## ROYAL MAIL STEAMSHIPS.

[illegible]

## Agents for the British Whig.

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# The Daily British Whig.

"Spirit yon Ocean Stream."

MONDAY MORNING, MAY 12, 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 NEGRO MINSTRELS.—The celebrated Troupe of Colored Melodists, known as the NEGRO MINSTRELS, intend to favor the Kingstonians with two of their Concerts, at the CITY HALL, commencing this Evening.—These Minstrels have been well received in the principal cities of the Union, and in Canada; and if we are to judge by the commendations of the Press, they certainly have a great claim on the musical community.—See Advertisement.

☞ THE ASSIZES.—The Court of Queen's Bench and Common Pleas commenced their sittings at Nisi Prius, for the United Counties of Frontenac, Lennox & Addington, this day at the Court House.

☞ KINGSTON MARINE AND FIRE ASSURANCE COMPANY.—The first loss of this new Company was paid on Friday last. It was an insurance of One Thousand Pounds, due to T. Jackson, Esq., on Stinson's Hotel, burnt at the recent fire. Although a trifler had been offered, offering to rebuild the premises for £825, yet the Company, acting upon the principle of paying the full amount of the policy, gave Mr. Askew what he demanded, who on his part, allowed the Company £100 for the old materials on the ground. The promptness with which this Kingston Fire Company has paid its first loss should induce the Kingston people to give it a preference in this future insurance.

☞ PENNY DINNER TO THE POST MASTER GENERAL.—On the sixth of May last, the Inhabitants of Brockville, irrespective of party, entertained at Dinner the Honorable James Morris, their late townsman, on his appointment to the responsible office of Post Master General of Canada. About eighty gentlemen sat down to one of Mr. Wilson's best dinners, and the evening was spent in the usual manner. We regret having no room for Mr. Morris' speech, which was highly characteristic of the man—sensible, plain and statistical. The public can have no idea how much the Press is indebted to the new Post Office Law, and the manner in which it is carried out. Since the privilege of having their Exchanges free, attention is now paid to their wants and their complaints, a much greater boon than money. We give a late instance. An overcharge was made on some "Exchanges" at Toronto and collected at Kingston. A complaint was made to the Post Master General. This caused an enquiry at Kingston, followed by the refunding of the overcharge which was—two pence! In the days of Mr. Stayner, it would have been a great favor to have received an acknowledgment of any letter of complaint; but as to refunds, that was out of the question.

☞ JENNY LIND.—This popular Songstress, according to notices in the New York papers, (where she is now singing,) intends to visit Canada, "previous to her visit to Niagara Falls, Western New York, the Lakes, Canada, and her final departure for Europe."

REPORT

Upon a proposed Trunk Line of Railway, from the City of Montreal to the City of Kingston by Belleville and Perth:—

In view of a Railway being constructed from Montreal to Kingston, I have examined the intervening country for the route, and I am of opinion that the line after having Montreal, should pass through, or near the Village of St. Therese, which may be easily reached, by bridging the branches of the Ottawa at that place, and without any extraordinary expense beyond what is common to such works. The line should thence pass to the Village of St. Andrews, in nearly one straight line, over an almost perfectly level country, and passing the village of St. Eustache, at a small distance on the North side. From St. Andrews, it may proceed either through the Village of Carillon, at which it would meet the steam navigation of the Lake of Two Mountains, or by the rear of the Village, and thence across the Ottawa River, by Stratford's (now Wasson's) island. Here the river on both sides of the island, presents no difficulty to bridging—and the bridges at this place would be the least liable to be injured by ice than they would be above or below. From this point, on the Upper Canada side, on the right bank of the river, the Railway would be almost on one level, by Hawkesbury Mills, L'Original, to the Caledonia Springs. At L'Original, the Railway would meet the steam navigation of the Ottawa from Bytown.—From the Springs, it would be continued by Jessop's Falls of the South Petite Nation River, and thence in a very level and direct line to Bytown.

Throughout the whole of the above route, the Railway would pass over a generally smooth and uniform surface, and be without any special impediment whatever to its construction, which might be made at a minimum expense, compared to any other line of the same length—for throughout, there is abundance of the materials requisite for Railway formation, namely, Stone, Gravel, Sand, and Timber.

From Bytown to Perth, the route would vary very little from a straight line, and be almost on a continued level—along which, small excavations or embankings would only be required in the formation, and some culverts or small bridges.

From some miles above Perth to Kingston, the country alters considerably, by becoming much broken in several parts of the distances by Gananoque rocky hills and ridges, with intervening hollows and levels; but in consequence of the melting of the snows and ice while I was on this journey, I found it impracticable to follow any particular line through this wilderness. As far, however, as I could judge from the inspection I made, and from the information given to me by those professedly well acquainted with this neighborhood, I think that the line might pass near to West Port, on the Rideau Lake, or otherwise by the Narrows, and thence to Kingston. But to decide upon the best route, and be the least expensive, a special and skilful survey will be required.

Upon the whole, I am of the opinion that, as regards the expense of construction, with the exception of the difference that there might be in bridging the Ottawa, at the Isle Jesus and Watsons Island; and of the same at Vankleek, (the expense of the former of which would not exceed double that of the latter,) a Railway by the route I have indicated, would cost less by ten per cent per mile than by any southern route; and its grades, from the levelness of the country, so much less.

As regards the distance between the extreme points, from the theatre, on the Northern line, of many local windings and curves, which there must be if a more southern one be taken, as this latter must pass over a more undulating country; so that while apparently more direct, it would not be much shorter.

The distances by the above route will stand nearly as follows:—

| | |
|---|---|
| Montreal to St. Therese | 15 miles. |
| St. Therese to St. Andrews | 31 " |
| St. Andrews to Longueil | 17½ " |
| Longueil to Bytown | 48 " |
| Bytown to Perth | 44 " |
| Perth to Kingston | 44½ " |
| | 200 miles. |

We hear of the burning of the Buckinghamshire, Indiaman, in the Hooghly on March 4. She had on board 200 persons, not only five were lost, and they were invalids. The salvation of the rest is described as miraculous. I clip from one of my papers a description of the fearful scene:

"The Buckinghamshire set sail for England on Thursday, the 1st of March last, under the charge of Captain Macgregor. Her crew amounted to twenty-one hundred lascars, thirty young Englishmen and seventy Lascars. She had on board, as passengers, about 200 of the 38th regt. of foot, cavalry and their families, and thirty-three cabin passengers. The passage from Calcutta down to Hooghly passed uneventfully, and on the evening of the following Monday, the 3d of March, she was brought up for the night, and to discharge the pilot, off Canning Point, about ten miles below Diamond Harbor. The weather was fine, and most of the passengers and officers were on deck, singing, dancing and otherwise spending themselves. All seemed happy and cheerful. As night approached, they one by one disappeared below, and by half past nine all was quiet—with the exception of the watch on deck, all had turned in asleep, and nothing was heard but the sighing of the wave against the ship's side. Suddenly, however, a shriek of horror ran through the ship by the cry of fire, and the decks were instantly crowded by the terrified passengers in a state of nudity.

The first intelligence Captain Macgregor received of its existence was about ten minutes before 10 o'clock, when a man reported to him that he feared there was something wrong in the cargo-hold, and smoke was coming out of the lower hatchway. He went instantly forward and found such was really the case, the smoke and heat almost overpowering the men below. Suspecting that it emanated from some jute stowed away in that part of the hold, the pumps were got to work, and the most energetic steps were taken by all hands to prevent it from getting abroad—and, in the great alarm of all, the smoke and heat increased so rapidly as to drive the men away from the hatchway, and yet no means had transpired from the time of the actual discovery, a body of flames burst forth so direct upthrough the quarter-deck. Already the heat and confusion on deck had alarmed the troops and passengers, and on seeing the fire there, a few individuals screamed out, 'Oh, God! the ship's on fire,' and in an instant the scene became appalling.

With the aid of the officers, Capt. Macgregor succeeded in inducing the soldiers to keep calm and with all hands, passengers and all, vainly endeavoring to extinguish the flames, buckets of water were distributed on the burning cargo, in the hopes it would be extinguished, but without producing the slightest effect. The fire, in fact, gained secondary tremendously, and commenced to the Poop rigging, the whole was quickly in a blaze. As far as the eye could stretch nothing could be seen but sky and water, which was lit up with the glare of the fire—the night being very dark. Captain Macgregor, perceiving that the destruction of his ship was inevitable, with judgment, determined, if possible, to run her ashore—the only apparent chance of saving the lives of those on board, and gave orders to his mate to slip her cables, which was at once carried into execution. Although no land could be discerned, he was positive it was not far distant. The crew instantly lowered the pinnace, for getting in strong in shore, it drove the burning vessel in that direction, and in the course of an hour she grounded in such a position on the shore that the crew could run on and gain the land with little difficulty. In the meantime, the flames had extended to the mainmast, and the whole of the fore part of the ship, were the mainmast, presented one sheet of flame, revealing in living images who had taken to stage on the poop.

Many of the lady passengers, with most an amount of courage and devotion to our highest good, preserving; others were almost frantic with despair, and their screams, with the shrieks, for the week reached the shore, a mile distant, down to the spot, the crew of Wards had heard the firing of the Buckinghamshire's signal gun, and was guided to the spot by the light of the conflagration. The vessel at the second moment was beyond mortal human, for had it not been the case, the boats of the burning ship could not have accommodated one half the number on board, consequently great sacrifice of life must be a certainty have followed. Captain Macgregor, with his first mate and officers on board, acted throughout this tragic scene in a manner deserving of the highest commendation, and by their cool and determined zeal, restored something like order among the invalids, who, the moment they found the ship had struck, commenced to throw themselves overboard. Several did so, and, were never seen after, they were swept away by the current, and were drowned; the number was not exactly known—it was presumed, however, there were five who then perished."

MURDER AT KINGSTON, C. W.—ARREST OF THE MURDERESS.

During the week before last, a most heinous murder was perpetrated near Kingston, (C. W.) A man and a woman, passing as man and wife, under the name of Freeman, had been some days in the vicinity, boarding at a hotel. The man was taken sick under very suspicious circumstances, and after an illness of two or three days, suddenly died. The woman, very soon after his death, sold a horse and buggy belonging to him, valued at about two hundred dollars, for seventy dollars. The circumstances awakened suspicion of foul play; the woman was arrested, a post mortem examination of the deceased was made, and strychnine found in his stomach. On inquiry, it was found that she had, not long before, purchased strychnine at two different places under the pretence of killing rats. On her arrest, about six hundred dollars in money had been found in her possession, which she requested to have deposited in the Ogdensburgh Bank, to the credit of William Smith, of Canton, in this county. Instead of complying with the request, the authorities made a deposite of the money with a banker in Kingston, and wrote to officers here to ascertain if anything was known of William Smith. On inquiry, it was found that ten dollars had been deposited to his credit in the Ogdensburgh Bank, from Kingston, and on finding him, he stated that he expected a remittance of money from his mother, who left him in March, for Chenango county, Wisco, she alleged, she expected to receive money. In reply to a question to that point, he replied that he did not expect any money from Kingston. In company with Sheriff Barber, of this county, he went to Kingston, where he recognized the horse and buggy, which had been sold by the woman, as the property of Mr. Elijah Pease, of West Potsdam, in this county. This led to the development of the following circumstances:—Elijah Pease, a man 73 years of age, of highly respectable standing and connections in West Potsdam, but with a mind considerably impaired by the infirmities of age, having dissolved his previous business connections, was anxious to purchase a farm and had proposed to his wife to locate in Canada. This she was unwilling to consent to, and Mr Pease consequently instituted a search for a farm in this county. It is supposed, that, on hearing of one for sale by a Mrs. Smith, who had been left in possession of it by the death of her husband, a Mr. Francis, of Canton, she having married Mr. Smith for a second husband, who left her a few months after the marriage, he entered into negotiations with her for the purchase, and died ere to her that he had in his possession some $800. Nothing positive, however, was known, beyond his going from home a number of times during the winter, as he alleged, for the purpose of the negotiation. On the 12th of March he left home with his horse and buggy, and about $800 in money, as it was supposed for the purpose of visiting a son in Kemptville, C. W., he having left a letter to that effect, directed to his wife, enclosing $20 in money, and directing her, if he did not return this way, to go to another son residing in Vermont, as he should reach there before her. This was the last that was heard from him by his friends, until the trunk and clothes of the murdered man were returned to them on Thursday last, and recognized as his. It has been ascertained, that previous to Mrs. Smith's leaving, as she alleged for Chenango county, she had contracted for another lot of land adjoining her farm, and agreed to pay some $350 of the purchase money about this time. Mrs. Smith is spoken of by highly respectable citizens of Canton, as a woman, against whom character nothing has been heretofore alleged; but the circumstances point to one of the most revolting, and long premeditated schemes of apparently murder upon record.—Ogdensburgh (N. Y.) Sentinel, April 22.

NEW SURVEY IN REAR OF THE COUNTY OF HASTINGS.

We understand that Mr. Publius V. Elmore, one of the Provincial Land Surveyors of this Town, has lately received an order from the Government, to make an extensive survey in the unsurveyed lands in rear of the County of Hastings, and proceed forthwith upon the expedition. This survey, we are informed, consists of a line of road, with a tier of lots of 20 acres upon each side, and is to be conducted upon the Owen Sound system. It commences at the northern boundary of the township of Madoc, extends 72 miles in a northwesterly direction, into the interior, and terminates 10 miles beyond the main branch of the Maskawaska River, being about 110 miles from this Town. The Government have it in contemplation to lay out a road and tier of lots of similar dimensions with the above, from the Ottawa River to Georgian Bay on Lake Huron, and we understand that Mr. Robert Bell, of Rykeba, brother of John Bell, Esq., of the firm of Ross and Bell, of this town is charged with that survey. The lots upon the line above referred to, being in number nearly 12 hundred, and containing in the aggregate more than 58,000 acres of land, are to be laid out 10 chains in breadth by 30 chains in depth, and are to be given as free grants to actual settlers. We are informed that quite a number of families have already gone into Tudor, and a great number more preparing to settle upon the road as soon as the survey is completed. This survey is unquestionably the beginning of other surveys which will be made hereafter, and of the opening up for settlement and cultivation a large tract of country, which, until very recently, was regarded by both government and people as comparatively worthless, except for lumbering operations, but which, by recent explorations, is found admirably adapted for agricultural purposes. It is also in contemplation on the part of the government, to continue Mr. Elmore's line on to the Ottawa, as soon as the present survey is completed. We shall on future occasions advert to the question of this survey, but before concluding these remarks, we would call the attention of all persons industrious variety, who wish to procure lands for settlement, and especially the people of our sister county of Prince Edward, to the fact that a session of the country, within a day's journey of their own delightful homes, is about to be opened up where large and flourishing settlements may be made without crossing to the "far west."—Hastings Chronicle.

DISPUTING THE RIGHT TO PANTALOONS.

We have recently chronicled several of the strides made by the softer sex towards the possession of those inexpressibles, hitherto deemed proprie pour marchon, and feel called upon now to record other symptoms more startling still. The privilege of wearing the pantaloons had (it was supposed) been conferred forever, assumed by unknown, but always under "the certain" or probably; but when young maidens publicly parade this attire, and boast of it "dressing like gentlemen,"—the propriety of the general adoption of the pantaloons, as the only safe badge of distinction, may well be considered by young gentlemen of feminine or delicate appearance. Although, when the fair ones take to the unmentionables, there is no knowing how soon they may resort to the razor too, to render the resemblance the more complete.

A lady correspondent of the Lowell (Mass.) Courier, writing from St. Louis, has suggested these reflections, by the following statement which her letter contains. It will be remarked that she also is a convert to this last invasion on the rights of man:—

"On our way here, I was in company with four young ladies, who were bound to California, under the protection of their father and brother; and as they were all dressed in male attire, I have thought some account of them would be interesting to you. They were from Philadelphia, are highly respectable—their father, Mr. Sprague, having been an eminent merchant there, who met with reverses in business. I first met with a family of 8 females, on board the steamer on which I embarked for St. Louis, and continued with them to this city. They intended going over the plains, from Independence, in wagons, and will have a long and tedious journey to performs. They were in fine spirits, however, seeming to look upon their journey as a pleasant excursion. Their conduct on the boat was perfectly lady-like; indeed, every one was pleased with them. They have a supply of coarse male apparel for the plains; but their suits worn on the boat were fashionable and fine, black dress coats, black pants, buff vests, and hats of glossy black. The buttons of their coats were plain flat surfaced, very rich. Their coats and pants were fitted and fit to a nicety. Their hair was cut short and their whole appearance was genteel. They stated to me that they felt perfectly at ease in their new garments, and preferred them to women. I asked them whether they proposed wearing the pinnas on their fair cheek soon. They answered in the negative, observing that they had a supply of rough clothes for the journey, but now while they were yet in civilized regions, they intended to dress like gentlemen. Now I can say with perfect truth, that no harm or indecency resulted from the masquerade by the Miss Sprague. Every passenger spoke well of them, as the lady passengers, with only one exception, who seemed that they no longer felt anything wrong in female dressing in male attire. I agree to think, therefore, that Miss Walker may come to our country ladies, and not be considered vendable. At all events, I have written to her to try effect, and recommend to her a cordial reception. But I must caution you not to keep your eyes too intently upon her person, or you will be sure to fall in love with her. She is the best looking handsome gentleman, and I could wish dress to see her in female gear. The eldest of the Miss Sprague is very intelligent and well informed—She says the dog and you can wear what all women will wear ere long. I have a strong notion of getting a hen some suit for myself, to be worn occasionally on special occasions. I do not fancy black clothes, and therefore must adopt Miss Walker's evening suit. I suppose, the blue dress coat, buff vest, and drab pants."

WHAT ARE THE METHODISTS ABOUT?—A rumour is current that the visit of Dr. Ryerson to England has little, if any, connection with the educational affairs of Western Canada. It is asserted that the leading object of his mission is to advance the views of our Ministerial incendiaries, as to the opening up of the Clergy Reserve question.

We cannot suppose for a moment that the Wesleyan Methodist body will suffer themselves to be made use of in such a manner. They have a deep interest in the question at issue, and if they do not promptly resist themselves to resist the threatened act of spoliation and wrong, we shall be both surprised and disappointed.

FURTHER MARINE DISASTERS.

From the large number of vessels known to have been out, and which have not yet been heard from, it is feared that much loss, both of life and property remains to be recorded. In addition to those mentioned yesterday as having left Toledo just previous to the gale, are the schooner Saratoga from Cleveland, schooner Cambridge and Ellen Stewart from Monroe, Almonar from Toledo, and H. N. Gates from this port.

Preparations are going forward to launch the Mount Vernon over the pier into the creek. She has sustained but very little injury.

The brig Mechanic ran down to the Rock, night before last, minus her yard. The schr. Signal also lost her main yard.

The schooner Lumberman went ashore about five miles this side of Sheet Creek, with a loss of her whole crew, except the mate. These lost were Capt. Smith, a boy named Brush, and three men.

The brig May Flower put in here with the loss of her main boom and small boat. She had a cargo of flour for Tonawanda, which will be discharged here.

The brig R. Crooks lost her deck load, and her sails and rigging suffered much damage.

The brigs Constellation and Ellen Parker, with cargoes of coal for the upper ports, were obliged to put back, somewhat damaged—the latter having lost her yawl.

The steamer Sultana was towed into port this morning by the Albany, in a disabled condition, having broken her cross-heads.

The following information has been furnished us by Capt. G. W. Rounds, of the North Western Insurance Co.

The brig St. Louis, schooner Patrick Henry, Sarah Cornelia, Kalos, Eliza Stewart and William all went ashore in the Ont, at the entrance to the Welland Canal, during the gale. The William is off, with but little injury.

The schooner Havana went ashore near Burwell and sunk, with a large cargo of coal.

Brig Iroquois and schooner Alvah Rosman are ashore, high and dry, near Port Dover.—Buffalo Commercial Advertiser.

FROM THE CAPE OF GOOD HOPE.

We have files of the Cape Monitor and Mercantile Gazette to the 28th February, latter than previous advices. Some successes have been gained over the Kaffirs, but the war is still far from being finished.—The most important news is the march of Col. Mackinnon, with 2,000 men, through the enemy's country, from King William's-Town to Fort Hare. On his return, he was attacked by the Kaffirs in great force. After beating them off, the detachment proceeded, skirmishing all the way. The Kaffirs several times attacked with great resolution, and were as often driven back by the 73d, who formed the rear-guard. The loss of the enemy is said to have been very great. That of the column is officially reported at 8 killed and 17 severely wounded, beside several others slightly wounded.

While this engagement was going on, 100 Fingoes from King William's Town crossed the Keiskamma, and captured 400 head of cattle belonging to Seyolo and Umlangeni.

Gen. Somerset was preparing to move against the Hankwater rebels immediately. His force would comprise about 1,200 men, and would be seconded by about 1,000 hangdens, under Comdt Bowker.

A party of volunteers, raised and equipped by the merchants of Graham's Town, had left that town for Comdt Bowker's camp, to act against the Hankwater rebels.

The Graham's Town "Mounted Rangers," the Albany "Farmer's Mutual Protection Association," and other bodies of civilians were displaying great spirit and activity in clearing the colony of marauders.

There had been desperate fighting between the colonial forces at Whittlesea, and the Tambookies and rebel Hottentots at Shiloh, but with no decisive result.

TRUE FROM MARYSVILLE.—The Port Elizabeth Telegraph gives the important intelligence, received by late arrivals from Maritzburg, that 1,000 men of the 5th Regt. and all her corps in that Island, were held in readiness to embark for the Cape as soon as an application for their services should be received from hence.

FURTHER AS TO THE GALE ON LAKE ERIE—FIVE LIVES LOST, &c.

DUNKIRK, Saturday, May 3.

The schooner Lumberman, of Erie, went ashore below Cattaraugus, yesterday morning. She was lying off Erie on Thursday, about 2 o'clock, when a sea washed all of her crew overboard, and only one was succeeded in reaching the vessel again. He took the helm, and after twelve hours of severe suffering and exposure, succeeded in reaching the shore with the vessel. There were four men and a boy lost.

All the shipping in this portion of the Lake rode out the gale in safety and without damage. The old wharf was slightly damaged.

It was the severest gale we have experienced for many years.

The storm did considerable damage to the works of the Erie Railroad Company in the harbor, and will cause several days delay in the completion of their works. The Company are pressing their work forward with great energy.

BUFFALO, Saturday, May 3.

It has been ascertained that some fifteen vessels have been driven ashore in the late gale, and a number are still missing.

It is supposed that they have foundered and all on board perished.

CARDINAL HUGHES.—The Cincinnati Catholic Herald asserts positively that Bishop Hughes has been made a Cardinal. The Herald says:

We have the pleasure to announce that the rank of Cardinal has been positively conferred before now on Archbishop Hughes, by his Holiness Pius IX. The day fixed for this important and most interesting ceremony was that dedicated to Ireland's patron saint.

We understand that two companies of the 23d Fusileers, at present stationed in London, are awaiting orders to proceed to Hamilton. The recent outbreak on the Great Western Railway is the cause of this movement.

THE EMIGRATION TO THE UNITED STATES.—In the beginning of the last week, (says a Dublin letter of the 8th inst.,) so great was the influx of emigrants at this port, that some of the agency houses advanced the fares for passages to New York and New Orleans; but on Friday the former rates were restored. Every day the quays are crowded by farmers, small traders, and their families, seeking passages across the Atlantic. Gone why they appear to be people in comfortable circumstances, presenting no trace whatever of poverty or the effects of famine, and there are amongst them many healthy, cheerful-looking young men and women, apparently rejoicing at the prospect opened by leaving their native country for America. One of the principal agents informed me, on Friday last, that the emigrants of this year are persons of a superior class to those who left in previous years, and that there are few of a poor or very needy class amongst them. The humblest class of the emigrants proceed by steamers to Liverpool, where they take shipping for some American port. Aun evidence of the great extent of emigration from Ulster, as well as the other provinces, the Downpatrick Recorder mentions that no less than fifty persons left that vicinity on Thursday morning last for Belfast, on their way to America. Emigration has recommenced from several of the poor-law unions, at the expense of the rate-payers, and arrangements are in progress for sending out an additional number of young women from the work-houses, by government vessels, to Australia.

## Arrivals in this City.

AT KENT'S BRITISH AMERICAN HOTEL.

May 8—A. Judd, Mt. Coleman, Belleville; Smith's Express, Toronto; Dr. Lightbody, Kingston; J. P. Macdonell, Cobourg.

May 9.—W. Weller, Cobourg; T. R. Wragge, Montreal; W. F. Wallbridge, G. Wilkins, Belleville; A. B. Hawke, G. M. Hawke, Toronto; E. Lawless, Brockville; J. Benson, W. H. Robinson, Gouverneur, N. Y.; J. L. Macdonald, Gouverneur; Rev. C. Wiggins, Thomas Kerr, Montreal; Capt. and Mrs. Western, Montreal; E. H. Holden, Belleville; Dr. French, Montreal; Mr. Prahyn, Prescott; E. Hilton, Smith's Canada Express, Montreal.

May 10—C. Haight, Picton; A. McFaul, Wellington; J. F. Park, Amherstburgh; J. Miller, Picton; J. Ingersoll, Fredericksburgh; T. M. Clark, N.Y.; J. G. Woodward, St. John, N.B.; J. Adagh and wife, St. Thomas, C.W.; Mr. Sheriff Bigg, Sandwich.

## SHERIFF'S SALE OF LANDS.

United Counties Frontenac, Lennox and Addington, to wit. } ON Saturday the 16th day of August, 1851 will be sold at the Court House in the City of Kingston, at 12 o'clock, noon, the following Lands and Tenements seized and taken in execution, by virtue of several writs of Fieri Facias, to me directed

B. R.

Robert Jameson, Plaintiff.

vs.

John King & Wallis S. Ferman, Def'ts.

All the right, title and interest of the Defendants in Village lots No. 6, in Barriefield, as described in a deed to Defendant King from James Duff, also the interest of Defendant Ferman, in lots No. 30 & 35 in the 1st Concession, Eastern Boundary, Township Pittsburgh.

COUNTY COURT.

Thomas Overend, Plaintiff.

vs.

Joshua Hicks, Defendant.

All the right, title and interest of the Defendant in part lot, No. 17, in the 4th concession Portland, containing 21½ acres.

Horace W. Woodruff, Plaintiff.

vs.

Robert Caldwell, Defendant.

All the right, title, and interest of the Defendant in one quarter of Lot No. 7, in 4th Concession Loborough, as described in a deed from William Caldwell dated 14th January, 1847, and the West half of the North half of Lot No 6, in the 4th Concession of the same Township.

Bank Upper Canada, Plaintiff,

vs.

William Meyers, and Weden Walker, } Defendants.

All the right, title, and interest of the Defendants Meyers in the South East Quarter, No 37, in the 5th Con. containing 50 acres,

| | | | |
|---|---|---|---|
| South part of | 35 | 5th | |
| ..... 36½ do. | | | |
| North part of | 34 | 4th | |
| ..... 63 do. | | | |
| Part North Mud Creek | 37 | do. | |
| ..... 26 do. | | | |
| A part of | 33 | do. | |
| ..... 1-7 do. | | | |

All in the Township of Front Town, County of Addington.

John Mowatt, Plaintiff,

vs.

Eleanor Talbot, Defendant.

All the right, title, and interest of the Defendant in Lot No. 111 in the City of Kingston.

THOMAS A. CORBETT,
Sheriff, U. C. P. L. & A.

Sheriff's Office,
City of Kingston,
15th May, 1851. 110

## By Magnetic Telegraph.

(Reported Expressly for the British Whig.)

NEW YORK, May 10.

It is said that during a late interview between Sir H. Bulwer and Signor Moreletti, the former intimated that the British Government, under the Clayton and Bulwer Treaty, retains its rights and pretensions to the protectorate of Mosquito to the fullest extent; and that it is by no means the intention of England to cancel or give up her rights in any event whatever.

QUEBEC, May 9—9 A.M.

Weather splendid; wind light east.

ARRIVED.—Barques 'Albion,' Daly, Cork. Ships 'Renovation,' Coward, Limerick; 'Helock Douglas,' Roderick, Annan; 'Planter,' Kennedy, White Haven; 'Maria,' Reed, Milford; 'George Wilkinson,' Brown, Southampton; 'Charlotte,' Dennison, Lancaster; 'Abercrombie,' Lostell, Liverpool; 'Elderslie,' Mann, Cardiff; 'Rankin,' Lawson, Glasgow; 'Recovery,' Leather, Cardiff. Brigs 'Mersey,' Conner, Dartmouth; 'Brilliant,' Warbrewotts, Cork. Barques 'Ellen Ann,' Dagg, Liverpool; 'Ann M'Lester,' Evans, Cardiff; 'Spermaceti,' Moon, Plymouth; 'Dahlia,' Tozer, Plymouth; 'St. John,' Dick, Hull; 'Ocean Queen,' Hoares, Bristol; 'John Bell,' Keane, New Ross; 'Nicaragua,' Marshall, Cork.

QUEBEC, May 10—8 P.M.

FURTHER ARRIVALS.—Ships 'Thomas Henry,' Crawford, Glasgow; 'Margaret,' Oldrine, Salcombe; 'Orbit,' Collctan, Liverpool; 'Jane Hammond,' Cox, Liverpool; 'Caledonia,' Gourley, Bristol; 'Theresa,' Hardy, Liverpool; 'Liverpool,' M'Kay, Grangemouth. Brigs 'Medina,' Hedger, Bristol; 'Percy,' Carr, Sunderland; 'Empress' Everson, Newcastle; 'Queen Victoria,' Nickson, Plymouth.

Three or four more arrivals, but not yet reported.

NEW YORK MARKETS—MAY 10.

FLOUR.—Low grades of Western and State are a shade firmer; the receipts are not so large; there is a slight reaction in the fancies; Western offered more freely at lower prices; good demand for export; a fair demand for investment, but below the views of holders; Canadian inactive at $4 25c. Sales of Domestic 6000 bbls., 3 69 a 3 70 for No. 2 superfine, $4 a 4 06 for common to straight state, $4 a 4 12½ for Michigan and Indiana, 4 62 a 4 75 for pure Genesee.

GRAIN.—Fair demand for Wheat for milling; prices of Western a shade easier; prices of State firmer, and in fair demand; sales 2300 bush. white Ohio, 1 62½; 200 bushels pure Genesee, part at 1 16.—Oats in good demand and buoyant, 47 a 49.

Corn again lower and more plentiful; large receipts express the market; sales 25,000 bush. 57 a 58 for old and damaged Western, 55 a 59 for Western mixed, 59 a 60 for yellow round, 63 for round white, 57½ for Western mixed, to arrive next week.

PROVISIONS.—Pork more steady, with demand at the decline; sales 1000 bbls. at $13 for old prime, $13 88½ for new do., $13 62½ for old mess, $15 62½ for new do.—Lard selling in lots 400 bbls. and tierces at 8½ c.

BUFFALO MARKETS—MAY 10.

FLOUR is very heavy; buyers and sellers still wide apart; no sales.

GRAIN.—Wheat dull, with but little enquiry; sales 2000 bush. good Ohio at 79½.

Corn steady at about yesterday's rates.

PROVISIONS.—Mess Pork held firmly at $13 with retail sales.

FREIGHTS steady at 4½c for flour and 10c a 10½ for corn to Albany; 5½c for flour and 12c for corn to New York.

## DIED.

On the 4th inst. at Cayuga, at the residence of his son, O. S. Phelps, Esq., Oliver Phelps, Esq., of congestion of the lungs, in the 92nd year of his age.

At St. Catharines, on the 6th inst of consumption, Mr. William Mc Cuen, aged about eighteen years.

At his residence, Bay-street, on the 8th instant, David Gibbons, Esq.


## CONCERT.

FOR TWO NIGHTS ONLY!

THE CELEBRATED TROUPE OF

ETHIOPIAN MINSTRELS!

WHOSE Performances in the principal cities of the United States and Canada, have been attended with the most gratifying success, will give two of their inimitable Concerts in this City commencing this (Monday) evening, at the City Hall. Admission 1s 3d. Doors open at half past 7, performance to commence at 8 o'clock.

Kingston, May 12, 1851. 110

CABBAGE PLANTS, &c.

FOR sale by the Subscriber at his garden Lot 24, some 30,000 Cabbage Plants, consisting of Savoys, Cauliflowers, and Brooklas. Also, Celery, Plants, several hundreds of Dahlia Roots from 7½ to 2s. 6d. each, Hedaceous Plants and Shrubs, and a superior collection of English Roses.

JAMES WADSWORTH.

Kingston, 12th May, 1851. 110

DR. M'DONNELL,

SURGEON, ACCOUCHEUR AND OCULIST,

(LATE FROM IRELAND,)

Residence—Ordnance Street, near Gen. Gore's.

**Advice and Medicines Gratis to the Poor, from nine to ten o'clock in the Morning, on Tuesdays, Thursdays and Saturdays; and at all times visited at their homes on the recommendation of their Clergymen.

HOUSE TO LET.

THE Stone House situated on the corner of Wellington and Gore Streets. Rent moderate—possession given immediately.

Apply to Sam'l Mackleston, Esq. or to Mr. Pense, Argus Office.

Kingston, May 12, 1851. 110

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. Parke, Bart. J. G. Vankleek, 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 £20 added, open for all Ponies, 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, the entrance, £10 added, Catch Weights, Post Entry.

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

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 subscriber.

CHARLES CRYSLER,
Agent for Underwriters.

Port Hope, May 3rd, 1851. 109

PAPER AND STATIONERY.

EXPECTED shortly, by Spring Arrivals, a general assortment of BRITISH STATIONERY GOODS, comprising the best qualities of Writing Paper, 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, as 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 extensively fitted 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 Luggage 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 infinite satisfaction to all who may favor him with their custom.

SAMUEL POLLARD.

Kingston, May 5th, 1851. 1m-109

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 CL