.

The Mail for England will be closed at the Kingston Post Office every Friday evening at 5 o'clock.

Agents for the British Whig.

Montreal.....R. Chalmers & Co., Booksellers.
Belleville.....Mr. Michael Nulty, Auctioneer.
Cobourg.....Thos. Evans, Esq.
Toronto.....Mr. Thos. McLean, Bookseller.
Hamilton.....John Brown, Esq.
New York.....V. B. Palmer, Tribune Buildings.
Rochester, N.Y., Mr. G. S. Jenny.
And Postmasters generally of the Midland District.

*** Agreements for advertising made by any of the above gentlemen, either for Cash or otherwise, will be ratified.

TO CORRESPONDENTS.

No notice can be taken of anonymous communications. 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.

Communications intended for insertion CANNOT CONTINUE to receive attention.

Auction Sales This Day.

As Advertised in the British Whig.

Sale of the Rough-Cast House in Johnson Street by James Linton, at 12 o'clock, noon.

The Daily British Whig.

"Spiffer yer Grinder Nigger."

SATURDAY MORNING, MARCH 28, '51.

For the British Whig.

AN EMPTY STEAMER.—This fact has been confirmed by the intelligence that a ship was lost on Thursday the 27th inst., supposed to be the first bird hatched this season.

THRILLING NARRATIVE.

Destruction of three Coal-laden Vessels by Fire—Wonderful Escape of the Passengers and Crew.

We have been furnished by a friend with the following highly interesting letter, giving the particulars of the destruction by fire at sea, of three coal-laden ships, a brief account of which we published some days since. The writer is Mrs. Bates, the wife of the captain of the Nonantum, the first vessel mentioned in the letter. It is seldom the lot of woman to pass through such a continued series of dangers of a character so trying as those recorded in Mrs. Bates' letter. The letter is dated Bay of Sechura, Coast of Peru, January 17, 1851, and after a few lines of a private nature, says:—

I will now commence my narrative. After we left Baltimore, we proceeded on our voyage pleasantly, and I assure you I never enjoyed myself more. Nothing occurred to mar our enjoyment until we were about in the latitude of the River Plata, when William discovered smoke issuing from the after hatch, and then the startling truth flashed upon our minds that the ship was on fire. She was loaded very deep with coal, which was taken out of the mines, brought directly down to the ship in the cars, turned (sometimes soaking wet, from the rain that fell on the way,) directly into the ship's hold, and there it laid, remained heating through all the hot weather, until the gas that originated from it had generated fire. This result was feared by some before we sailed.

Imagine our situation—eight hundred miles from land, on board a burning ship, with very inclement weather, so rough that boats like ours could not possibly live for any length of time. There was no other way but to smother the fire as much as possible; and bear up for the nearest land—the Falkland Islands. The crew immediately commenced getting up provisions and water sufficient to last until we could arrive at the Islands, and during the short time they were employed between decks, so powerful was the gas that some of the men fell down senseless from its effects. They then caulked every seam and the hatches as tight as possible, and yet gas and smoke would escape through seams, which were apparently water tight. The gas finally filled the cabin, so that they were obliged to vacate it. We were in momentary expectation of an explosion, as such things had been known to occur in similar situations. We had our boats ready to launch in case the fire broke out, although we did not suppose for a moment they could live. It was extremely cold weather, and I was wrapped up in all the warm clothes I could get on, and was obliged to stay on deck for fear of the effect of the gas. Before I left the cabin it nearly suffocated me. I was so fatigued for want of sleep that I lay down on the floor and fell asleep, and when I awoke I could not stand, and could scarcely breathe, until after I had a fit of vomiting, which relieved me.

We were eight days in this situation before we discovered land. There were two men stationed aloft to keep a look out, and William was on the house. It was very thick, and soon William sung out "Land ho!" I shall never forget that joyful sound. Presently the high rocks, called the Volunteer Rocks, which make off two miles, began to heave in sight, and I can assure you those barren rocks presented to us a most welcome appearance. We ran into a little cove, under the lee of the land, and anchored that night, for it was blowing a close reefed topsail breeze, right down the harbor. The next day we beat up the settlement called Port Stanley, an English colony, consisting of 400 people. We had a survey upon the ship—opened the hatches, and found her all on fire. We commenced throwing water into the hold with an engine; but the fire still increasing there was no alternative left but to run the ship on shore and scuttle her. This was done, and after the fire was extinguished we went to work and stripped the wreck. Everything between decks was saved, in a damaged state, and was sold at auction. She was carefully burnt inside. Her beams and stanchions were burnt off, and her lower deck had fallen in. She was so burnt at the bottom that she hinged immediately, although she was run on shore where it was very soft bottom.

After the business was all settled, we should have come directly home; but the island being very little frequented by vessels, we might have remained there a year perhaps, before an opportunity would have enabled us to return. There was, in port, a South ship from Dundee, bound for Valparaiso, called the Hemayoon, Captain M'Ilvery, master, and he said he would take us to Valparaiso, from whence we would be more likely to have an opportunity of returning home. We left the Falklands about the 15th November, in the ship, which was loaded with coal; but which had been so long that we thought there was no danger from it. We had been at sea twelve days, and were just round Cape Horn, when we discovered the ship to be on fire, and it increased so rapidly that in three or four hours she was in flames.

We were at this time seventy miles from land, and immediately made preparations to take to the boats, preferring to take our chance of gaining the land, although it was an inhospitable coast, inhabited only by savages. Just at this moment a sail hove in sight. We hoisted a signal of distress, and she bore down to us. She proved to be an English ship, called the Symetry, loaded with coal, bound to Arequipa. Captain Thompson, her commander, took us all on board; and, in a short time, we saw the fine ship Hemayoon burn to the water's edge.

We remained on board the Symetry twelve days, when a large ship hove in sight, and in answer to our signals hove to. She proved to be the American ship Panchon, of Newburyport, Captain Lunt, bound to San Francisco. She loaded at Baltimore with coal, at the same time we did, and was well acquainted with William. Judge of his astonishment to learn that we were on board of the Symetry. He immediately invited us to come on board his fine ship, and we at once accepted the invitation. The ship was 1,000 tons burthen, and had in 1,200 tons of coal. On the 25th December, when we were in the Pacific, 1,200 miles from land, we discovered the Panchon to be on fire! Efforts were immediately made to make her as tight as possible, and Captain Lunt shaped his course for the main land. We were on board this burning ship three weeks, and imagination cannot conceive the anxiety of our minds during this time. We never saw a sail of any kind from the time the fire was discovered until we saw the land, and then nothing but those little "Calumancs."

Captain Lunt ran the ship into a small bay, called the Bay of Sechura, and anchored about two miles from the shore, at 4 o'clock, P.M. He immediately commenced landing the cargo in the surf on a good sandy beach. A tent was built, and after taking everything off the ship's deck, they opened the hatches, and no sooner were they raised than she was one sheet of flame below. The hatches were put on again and she was run on shore and scuttled; but the flames were too far advanced to prevent her from burning. And there lay that noble ship in this lonely bay, and burned to the water's edge. Oh! it was awfully grand; it was a scene never to be forgotten. Give the finest flight to the imagination, and it cannot conceive anything to surpass the reality. Think of the danger we incurred in remaining so long (three weeks) on board that burning ship. She was actually all burnt out inside. In one day more it would have burnt out at her sides. Twelve hundred tons of coal, with all her other cargo—and all on fire, made us willing boat to be living even. But then we hesitated to take to the boats until we were compelled to, on account of the sufferings we should have to endure in an open boat at sea.

The coast where we are now staying is uninhabited. The nearest settlement is fifty miles from us. The Bay of Sechura is on the coast of Peru, about 50 miles from Payta. The first officer, with a boat's crew, have now gone up Payta to get the American Consul to render us assistance in getting away.

I have been on board four different ships since I left Baltimore, and have been burnt out of three of them. They were all coal laden. While at the Falklands, we heard of a large American ship, loaded with coal, going off Cape Horn; the crew took to the boats and succeeded in arriving at Cape Negro. We did not learn her name. It seems impossible for any of the ships that loaded at Baltimore at the time we did to arrive at their destination. The Panchon was the best fitted in respect to ventilation, and she has not escaped. It is a dangerous cargo to have so long in a ship. It may do for a short voyage.

* * * * *

[A postscript to the letter says, the writer remained on the beach for one week, when the whole party was taken off by a brig and carried to Payta, where they were entertained at the American Consul's house. From Payta, the writer, with her husband, intended taking passage for San Francisco in an American vessel, then loading at that port.]

EFFECTS OF THE UNION OF THE PROVINCES.

The recent tumults in Montreal, an account of which we have given to our readers, are an instance in proof of the injurious nature of the Union between the Upper and Lower Provinces of Canada. The present Radical Government may take to themselves the credit of causing the disadvantages which must ultimately arise to both Provinces to be foreshadowed in a most remarkable manner. The passing of the Rebellion Losses Bill—a measure unnecessary yet consummated merely for the gratification of Mr. Lafontaine, whose will in Baldwin's ear—caused the latent feelings of opposition experienced by the Anglican and Gallic races toward each other when brought into immediate contact, to be openly developed; and the smouldering principles of mistrust to be fanned into an immediate flame, which can never be extinguished. It is evident that what of opposition is exhibited by the masses of the French in their measures of economy, is also experienced by the educated and upper classes of that people, though indeed to remain concealed. The interests of the two people are viewed by each as being distinct, and incompatible, under the Union; and proves that the unwise steps of Bagot did but hasten on the effects which that impolitic union, as the union, made sure to follow.—The two Provinces at present, from the difference which exists in the views and feelings of the inhabitants, can be successfully managed only by the existence and operations of two separate legislatures. As far as Upper Canada is concerned the business of the Country can only be carried on in accordance with the wishes—we had almost said the dictation, of the French leaders. Upper Canada cannot be properly represented in Parliament nor her real interests regarded, inasmuch as neither Reform or Conservative Government can be carried out saving by the French influence. Hence the door is opened to unworthy negotiations—to undignified intrigues and to humiliating terms of evolution. Lower Canada, on the other hand, views this Province as a rival destined ultimately to overthrow their peculiar institutions and to destroy their national character. The two Provinces thus regard each other, and no statesmanship, however exalted, can unite the heterogeneous population of the two Colonies, so as to secure their mutual welfare. We see a war of races commenced among us; and every action performed in Upper Canada is looked upon with jealousy; every comprehensive measure is viewed only as an attempt to subjugate the French to the English race. Thus unless the peculiar views of the Leaders of the Lower Canadians are favorably entertained by the Ministry of the day, that Ministry must fail. We, then, at the Upper Province can never enjoy an independent government, while united to the French. The measures enacted for our good must be estimated by French minds, and can only be passed by French permission. Let a Reform or Conservative Parliament be formed, that formation is only accomplished to carry out the wishes of the French. So, as far as Lower Canada is concerned the politicians of that Colony cannot divest themselves of the opinion that Upper Canadian Legislators are extremely anxious to overcome this French influence, and that they are using every exertion in their power, though perhaps secretly, to encroach upon their privileges. Thus mutual mistrust is engendered, and we of Upper Canada are compelled to submit to the acknowledgement of Papish Holidays, and to return our members to be subject in their measures to our acknowledged masters; placed over us by Radical influence. We feel convinced that the day is not very far distant when the inhabitants of Upper Canada generally, irrespective of political creed, will demand the dissolution of a Union, which is calculated to perpetuate a rivalry—if not a continual war—of races to the disadvantage of each section of the Province.—*London, (C. W.) Times.*

FLOODS IN THE SOUTHERN RIVERS.—Advices from Cheraw, S. C., to the 11th instant, states that the Pee Dee river commenced rising on Friday evening last, and continued to rise until Sunday morning about 10 o'clock, at which time the water had reached a higher point than at any former period within the recollection of the "oldest inhabitant." We have never before witnessed so rapid a rise, nor such an irresistible current in the river. When our fine bridge was carried away, the river was higher than at any other known period. From the best information within our reach, we think the river on Sunday morning was at least one and a half feet higher than it was in 1831. This unprecedented freshet must do incalculable damage to the plantations on the river, most of which were freshly ploughed up. We suppose many of the embankments have been swept away; if so, the consequences will be disastrous indeed. The only one near town, that belonging to John Leak, Esq., gave way on Sunday morning. We have not learnt the extent of his damage, as the water had fallen off but little up to this, Monday evening, 3 o'clock. In consequence of the unprecedented rapidity of rise, we suppose most of the stock in the swamp have been lost. Considerable alarm was felt for the safety of our bridge, but so far, it has stood the seemingly irresistible flood without apparent injury. The water was within about two feet and a half of its lower edge. A bad'ow bridge or culvert in the embankment, near the bluff, was washed out. This damage will be repaired in a day or two. Monday evening, 7 o'clock the river has fallen less than three feet.

From Fayetteville, N. C., to the same date, the *Times* says:—The rains of Thursday and Friday last produced a prodigious freshet in the Cape Fear and other streams, in this part of the country. The Cape Fear rose upwards of forty feet, reaching within about ten feet of the Clarendon bridge, at this place; and backing up Cross Creek nearly to the centre of the town. Hundreds of persons visited the banks of the river to gaze on the rushing waters, with their prey of timber, trees, &c. The Northern stage has been detained for the three last mornings, by inability to cross the ferry.

NEW PROCESS OF TANNING LEATHER.

We have seen various articles manufactured of leather tanned by the new process of Mr. Hibbard, the patent of which has been assigned to Mr. W. W. Reed, chiefly of gloves, boots and shoes. The leather is of the best description. Calf-skins tanned in from four to twelve days, and cow-hides from fifteen to twenty, are fully equal in appearance and durability, to the best tanned leather by the old process, which in some instances requires as many weeks as the new demands days. Indeed the calf-skins exhibited to us are in all respects equal to the best French tanned leather. The expense of this process is something less than that in general use, while the gain in point of softness, toughness and durability is apparent.—*Journal of Commerce.*

The *Buffalo Advertiser*, referring to the foregoing remarks, gives an opinion corroborative of the assertions of many persons who have made inquiry into the subject. However much the process may be shortened, and the same external finish accomplished, there is a deficiency in the quality of the article, compared to what it was when as many months were required for the process as it now takes days to complete. Further improvement may produce the same hardness and durability which the old process secured. There is, however, much truth in the statements of the *Advertiser*, that,

"These "steam" processes of tanning leather do not appear to work very well. The quality of leather, as well as the profits of the manufacturer, depend very much upon the time it is submitted to the process, and the amount of tanning it absorbs. The great fault of the leather in this country is that it is hurried out of the vats too soon, generally from a want of capital or from a desire to reap speedy returns. It may be that a process has been invented by which all that is desirable may be accomplished in a very short time, but is scarcely probable that steam can do the business as well as time. At any rate, these new inventions do not find much favor with manufacturers, and after the experiment has been tried, we think the consumers will be of the same opinion."

DEATH OF JOANNA BAILLIE.

We regret to announce the decease of Joanna Baillie, which took place at Hampstead on Feb. 23. A poet whose fame is indelibly inscribed on the annals of English literature and whose genius, remarkable in character has received the homage of the most exalted of her contemporaries. Born in the year 17-, in the manse of Bothwell, near Glasgow, of which place her father was minister, her early age connected her with a period signalized by the most remarkable events, and equally so by the great intellectual impulse which then renovated the social mass.

At the end of the last century a crowd of distinguished persons appeared in every department where eminence could be attained, and the names of Rogers, Wordsworth, Campbell, Moore, Scott, shortly to be succeeded by some equally celebrated, prove that in poetry the period was particularly rich. The works of Joanna Baillie, which then appeared anonymously, created as great a sensation as any productions of the great authors above mentioned, and the impression which was the result of their first appearance was much heightened when, contrary to all expectation, they were found to be the writings of a woman. This impression was still further increased when it was discovered that the authoress was still young, had always led a secluded life, and had, therefore, by the force of imagination alone bodied forth productions usually the result of experience and intercourse with the world.

Her works are marked by great originality and invention; for the foundations of her dramas are not in general historical, nor stories from real life, but combinations wrote out from her own conceptions. Her knowledge of the human heart, of its wide range of good and of evil, of its multifarious, changeful and wayward nature, was great, and her power of portraying character has rarely been exceeded. Her language is simple and forcible, while the illustrations and imagery, often suggested, probably, by the picturesque localities where her youth was passed, are copious and effective. Her female portraits are especially beautiful, and possess an unusual degree of elevation and purity. Several of her dramas have been acted.

Though her fame tended greatly to draw her into society, her life was passed in retirement. It was pure and moral in the highest degree, and was characterized by the most consummate integrity, kindness, and active benevolence. She was an instance that poetical genius of a high order may be united to a mind well regulated, able and willing to execute the ordinary duties of life in an exemplary manner. Gentle and unassuming to all, with an unchangeable simplicity of manner and of character, she counted many of the most celebrated for talent and genius among her friends.

GREAT DAMAGE BY THE STORM IN BOSTON.

VAST AMOUNT OF PROPERTY INJURED—THE RAILROAD TRAINS DETAINED &c.

Boston, March 19th 1851.

The tide here was so high that the cellars in the lower portion of the city were submerged, and an immense amount of damage was sustained. At Constitution wharf, nearly 1,000 barrels of flour, belonging to the Suffolk Mills, were badly damaged; also, from 1,000 to 2,000 boxes of oranges. The cellars in Ann Street had over a foot of water in them, and the residents were obliged to temporarily abandon them. In the cellars on Long and India wharves, a large quantity of valuable property was damaged. The total damage is estimated by some as high as $100,000.

The railroad trains from all quarters have been detained by the snow. An embankment on the Eastern Railroad, between Salem and Lynn, was carried away by the tide, and a train of cars from Boston, in attempting to pass, was upset, and the passengers thrown into a heap together. No one, fortunately, was seriously hurt.

One on the Worcester Railroad, a train, which left the city at nine o'clock last night stuck in a snow bank four miles out, and was detained there all night, and then oblieed to return to the city. On other roads the trains were thrown off the track.

The New Haven train, which left New York yesterday morning, arrived at nine o'clock last night; and that which left at half past two, P. M., arrived at 8 this morning.—The Stonington passengers, who left New York last evening, arrived at 10 this morning.

The light-house on Minot's Ledge, for which fears were entertained, withstood the fury of the waves.

No accounts of marine disasters have yet been received. There were fifteen or twenty and of Gloucester Halibut fishermen on Georges, for whom some anxiety is felt.

The snow ceased falling at daylight this morning. Altogether about a foot and a half has fallen; and it is said to have been by far the most severe storm experienced for many years.

MARINE DISASTER—LOSS OF LIFE, ETC.

Baltimore, March, 19, 1851.

The ship Rohena from Liverpool for Baltimore, went ashore, during the snow storm on Monday last, off Cape Henry, where she still lies. Five of her cabin passengers, two ladies and three gentlemen, were drowned in the surf while attempting to land. The remainder of the passengers were all got off safely.—The Rohena has a heavy cargo of salt and iron. She has on board 100 passengers; she experienced severe weather during the entire passage. On the 20th ult. the Rohena lost overboard Frederick Austin a seaman. The steamer Relief has gone to her assistance and hopes are entertained that the vessel will be got off. She is insured for $30,000, the greater part of which falls on offices in this city.

A British bark, name not ascertained, loaded with railroad iron, is also ashore near the same place. She is represented to be in a very dangerous situation.

Charleston, March 17

The ship Talleyrand, Capt. Williams, from Havre, in ballast, went ashore on the bar, but was subsequently got off by a steamer, leaking very badly.

Norfolk, March, 13, 1851.

We have heard nothing further, from the ship and bark reported ashore. The former is now supposed to be the bark Palestine.—The wind has been blowing fresh from the east to-day, and it is feared that the ship will also bilge.

FATAL PRIZE FIGHT.—One of those brutal exhibitions, a prize fight, lately took place at Leeds, and was attended with fatal consequences to one of the combatants. Two men, named Richard Scarfe and Richard Kelvey, attended by backers, seconders, and several hundreds of the Leeds rabble, proceeded to a field near the Dog and Gun Tavern, York road, Leeds, early on Monday morning, to fight for a few pounds aside. Having pommelled each other for a considerable time, Scarfe acknowledged himself vanquished, and Kelvey was declared entitled to the stakes. Kelvey was so elated at his victory, that he ran across the field in which the fight took place, and jumped the enclosure. Immediately afterwards he reeled, complained of his head, and was conveyed to the Dog and Gun, where medical aid was procured, but he died in two hours afterwards. Upon a post mortem examination by Mr. Hill, surgeon, it was found that in the course of the fight Kelvey had received a blow upon the temple, by which a small blood vessel had been ruptured, causing hemorrhage upon the brain, and ultimately congestion and death. An inquest was held at the Dog and Gun, before Mr. J. Blackburn, the borough Coroner, on Tuesday, when a verdict of "Manslaughter" was returned against Scarfe, who has been committed to York Castle for trial at the assizes.—*English Paper.*

We announced, a few days ago, that a very considerable reduction had been made in the postage of books and pamphlets from Great Britain to the Colonies. Our attention has been called to the circumstance, that none of the British North American Provinces are mentioned in the list of colonies thus to be benefitted. This very singular omission we cannot account for in any way. The way in which mail matter is carried to this colony, is the same as to the others; in every respect they are in the same position. Perhaps some of our Montreal contemporaries can obtain a solution of the mystery from the Post Master General's department.—*Quebec Gazette.*

The *Journal des Débats* states that a new species of vessel, destined, it is expected, to solve the great problem of submarine navigation, has been constructed in the establishment of M. Cressot. This vessel will proceed from Cressot's establishment, through Paris to Calais, by sea, with the aid of its machinery, which is similar to that of propellers. In going out of the port of Calais it will plunge under water, and re-appear a few hours afterwards before Dover. Thence, it will gain the Thames, which it will ascend to London, where it will figure at the Exhibition, among the most interesting productions of French industry and genius.

The Nova Scotians are about to close the Gut of Canso against United States vessels, claiming it to be a part of their inland navigation. The Gut of Canso divides the Acadian Peninsula from the Island of Cape Breton, and by passing through it, about three hundred miles of navigation are saved to vessels sailing from New England ports to the Gulf of St. Lawrence. The closure of this passage is another proof of the bungling that has attended on negociations with the Americans relative to Reciprocal Trade.—*Montreal Gazette.*

TEMPERANCE MOVEMENT.—We understand that it is contemplated by the friends of the Temperance cause in Toronto, and some other places, to send Mr. Gough, the celebrated temperance lecturer, to London during the Industrial Exhibition. A resolution, setting forth the importance of such a step, and empowering the Secretary to communicate on the subject with the principal Temperance Association in London, and also with Mr. Gough, was passed at a late meeting of the Committee in this city. The idea is a good one. Much good might be effected by such a step. The Temperance Societies in London will, we doubt not, cordially welcome Mr. Gough, should he consent to visit them, and will make all necessary arrangements for carrying out the benevolent object proposed.—*Globe.*

ARCHÆOLOGICAL DISCOVERY AT ROME.—The *Giornale di Roma* of the 13th continues to give accounts of new discoveries made in the excavations now going on in the ancient Via Appia. The works have now progressed as far as the 5th mile outside the town. Beautiful fragments of Roman architecture have been again brought to light—among others a frieze with festoons supported by children. Some heads of Medusa, belonging to the same decoration, and a cippus, with a bas-relief representing a soldier of the Urban Cohorts in full costume. To these must be added four statues, one of which represents a woman mutilated in the upper part; and another, a person wearing a toga. A fragment of a motto, bearing the words, "Cresius Lictor Cæsaris," and other inscriptions denoting hitherto unknown offices, or sites of Rome not well ascertained before. On a marble slab, in beautiful preservation, is the following inscription:—"T. Felicissimo, T. L. Apelle, ex testamento abinatæ Felicis et Philagri et Attice L." Crowds of connoisseurs are constantly on the spot, to examine the relics daily brought to light.

AVARIOUS READING.

LIBERTY IN REPUBLICAN FRANCE!—For giving or loaning to friends some seven or eight religious tracts, Mr. Estrade, an evangelist has recently been imprisoned eleven days, besides being condemned to ten dollars fine and costs of trial! Such is the tyranny of Romanism in a self-styled Republic!—*N. Y. Evangelist.*

LIBERTY IN REPUBLIC AMERICA!—For teaching a negro to read the sacred scriptures Mr.——an evangelist has recently been imprisoned, eleven days besides being condemned to ten dollars fine and costs of trial! Such is the tyranny of slavery in a self-styled Republic!—*Globe.*

MARTIN F. TUPPER.—Among the passengers by the *Asia*, on Friday, was Martin F. Tupper, Esq., the author of the "Proverbial Philosophy," who intends making a short tour through the United States. Mr. Tupper has quartered himself at the Astor House for the present.

DEATH OF MAJOR NOAH.

It is with feelings of sincere regret we chronicle the death of the esteemed citizen and veteran Editor, Major Mordecai Manasseh Noah. On Friday, slight hopes were entertained of his recovery, but towards evening he experienced a relapse, and continued to decline, until about 11 o'clock Saturday night, when he breathed his last, sinking into the sleep of death, with calm composure. Our space is so crowded this morning, that we have but room for a word or two of notice of the eventful life of the deceased.

Mr. M. Noah was born in Philadelphia in 1785, and was therefore in his 66th year at the time of his decease. He was bred to the profession of the law, but in 1811 he connected himself with the press, and that connection continued up to the time of his death. At the dinner given to Col. Hoe, he stated that he was then the oldest Editor in the Union, except Father Ritchie. As a journalist, Major Noah has always deservedly held a high rank. His talents were well suited to the position, and he has ever possessed an extensive a fund of general knowledge. At a dinner party, or the festive board, his anecdotes, connected with the history, and prominent men of the country since the revolution, and told in his own happy style, made up a choice part of the entertainment. At various periods of his life he held office under the general government, and for a short time was Associate Judge in the Court of Sessions. His disposition was mild and benevolent, and gained him many warm personal friends. The Major leaves wife and several sons to mourn his loss. We tender them our heartfelt sympathy.

The funeral takes place this afternoon at four o'clock, from deceased's late residence, 604 Broadway.—*N. Y. Sun, Mar. 24.*

By Magnetic Telegraph

YESTERDAY'S REPORT.

Arrival of the Canada.

AFTERNOON'S REPORT.

HALIFAX, March 27th, 12 P.M.

The Steamer Canada from Liverpool, March 18th arrived at Halifax at 12 o'clock last night, with 75 passengers, and sailed for Boston at 6 o'clock this morning.

The *Africa* arrived at Liverpool on Sunday morning.

Cotton has fallen ⅛d of a penny. Sales during the week, 31,000 bales.

The Iron market closed firmly.

Indian Corn,—Yellow 28s. a 30s.; Western Canal Flour 18s. a 20s. 6d.

The market for Beef is brisk. Pork commands full rates. Eastern Prime Mess 60s. a 63s.; Western 50, a 53.

Cheese fair, 43s down to Middling 25s.

Tallow 26s. a 28s. 6d.

Money Market brisk. Consols closed at 96¼ a 96⅞. Exchange Bills 2c. higher.

The State of Trade in Manchester is rather dull.

The weather is mild. Spring crops promising.

The United States Frigate St. Lawrence arrived on Thursday. She goes to France for the remains of Captain Paul Jones.

EVENING'S REPORT.

New York, March 28.

MARKETS.

ASHES.—Pots $5,12c. Pearls steady; sales 40 or 50 bbls. The supply of the latter limited.

FLOUR.—There is increased firmness in market for Western and State low grades. Less doing for the east and local trade. Demand more general, and better grades sell freely at uniform prices. Demand for export checked by arrival of steamer. Advanced prices. New Orleans very quiet, $4,62c a 4,75c from store. Canadian inactive, $4,62c in bond. Sales Domestic 6200 bbls.; $4,12c a 4,25: for No. 2 superfine; $4,44c a 4,50: for common to straight state; $4,50c a 4,75c for Michigan and Indiana; $4,62c for fancy $4,81c a 4,87½ is offered for pure Genesee; Genesee and Ohio; $5,25: a 5,50c for extra Ohio; $5,50c a 6,25: for extra Genesee.

Rye flour less plenty and market better; sales 153 bbls., $3,37c a 3,44c.

GRAIN.—Fair milling demand for Wheat; prices steady; holders disposed to meet buyers. A lot of 7300 bush. prime Ohio sold at $1,00c. Canadian quiet, and prices nominal, 97c a $1,00c.—Rye irregular; prices nominal, 74½c.—Oats steady.—Corn very scarce; market better for prime Jersey yellow—60c was refused.

PROVISIONS.—Our market for Pork buoyant with fair demand for the trade; some speculative enquiry; sales 350 bbls.; $13,12½c for old mess; $13,38c a 13,62c for new—sales reported at $13,75c; old prime $10,12c; new prime $11,50c; new Western clear $14,50c. Also sales of new mess for June and July delivery, $13,50c, and that offered for a large lot.

Lard steady; sales 300 bbls., 8¾ a 8¾ for good to prime.

Butter firm; fair demand—Cheese quiet, 3¾ a 7¾.

The *Cherokee*, for Charles and Jamaica, sailed to-day with 300 passengers.

BOSTON, March 28.

The *Canada* arrived here a little before 12 o'clock.

The political news from England is rather interesting.

In England it is evident the Ministry cannot long survive. A general election must soon be resorted to, though every effort will be made to put it off as long as possible.

In France all goes on well for the Republican cause. The reported union between the Legitimists and Orleanists turns out to be a mistake.

In Germany nothing is settled with reference to the Central Government.

In Italy we hear of more conspiracies, though nothing precise is reported.

It is said the Hungarian Refugees, now at Liverpool, have been induced to remain in England with a view to aiding in expected revolutionary movements on the continent.

DIED.

On the 25th instant, Mr. Fountain Cosby, aged 91.

☞ Friends and acquaintances are requested to attend the funeral from his son's residence, head of Arthur Street, this afternoon, at 4 o'clock.

ARRIVALS AT KENTS BRITISH AMERICAN.

March 27. Mr. J. Spence, R. W. S. Mackay, Montreal, D. J. Woodward, Rutland N. Y. John L. Macdonald, Gananoque, Capt. Ry. Tuohy, Toronto, R. Sherlock, H. Ranall, Montreal.

TO BUILDERS.

TENDERS will be received at the office of Messrs Smith & Henderson, Solicitors, until 12 o'clock noon of the 5th day of April next, for the Masons' and Carpenters' work of a Dwelling House.

Plans and specifications to be seen on application to

WILLIAM LOVERDALE.

Kingston, March 20th, 1851. 7t