ROYAL MAIL STEAMSHIPS.

DEPARTURE FROM LIVERPOOL.

Asia	April 12	For New York.
Niagara	April 19	For Boston.
Europa	April 26	For New York.
Cambria	May 3	For Boston.
Africa	May 10	For New York
Canada	May 17	For Boston.
Asia	May 24	For New York.
America	May 31	For Boston.

FROM THE UNITED STATES.

America	April 30	From Boston.
Asia	May 7	From New York.
Niagara	May 14	From Boston.
Europa	May 21	From New York.
Cambria	May 28	From Boston.
Africa	June 4	From New York.
Canada	June 11	From Boston.
Asia	June 18	From New York.
America	June 25	From Boston.

Agents for the British Whig.

Montreal	E. Chalmers & Co., Bank Street.
Belleville	Mr. Michael Noxy, Auctioneer
Cobourg	Thos. Evans, Esq.
Toronto	Mr Thos. McLean, Bookseller.
Hamilton	John Brown, Esq.
New York	W. B. Fabert, Tribune Buildings.
Rochester, N.Y.	Mr. G. S. Jenings.

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.

Post Office during the Summer of 1851

MAIL CLOSE.

Eastern Mail, by steamer, daily, at 5 A.M.
Western Mail, Cobourg, Port Hope, Peterboro' Toronto, and Gilbert West of Toronto, by Steamer, daily (Sundays excepted) at 2 P.M.
Western Mail by Land Offices between Kingston and Toronto, daily at 4 P.M.
Prince Edward District, daily (Saturday excepted) at 4 P.M.
Ambert Island, Tuesday, Thursday, and Saturday, at 4 P.M.
Camden East, Loughboro, Newburgh, and Wilton, on Monday, Wednesday, & Friday, at 4 P.M.
Stevington, on Wednesday and Saturday, at 8 A.M.
Wolf Island, daily (Sunday excepted) at 6.30 a.m.
United States, daily (Sunday excepted) at 6.30 a.m.

Letters for England can be forwarded via the United States on payment of 2½ to the Lines. The Inland Postage on papers for the United States must be paid 1½ each to the Lines. Letters for delivery at Cape Vincent must be prepaid one penny each.

TO CORRESPONDENTS.

We notice no notice 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.

We cannot undertake to return rejected communications.

AUCTION SALES THIS DAY.

As Advertised in the British Whig.

☞ No Sale this day.

The Daily British Whig.

"Quitter par Intérêt Public."

SATURDAY MORNING, MAY 10, 1851.

☞ Advertisers who wish their notices in our paper, must hand them in before 4 o'clock, P.M., of each day, or they cannot appear in the morning. We have such a crowd of this matter to put in type after this hour, that we must insist on this rule.

☞ THE RIDEAU CANAL.—One of the bug bears which the Conservative papers are holding up to public notice, is the presumed great expense of maintaining the Rideau Canal, in case the Imperial Government should bestow it upon the province. The silly people who abuse this Canal know very little about it; scarcely its whereabouts. They know that it cost the Imperial Government a large sum annually, and that's all they know. They are profoundly ignorant, that there are numerous Water Privileges, most valuable for Saw Mills, Cotton Mills, Paper Mills, Trip Hammers, &c., &c., now wholly unused and running to waste, which once in the hands of the Provincial Government, would be leased for large rents, more than sufficient to maintain the Locks, Cuts and Bridges in their present excellent condition. The natural jealousy which Great Britain entertains against her Colonists becoming manufacturers to any great extent, has always acted as a drawback to any person, however well recommended, obtaining any Lease of any of these Water Privileges. And another thing those wiseacres lose sight of. Should the projected Railroads to Perth and Bytown, render the Kingston end of the Canal unprofitable and comparatively useless what is there to prevent that portion's being abandoned, to allow the reclamation of 30,000 acres of excellent land, now drowned by the dams at Kingston and Brevet's Mills? The portion, ninety miles in length, from the Isthmus to Bytown, through the Rideau Lakes and down the Rideau River, in all probability ever will be a great water communication; but it is not difficult to foresee, that sooner or later, the thirty miles from Jones' Falls to Kingston will be drained for the sake of the valuable land now lost.

☞ AN UNNATURAL MOTHER.—As the "Ontario" was leaving the United States Wharf yesterday afternoon for Ogdensburgh, a woman made a dash and got on board. After the steamer had got out from the wharf so far as to prevent her coming back, it was discovered that the woman had left her infant child behind, a legacy to the Commonalty of Kingston.

☞ LAKE STEAMER.—The "Passport" goes up this day to Toronto, in place of the "Princess Royal," owing to the breaking of the shaft on Wednesday night last of the latter steamboat.

HALIFAX AND QUEBEC RAILWAY.

We have received from Halifax, copies of of despatches laid before the House of Assembly, with reference to this most important work. The gist of them has already been published in this paper, and we see nothing, we regret to say, in the documents before us, to alter the opinion we had previously formed that the conditions upon which Earl Grey offers the guarantee of the Imperial Government, even if he be sustained by the British Parliament, are such as cannot be accepted by our Provincial Government, without committing an act of madness. We subjoin a synopsis of Earl Grey's statement to Mr. Howe, through the under Secretary Mr. Hawes.

Mr. Hawes understands the Nova Scotian Legislature to desire to obtain a loan of £300,000, and to apply for the guarantee of the Imperial Government. Her Majesty's Government are prepared to recommend that guarantee to Parliament, on certain conditions:—1st, That arrangements shall be previously made between the three Governments of Nova Scotia, New Brunswick and Canada by which the construction of the entire line, wholly on British territory, shall be secured; it being left an open question how the proportions of cost shall be hereafter arranged between the three Provinces, and the rate of profit to be hereafter drawn by each. It is to be clearly understood, however, that the wholesum required is to be raised by loans contracted by the Provinces. It is not necessary that the line should be that laid down by Major Robinson and Capt. Henderson; but any change must be sanctioned by Her Majesty's Government. Now comes the condition of greatest moment, and which appears to us to render the whole scheme abortive, so far as Canada at least is concerned, since it is clear that our revenues are already pledged, and therefore, that no new charge can be made a first charge.

It will further be required, that the several Provincial Legislatures should pass laws making the loans which they are to raise a first charge upon the provincial Revenue after lay existing debts and payments on account of the Civil Lists settled on her Majesty by laws now in force, and also that permanent taxes shall be imposed for taxes to continue in force till the debt shall be extinguished) sufficient to provide for the payment of the interest and sinking fund of the loans proposed to be raised after discharging the above prior claims.

Commissioners appointed by Her Majesty's Government must secure the due application of the funds raised to their intended object.

Troops and stores are to be sent along the line at reasonable rates.

Here is a passage which seems very enigmatical, and which we confess beats any exegetical skill we possess. We can only imagine that it foreshadows a demand on the Colonies to guarantee a portion of the expenses of their military establishments, as one of the conditions of guarantee:—

Before, however, the proposal mentioned can be submitted to Parliament, it is proper to ascertain that there are some other questions affecting the pecuniary relations between the Home Country and the Colonies which will require to be considered; but as these questions have little if any reference to the U. States, it need not be say that they should be further alluded to in this letter.

Our interpretation of this clause is rendered more probable by the following passage which we take from a synopsis of a despatch upon the same subject from Earl Grey to Sir John Harvey:—

3d Refers to the probable interest of population and resources this Railway will cause in the Colonies; and lays down as a rule that the Colonies ought to assume at least a portion of the cost for their own defence, and that this undertaking will enable them to do so the sooner.

To return to Mr. Howe:—He states that Lord Grey does not think it necessary for the Government to render any assistance to the establishment of a line of cheap steamers for emigrants; and concludes by a statement that a moderate number of convict labourers will be employed upon the work without charge upon applications from the colonial governments for such aid.

If Canada is to be called upon to make any guarantees such as that demanded by Lord Grey, which, if given, would really seem to render the British guarantee something gratuitous, it ought to be upon the understanding that there should be a trunk line throughout the Colonies from Halifax to Sandwich. If that can be effected as one entire enterprise, without unnecessarily overloading our resources, it might very materially modify the public opinion here as to the share which it is proposed that we should take in the expense.—*Herald.*

THE SECOND ADVENT CONVENTION.

This is the season of the conventions of all the time of the day, and of all kinds of spirits black, white and grey. Among the rest is the Second Advent Convention, which has just completed its sittings at Crosby street Medical College. The doctrine of the second coming of Christ upon earth, and his living and reigning for a thousand years in the New Jerusalem, is believed by a large number of Christians in this country, some of whom are still attached to various denominations while the others have separated from the churches to which they belonged, and formed themselves into independent religious communities. The great apostle of this doctrine in America was Miller, who said that Christ would surely come in 1843. Some other lesser lights, since this day, have fixed other dates, at which predictions have been falsified by time. The result upon the Millerite movement was much the same as the promise of Daniel O'Connell to the Irish peasantry, that he would lay his head upon the block and allow them to chop it off, if he would not obtain repeal for them in six months, provided they supplied him with the rent, the sinews of his moral force war. Miller and O'Connell are dead, and neither the repeal nor the second advent have yet come.

Within the last two years the Millerite or Millennial movement has been revived, and seems to be going about once more, to spread religious excitement, scenes in periodical fits, like plagues and revelations. Lecturers and preachers have been travelling through the States, arousing the churches from their slumber, lest Christ should come suddenly upon them, as a thief in the night. Tracts are circulated, and a plan has been adopted of erecting tents in the vicinity of churches in order to draw away the congregations. In order to carry out this organization, and to devise other means of propagating the faith, the Millerites have held the convention to which we have already referred. It seems that some of the members do not want to be called Millerites, in consequence of the prejudice against the name; while others openly avow themselves Millerites in name as well as in faith, and say that his only mistake was in fixing the time too near. On the first day of the convention, one of their prophets, Mr. Reed, declared he was ready, with positive proofs, to convince them that Christ would come before the 23rd day of July next. It appears, from the proceedings of a subsequent meeting, which we publish in another part of this day's paper, that the convention were not entirely satisfied with his proofs, and kicked at the idea of fixing another day, especially so soon, after so many prophecies of the same kind turning out to be "a mockery, a delusion, and a snare." When the 23d day of July arrives, we shall see what we shall see.

FIRE.—At ten o'clock last night, a fire broke out in Grantham's livery stables, adjoining the Wellington Hotel, Wellington St. The flames spread with such rapidity, that in a few minutes the whole building, including the Diamond Inn adjoining, was on fire.—There were a number of horses in the stables at the time; a few of them were saved, but several were burned, one of which was valued at £350. By the prompt exertions of the Fire Brigade, who were extremely active, aided by a good supply of water, from the hydrants, and from the bay close at hand, the Wellington Hotel and premises were fortunately saved. The buildings, which were the property of Jas. McDonell, Esq., were of little value. We understand that no part of the property was insured.—*Patriot.*

THE CHURCH OF ENGLAND.

An address has been published by the archbishops and bishops of the provinces of Canterbury and York to the clergy of their respective dioceses. They express the deepest anxiety "for the troubles, emptiness, and dissentions, which have of late, in some parishes, accompanied the introduction of ritual observances, exceeding those in common use amongst us. The principal point in dispute is this—whether, where the letter of the rubric seems to warrant a measure of ritual observance which yet, by long and plainly by universal practice, has not been carried out, the clergy are either in conscience required, or absolutely at liberty, to act upon the known view of the letter of the precept rather than by the rule of common practice. Now, as to this question, we would urge upon you the following considerations:—First, that any change of usage with which the religious feelings of a congregation have become associated is in itself so likely to do harm, that it is not to be introduced, without the greatest caution; secondly, that, beyond this, any change which makes it difficult for the congregation at large to join in the service is still more to be avoided; thirdly, that any change which suggests the fear of still further alterations is most injurious; and, fourthly, that according to the rule laid down in the Book of Common Prayer, where anything is doubtful or doubtfully taken concerning the manner how to understand, do, and execute the things contained in that book, the parties that so doubt, or diversely take anything, shall always resort to the bishop of the diocese, who by his discretion shall take order for the quieting and appeasing of the same, so that the same order be not contrary to anything contained in that book."

But beyond mere attempts to restore an unusual strictness of ritual observance, we have to deal with a distinct and serious evil. A principle has of late been avowed and acted on which, if admitted, would justify far greater and more uncertain changes. It is this—that in the Church of England is the ancient Catholic Church, settled in this country before the Reformation, and was then reformed only by the extinguishing of certain greatly defiled corruptions; therefore, whatever form or usage existed in the Church before its reformation may now be freely introduced and observed, unless there can be alleged against it the distinct letter of some formal prohibition. Now, against such inference from the admitted identity of the Church before and after the Reformation, we feel bound to enter our clear and unmistakable protest. We believe that at the Reformation the English Church not only rejected certain corruptions, but also, without in any degree severing her connection with the ancient Catholic Church, intended to establish one uniform ritual, according to which her public services should be conducted. But it is manifest that a system such as is contended for is wholly incompatible with any uniformity of worship whatsoever, and at variance with the universal practice of the Catholic Church, which has never given to the officiating ministers of separate congregations any such large discretion in the selection of ritual observances. We therefore beseech any who may have proposed to themselves the restoration of what, under sanction of this principle, they conceive to be a fuller system, to consider the dangers which it involves.

REPRESENTATIVE.—Mr. B. Flint and Mr. N. G. Reynolds, are the reputed aspirants in the Radical camp, to the high position of Representative of the County at the coming contest, and Dr. Hagerman, Mr. B. F. Davy, are aspirants in the Clear G.I. camp. Whoever the Radicals put forward, we hope they will not nominate a man of whom they will be ashamed, as they have been of Mr. Flint.—*Belleville Courier of yesterday.*

We are authorized by Messrs. Hope and Davy, to contradict the above statement in toto. We did so lately, so far as N. G. Reynolds Esq., was concerned. Mr. Flint will receive the cordial support of the three gentlemen named, at the next election.—*Hastings Chronicle.*

ST. PATRICK'S FESTIVAL BALL.

This ball, which came off at St. Lawrence Hall last Friday night, was quite a brilliant affair. The room was well filled but not crowded—There must have been between three and four hundred present. Dancing commenced about ten o'clock; and about an hour after his Excellency the Governor General entered the room, accompanied by Col. Bruce, Col. Antrobus, Captain Cotton, and Mr. Grant. His Excellency was conducted by the Stewards to the upper end of the room where he was received by the lady patronesses. Dancing was then resumed and kept up till perhaps near one, when the company proceeded to supper. The arrangements were all excellent; but as always occurs on such occasions, the company was rather too large for the supper room; but this difficulty is got over by a slight tax on the patience of a few, who are perhaps in no hurry. The toasts were given by the Hon. Francis Hincks in the usual order. When the "Governor General" was given, his Excellency replied in his usual happy style. "The Army and Navy" was responded to by Sir Hugh Dalrymple, who sincerely thanked the Inspector General for having taken off the duty on the officers' wines. "The Countess of Elgin and the Ladies of Toronto" proposed by A. J. Duggan, was responded to by His Excellency who expressed his regret that the state of Lady Elgin's health prevented her being present. After supper, dancing was resumed, and kept up till the break of day.—*Examiner.*

TICKNOR, MAY 2, 1851.

The steamboat Webster, Captain Samuel Ross, took fire yesterday afternoon and was burned to the water's edge, at the head of Island Eighty-six, one hundred miles above Vicksburgh.

The fire was discovered and the alarm given about three o'clock, and almost immediately afterwards the boat was enveloped in flames.

The pilot, (Mr. Rackman, to whom great credit is due) having charge of the wheel immediately endeavored to run the boat ashore. He was in part successful, but the flames finally drove him from his post, and the boat being unmanageable, floated again into the deep water, thus depriving the passengers and crew from the first and last hope of safety.

At the first alarm a scene ensued which it is impossible to describe, and, mangled as it was with the burning boat, from which the flames were spouting in all directions, became terrible to the extreme. Many rushed into the flames, while others crowded to the side of the boat, clinging convulsively to the guards, until driven away by the fire, and compelled to throw themselves into the current.

It was with difficulty that any of the females could be saved, many of them being separated from their husbands and friends.

About twelve or fifteen of the passengers jumped from the boat, and with difficulty saved their lives by clinging to snags until relieved by the yawl of the vessel and skiff from the shore.

As soon as the fearful truth was known to the inhabitants of the shore, three or four boats were quickly rowed to the scene of disaster, and succeeded in saving the lives of several persons who were clinging to the sides of the boat and to snags in the river. They were taken on board of the stern-boat Grey Eagle, Capt. J. L. Cole, who did all that could be done to afford an asylum to the few women and children who were saved.

The number of passengers and hands on board the Webster was about one hundred, of whom only about sixty can be found; the rest are supposed to have perished with the boat.

The steamer New Orleans, bound for New Orleans from St. Louis, bore in sight about an hour after the accident, and stopped and took, most kindly, on board all the survivors, and rendered all other assistance that could be desired.

The perambulating Seat of Government scheme, we look upon as a monster humbug—too absurd to be reasoned upon, and too far to be laughed at. We trust Bytown will be the place ultimately chosen. It is central in its situation—removed from the frontier—would give a triumph to neither section of the Province—the French would reside in Hull, the British in Bytown—a Railroad to Montreal and Prescott, would bring Quebec, Boston and Toronto, within a day's journey of it—it would be secure in time of war—central in time of peace; and taking all circumstances into consideration, is we believe, the most eligible position for the permanent Seat of Government. We think Bytown only requires some few men of talent and influence in the Councils of the Country, to ensure its success. Should Bytown not be able to succeed, we should then go for Kingston, as being the next best place.—*Stormont.*

Captain Brooks, of the English ship Caroline with his mate and seven, in all about 20 persons, put into St. Thomas, in two open boats, on the 12th of April, the vessel having been destroyed by fire. The Caroline was of about 400 tons, and left Tobago on the 8th of April, loaded with sugar and rum for Bristol, England.

At half-past 3 o'clock, P.M., on the 13th, she was discovered to be on fire, when about 50 miles West of the Dutch Island of Saba. The flames had obtained such headway that the crew were obliged to take immediately to the boats. At sundown all parts of the vessel were on fire, and she continued to burn until midnight, when it is supposed that she was burned to the waters' edge and sank.

We understand that the capital stock of the Trust and Loan Company is subscribed, and that it may shortly be expected to go into operation. Sir Randolph Routh is the President, and Mr. Baring and Mr. Glyn, (of London Bankers,) the Trustees. Jas. Michie, Esq., is to be the manager. Directors in Canada, are the Hon. J. Ross, President, M. P., the Solicitor of the Company—The whole Province, and especially Kingston, is deeply indebted to Mr. McDonald, for securing and successfully carrying this Company into effect.—*Mail.*

THE APPARENT DISTURBANCE AT DANVILLE.

The Louisville Courier gives the following particulars of the attempt at the Methodist Camper at Danville, by lightning, on Sunday last.

The congregation were kneeling in prayer, just before the sacrament was to be administered. There were no previous indications of a storm, except a slight sprinkle of rain, and a cloud which seemed to be gathering in a northerly direction. The steeple was first struck, and much shattered. After reaching the main building, the electric fluid divided into two separate currents, one passing through the ceiling and along the chain by which one of the lamps was suspended, (both of which latter were demolished) directly down into the midst of the crowded congregation—tearing up the floor and pews considerably, and violently seizing Mrs. Pence, and inflicting alarming injuries upon her sister, Miss Vertrees, and right or nine others, more or less severely, besides stunning and otherwise painfully affecting many other persons.

The ladies dresses were much torn, as well as set on fire, and in some instances ripped completely open to the floor by the force of the terrific bolt. Mrs. Pence's person bore no external marks of injury, but most of the others were scorched or discolored to a greater or less extent.

The other current passed out through the stack wall by the front compartment of the carriage and prostrating a young man named Jones, who was just at that moment in the act of entering. The lightning struck his right shoulder, tore his right boot to fragments, and hustered his foot from its socket so badly that the skin peeled off when his clothes were removed.

Our informant, a gentleman of this place, who was in the chapel at the time, says it was the most appalling scene of consternation and distress he ever witnessed.

The chapel is a new building, and the exterior elevation of the steeple, or dome, is at least eighty feet, and had no lightning rod—though we understand one had been a contracted for, and was expected to be put up in the course of the summer.

THE JOHN MUNN COLLISION.

With regard to the collision of the John Munn with the ship Ottawa, we have the following intelligence by telegraph, viz:—

No lives have been lost.

That she came into collision, as before stated, off Port St. Francis on Saturday night; that the front rolling, the pilot house, and three or four deck rooms were swept away; that it was said one wheel was carried off; and that she had about three feet water when the passengers left her at Port St. Francis.

Part of this information is derived by Mr. Rickaby, passer of the John Munn, who arrived here this morning and left the boat four hours after the occurrence of the accident.—He says that the report of the wheel being carried off is not true, and that it is equally untrue that there was any water in the hold. He says, moreover, that the Ottawa had no lights, and that the John Munn is now moored at the wharf at Port St. Francis.

Mr. Wilson, the owner of the Alliance, has received a letter from his agent at Three Rivers. That gentleman has obligingly permitted us to make the following extract. It is dated yesterday.

"The Alliance came down this morning from Port St. Francis, a good deal damaged by a collision with the John Munn, going into the Traverse at Nicolet. Your pilot says that he was far north of the channel as he could go, at the time of the collision, and that the Alliance and the township, were well lighted at the time. It seems the Ottawa is a good deal damaged, and the captain reports her as a sinking state; but your people do not think that is the case.

The Alliance, though much damaged, will not be prevented from running. The beam on which the shaft rests has been moved back 8 or 10 inches. The wheel has also been damaged, and some of the arms broken, which are now repairing, and will be able to start about two or three o'clock this afternoon.

I may mention that the Alliance came off yesterday afternoon, about 3 o'clock, with two ships only, having left the other two at Bancoan. After taking in wood she went down for them, and passed here about half-past ten, and was going with these two at the time of the collision. The John Munn is at Port St. Francis, and said to be in a sinking state. It seems the whole of the upper deck is cleared away to the wheel.—*Quebec Chron.*

THE CUBAN EXPEDITIONISTS.—Nothing of importance transpired yesterday before the United States Commissioner, in reference to the Cuban expeditionists. Two accused parties are all now liberated on bonds in the sum of $3,000 each, to appear when called upon to answer the charge. Several of the parties accused were congregated about the District Attorney's office during the day, and we understand that an investigation will speedily be granted, in order to give them an opportunity of making an explanation, or showing their participation in the matter.

EXECUTOR'S NOTICE.

THE Subscriber having been appointed by the Court of Probate, Executor to the Estate of the late W. C. Lawlor, respectfully requests all those having claims to hand them in for adjustment, and those indebted will please call and settle without delay.

R. LAWLESS.

Brockville, May 8, 1851. 109

By Magnetic Telegraph.

(Reported Expressly for the British Whig.)

Arrival of the Europa

LATER FROM EUROPE.

NEW YORK, MAY 8.

The Steamer *Europa*, Capt. Shannon, arrived at her dock at 7 o'clock this morning, 11 days and 16 hours from Liverpool.—

ENGLAND.—The following news was posted up on the 25th of April:—

Not so.—All exhibitors are requested to complete their fittings on or before next Monday; that day no person will be admitted except it is absolutely necessary for arranging the goods.

Cotton has again declined at Liverpool and has been still ⅛ a ¼ lower than at the sailing of the last Steamer.

Corn and Flour also lower.

The Canada arrived at Liverpool on the 21 at 11½ A. M. from Boston.

BAVARIA.—The Steamer *Hermes* left Southampton on the 25th ult., with 50 & 60 Pass.

Corn dull at 27c. Oats better, sales Northern 47 a 48c.

NEW YORK, MAY 9.

FLOUR.—Increased heaviness in the market for low grades of S. and W., and a further abatement in prices has been submitted to, especially for Western. Better grades are less pressing, prices somewhat nominal at the decline; more doing for export; some enquiry at our inside figures; receipts are few in the teeth of the demand, and the market closed in favor of the buyer. There is considerable coming into store. Canadian steady, but not showy; sales Domestic 1,500 bbls. 3.62 a 3.75 for No. 2 superfine 4.09 for Common to Straight State, 4.06 a 4.10 for Michigan and Indiana, 4.62 a 4.75 for New Jersey and Ohio.

GRAIN.—Little doing in Wheat, holders don't press it on the Market, prices are fair and well sustained.

Small sales of Genesee at 1.12.

PROVISIONS.—Pork easier, Mess Prime steady, and prices supported, sales in lots in the trade 400 bbls. $14 62½ a 14 75c. for Old Mess, 13 62½ a 13 75c. for New do.

Kingston Market Prices.

SATURDAY, MAY 10, 1851.

	£ s. d.	£ s. d.
Flour ⅌ cwt	0 10 6	to 0 11 3
Oats ⅌ bush	0 1 4	0 1 6
Peas do	0 2 3	0 2 4
Potatoes do	0 1 6	0 2 6
Turnips do	0 0 10	0 1 0
Carrots & onions do	0 2 6	0 0 0
Onions do	0 3 0	0 0 0
Beans ⅌ lb	0 0 6	0 0 9
Beef ⅌ cwt	0 18 9	0 21 3
Pork ⅌ do	0 23 9	0 24 3
Ham & Bacon ⅌ lb	0 0 4½	0 0 5
Mutton ⅌ lb	0 0 3	0 0 4
Veal ⅌ do	0 0 2½	0 0 3
Lard do	0 0 0	0 0 5½
Eggs ⅌ doz	0 0 3	0 0 6
Turkeys each	0 5 0	0 6 0
Geese each	0 2 0	0 2 6
Fowls ⅌ pair	0 2 6	0 0 0
Ducks ⅌ do	0 3 0	0 0 0
Apples ⅌ bush	0 2 4	0 2 6
Fresh Salmon each	0 1 6	0 2 0
Codfish ⅌ lb	0 0 3	0 0 4
Hay ⅌ ton	1 15 0	2 5 0
Timothy Seed bush	0 6 0	0 6 3
Potatoes ⅌ cwt	1 6 0	1 6 3
Wood ⅌ cord	0 10 0	0 0 0

OTTAWA, MAY 3, 1851.

Our produce market continues inactive and we hear of transactions of importance. The sales of it are confined to the retail trade at unchanged prices. Dairy stuffs in what are now used to the seasons of holidays. There was a sale of 1000 bs. of Ohio on Saturday at 8½c, but Georg Moore will not pay the figure.

In provisions there is no new feature to note. Pork sells in small lots at $7 50 a 8 00 for western mess; hams at 8 a 8½. Salt is sold at $1 from the dock.

Canal freights are active with an upward tendency. On the 30th 3½d. a 4d., 2d. on wheat, 7½d. on corn, and $3 a 3.25 on timber to the Hudson.

OTTAWA, MAY 6, 1851.

There was some wheat on the market yesterday, but prices were unsettled and the views of sellers and buyers wide apart. A number of vessels have come in since Saturday, and the principal receipts are 2477 bs. of flour, 29871 bush of wheat, 2187 do corn, 6300 do oats, 1188 do rye, 3.32 do barley, 87 bbl. ashes, 310 tons and 492 bbls of pork, 67 do staves, 100 do shingles and 1250 do lumber.

OTTAWA, MAY 7, 1851.

There are no transactions to produce to note. Under the decline in the eastern markets, the sellers demand larger concessions than buyers of what are proposed to make. In provisions there is a large business in doing, and naval freights are active, with an upward tendency, owing to a scarcity of tonnage. There are not boats enough offering to meet the present large demand.

DIED.

In the Township of Kingston, on Sunday, May 4th, Maria, the wife of Mr. John Meagher, aged 63.

At Cobourg, C. W., on the May, deeply regretted by her husband and friends, Mrs. Mary Adams wife of A. Mackenzie, Esq.

CUSTOMS HOUSE REPORTS.

KINGSTON—BY MR. CHARLES OLIVER, C. H. BROKER.

IMPORTS.

May 9.

Sch. Minerva Clark, 62 pieces square oak timber, from Ambrosburgh, Calvin & Cook.

Sch. Ontario, Ouimpre, 17 bbls flour, J. Elder, 28 reams paper, John Duff.

...New Era, Montreal, 3 bales and two cases goods, W. Wilson, 6 bales goods, Dickson & Co., 1 bale goods, McNee & Wadsted, 1 case, H. Bell, 6 pkgs goods, W. M. Morton, 13 cases, 19 bales, 21 pkgs goods, owners.

EXPORTS.

May 9.

Steamer Ontario, Ogdensburgh, passengers and bagg.

To Masters of Schooners.

WANTED TWO MASTERS of Schooners, well acquainted with Lake Navigation, to take charge of Two Schooners, now building, capable of carrying 3500 barrels.

Persons willing to invest from £200 to £300 in these Schooners would be preferred. Applications to be made to

WM. BOWEN.

St. Lawrence Wharf, Kingston, May 10th, 1851. 109

CHEAP ACCOUNT BOOKS, &c.

THE Subscribers have on hand a large assortment of Ledgers, Journals, Day Books, Blotters, Memorandum Books, &c., of various sizes, which they will dispose of at

VERY LOW PRICES.

They are of excellent quality, and well suited for the use of Town and Country Merchants. Also, a variety of ENVELOPES, in boxes and bundles, and other STATIONERY suitable for Merchants and Lawyers' Offices, to be sold very cheap.

R. CHALMERS & Co.

Montreal, May 7, 1851. 109

Coburg Annual Steeple Chase for 1851.

STEWARDS:

Lord Mark Kerr, His Worship the Mayor, Sir E. Pooke, Bart. J. G. Vanolitart, Esq., G. E. Castle, Esq., J. B. Fortune, Esq., S. E. Mackechnie, Esq.

To come off on the 2nd October

A SWEEP STAKES of £3 each, with £60 added, open for all horses, the second horse to save his stakes, over three miles to be chosen by the Stewards in the neighborhood of Coburg.

Weights—Six and aged, 12 stone; Five 11 stone 7 lbs.; Four, 11 stone.

Entries to be made and money paid to the Secretary on or before the 20th of September.

Jockeys, Trainers and Grooms not permitted to ride.

A SCURRY.

Over two Miles of the same ground, 10s. entrance, £10 added, Catch Weights, Post Entry.

Any horse, starting, not having paid his stakes at the time of Entry, to be disqualified.

The decision of the Stewards to be final in all matters of difference.

H. MACKECHNIE, Secretary.

Coburg, May 1st, 1851. 109

For sale by Public Auction

ON the 21st of May instant, at 12 o'clock, (noon) the Hull, Engine, Rigging Tackle, and Furniture of the Steam Propeller

BEAGLE.

of Thirty Horse power, as she now lies at Port Hope.

A credit of 6 and 12 months will be given upon good endorsed notes.

For further information apply to James M. Andrews, Esq., or the subscribers.

CHARLES CRYSLER, Assignee for Underwriters.

Port Hope, May 2d, 1851. 109

PAPER AND STATIONERY.

UNEXPECTED shortly, by Spring Arrivals, a general assortment of BRITISH STATIONERY GOODS, comprising the best qualities of Writing Papers, Note Paper and Envelopes, Drawing Papers, of various sizes, Sealing Wax, Pencils, Steel Pens, and every description of Plain and Fancy Stationery.

R. CHALMERS & CO.

Montreal, May 7, 1851. 109

BIBLES AND PRAYER BOOKS

THE Subscribers have received from Her Majesty's Printers, an Invoice of Bibles, Church of England PRAYER BOOKS, and CHURCH SERVICES, of all sizes, from large Quarto, to the smallest size, in plain and elegant Bindings, of the newest styles. Daily expected by the "Pearl," from London.

R. CHALMERS & Co.

Montreal, May 7, 1851. 109

WANTED.

A HOUSEMAID who thoroughly understands her business. Applications to be made to R. McCormick, Esq., Princess-street.

Kingston, May 11, 1851. 109

The British Empire Hotel.

BY H. A. MILLS,

Market Square, Kingston, Canada West.

THE Subscriber begs leave to inform the Travelling Community, that in consequence of the destruction of his premises by the late Fire, he has leased the commodious Hotel in the Market Square, known as

THE BRITISH EMPIRE HOTEL,

and lately kept by Mr. SAMUEL POLLARD.

This Hotel is situated in the very centre of the city, is new, handsomely furnished, and extremely well calculated for the accommodation of Travellers; and the Subscriber trusts from his long acquaintance with the Hotel Business, that he will give perfect satisfaction to all who may favor him with their patronage.

H. A. MILLS.

** *Porters and Carriages will attend at the Steamboat Landings to convey Passengers and their Baggage to the Hotel free of expense.*

Kingston, May 9, 1851. 108 1m

A CARD OF THANKS.

THE Subscriber takes advantage of the present opportunity, to return his grateful thanks to his numerous friends and customers, for their uniform kindness and patronage since the opening of the British Empire Hotel, and regrets that the state of his health compels him to quit the Business.

He begs leave to recommend Mr. H. A. Mills as his successor; feeling confident from that gentleman's long standing in Kingston, and intimate acquaintance with the travelling community, that he will give ultimate satisfaction to all who may favor him with their custom.

SAMUEL POLLARD.

Kingston, May 5th, 1851. 1m-108

WOOL! WOOL!! WOOL!!!

CASH paid for any quantity of good Sheep Wool delivered at William Martin's, King-ton—James Martin's, Napanee—and Henry Martin's, Clarks Mills.

Kingston, 7th May, 1851. 107

James Richardson,

MERCHANT TAILOR, SILK MERCER AND CLOTHIER,

BROCK STREET, KINGSTON.

THE Subscriber most respectfully begs leave to inform his Friends and Customers, that he is now receiving his

SPRING IMPORTATIONS

of West of England Broad Cloths, Fine Cassimeres, Tweeds, Vest Patterns, and articles of light Fabric, fit for

SUMMER CLOTHING;

the whole carefully selected with respect to style and quality, and will be sold cheap for Cash, or Prompt Pay.

In the making up of all Garments entrusted to his care, the Subscriber employs none but the very best of Workmen, and a perfect fit will always be warranted.

** Fashions received Monthly from London, Paris and New York.

JAMES RICHARDSON.

May 8th, 1851. 108

PLANTAGENET WATER.

A FRESH SUPPLY of the above celebrated MINERAL WATER, just received by the subscriber.

E. W. PALMER.

Chemist & Druggist, Market Square.

Kingston May 8, 1851.

BAY OF QUINTE.

HENRY GILDERSLEEVE,

CAPT. CHAMBERS,

WILL leave Kingston THIS DAY—at 4 o'clock, P.M., (after the arrival of the River and American Boats) for Bath, Picton and Belleville.

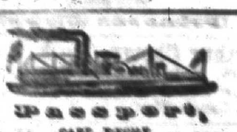
Kingston, May 10, 1851.

DESPATCH DESPATCH,

CAPT. FARLINGER,

WILL leave the Commercial Wharf for Montreal and intermediate Ports, To-morrow Morning, May 11, at half-past 8 o'clock, through the same day.

Kingston, May 10, 1851.

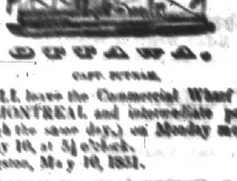


UPANPA,

CAPT. DAVIS,

WILL leave the Commercial Wharf, TODAY, May 10, at 3 o'clock, P.M., for Toronto and Hamilton, calling at intermediate ports Weather permitting.

May 10, 1851.



DUPANA,

CAPT. DUNAR,

WILL leave the Commercial Wharf for MONTREAL and intermediate ports (through the same day,) on Monday morning May 10, at 5½ o'clock.

Kingston, May 10, 1851.

U. S. LINE OF LAKE STEAMERS.

BAYSTATE,

CAPT. LEDYARD,

WILL leave the United States' Wharf, THIS DAY, at 2 o'clock, P. M., for Prescott and Ogdensburgh, connecting at Ogdensburgh with the steamer for Montreal and intermediate ports.

DUPANA,

CAPT. THROP,

WILL leave the United States' Wharf MONDAY at 8 o'clock, A. M., for Sackett's Harbor, Oswego and Lewiston, connecting at Lewiston with the steamers for Toronto and Hamilton.

United States' Wharf, May 10, 1851.

1851. 1851.

Ottawa Hub Steamers.

Through from Bytown to Quebec in 24 hours.

THE WELL KNOWN AND ELEGANT STEAMERS

LADY SIMPSON, Capt. Shepard,

AND

PHŒNIX, Capt. Patterson.

The former between Lachine and Carillon, and the latter between Grenville and Bytown.

DURING the Season of Navigation 1851, it is intended that a TRAIN will leave the Railroad Terminus in Montreal, at Eight o'clock, A.M., Daily, (Sundays excepted,) with the PASSENGERS and MAILS for BYTOWN, arriving the same evening; and the *Steamer Phœnix* will leave BYTOWN, at Six o'clock, A. M., DAILY, (Sundays excepted) the Passengers and Mails reaching Montreal in time to proceed by the Quebec Steamer the same evening.

P. S.—Freight intended for the *Lady Simpson*, must be sent to the Railroad Depot in Montreal, before