MAIL FOR ENGLAND.

The Mail for England will be closed at the Post Office on Saturday, the 12th instant, at 3 o'clock, A. M.

ROYAL MAIL STEAMSHIPS.

[illegible]

TO CORRESPONDENTS.

[illegible]

AUCTION SALES THIS DAY.

[illegible]

☞ No Sale this day.

The Daily British Whig.

"Duffer not the Whig."

KINGSTON: SATURDAY MORNING, MAY 17, 1851.

PARLIAMENTARY SESSION.

The Daily British Whig will be mailed to Subscribers during the ensuing Session of Parliament for the Dollar, pre-payment. And the Weekly British Whig will be in the manner mailed for Half a Dollar.

☞ PARLIAMENTARY.—Arrangements have been made, in connection with the Montreal Press, to receive nightly reports of the Parliamentary proceedings every night per Telegraph.

☞ THE ASSIZES.—The Court of Queen's Bench still drags its weary length along, and all next week is expected to be occupied with the cases yet untried. We have not reported, because the community of Kingston is too small for reporting to be done independently. There are always two sides to every case, and hints are very pugnacious, if reports tell against them. Nevertheless, we shall make room next week for one or two reports—particularly of the alleged murder at Mill Creek, the trial of which takes place on Monday.

Mr. Lee's Lecture.

Mr. J. S. Lee, of Templar Notoriety, will deliver a Lecture at the Court House on Tuesday evening, after the Court of Assize has adjourned for the day. Mr. Lee is so well known in this city, as to need no commendation at our hands; nevertheless, as there are many strangers in town who may not know him quite as well as the Kingstonians, we venture to copy the following from the *Patriot*:—

Our former fellow-townsman, Mr. J. S. Lee—one of the editors of the Montreal Pilgrim-phobia—has, we perceive, returned to this city, where he has numerous friends, and intends delighting the lovers of "fun and frolic" by delivering a lecture, on the practical principle that admixed with fun, with recitations from his great favorite works. Mr. Lee is an accomplished lecturer, and possessing, in a high degree, the faculty of carrying his audience with him; his merits have been only slow justice to, in the following extract from the Montreal Gazette:—

"At the Shakspeare Club, on Monday evening, a remarkable audience were much gratified by an elegant lecture from Mr. J. S. Lee, the well-known Poetaster, thus along the genius and genius of Thomas Hood. In addition to an interesting choice of the life of this talented author, Mr. Lee passed through the different phases of the lecture, Mr. Lee set before his listeners a brief and just appreciation of the amiable mind and character, and of the versatile and splendid talents of the regretted bard. He many other gems of genius. Hood was not so highly esteemed as a true poet, till death stamped the world into a full acknowledgment of his merits as a poetically gifted mind and great moralist. The lecturer, with equal taste and judgment, gave numerous illustrations of the deep pathos and the comic ability of his earlier poems; the former predominated, but sufficient examples of the latter were produced to prove the assertion contained in a previous lecture, that 'the ridiculous was not only convertible with the pathetic.' Mr. Lee read the whole of 'Eugene Aram's Dream,' and indeed all his judicious illustrations, in a style so eloquent as it was dramatic and so contrasted between the pathetic, strained observations of intervening narrative, till he brought his hearers to the last verse, and in the best stanzas were compared by the death stricken poet. The Bridge of Sighs, especially, was an exquisitely real, that, while the quaintness of the cleverly adapted measure, was entirely compelled, or sketches contained in the intended effect, one hearer seemed to be drawn forth indeed to sympathize, and in alone can so feelingly and powerfully do justice to genius."

The Daily British Whig has lately appeared in an enlarged and improved form, and contains a great deal of varied and interesting matter. Although we occasionally have a bit with our neighbors, we must do Mr. Barker the justice to say that he is in our estimation entitled to the support of the people of Kingston, for the establishment of his daily, and for the zeal, perseverance, and ingenuity with which it has been carried on. The Whig goes to press twenty minutes after receipt of the mail, and the Kingston Whig, even though other requisitions were wanting, is entitled to the support of the population of the City.—Montreal Chronicle.

SPEECH OF LORD JOHN RUSSELL ON THE POLICY OF WITHDRAWING THE TROOPS FROM THE COLONIES.

HOUSE OF COMMONS, April 28th.

Lord J. RUSSELL quite agreed with the hon. gentleman who had just sat down, that this was a most important question. It was not a question of £2,500,000, or £2,000,000, or even of the repeal of the navigation laws, to be had presented to us engrossing a form.—(Laughter.) The question was, whether the territory of this policy should be towards the maintenance or towards the dissolution of the empire. (Hear, hear.) That was the mode in which the hon. gentleman who had just sat down had put the question. The motion, as the hon. member for Lynn represented justly and very ably, (hear, hear, and "hear, hear,") was not a question of Government, but of taking away the whole of the military establishments, or reducing what was expended in some of the colonies, but of taking away the whole of the military establishments, the whole military force, from those colonies, which the hon. member who made the motion could not regard as mere settlements, or military stations. It was impossible to consider such a question without endeavoring to trace out the consequences of such a policy being adopted, and of carrying into effect this policy, as the solution said, "as speedily as possible." The hon. member for the West Riding said the colonies would remain attached to this country from the attachment which primarily belonged to them, as being of the same nation. [illegible] which affected some of the principal colonies to which he adverted. With respect to Canada, if there should a disposition not to defend that colony, there was a majority whose people were of the same race as those in which the colonists would naturally look for protection. But it might be said Canada was of sufficient importance, and had a sufficient population to stand an independent state. That was not the case with respect to many colonies. Jamaica, for instance, could not expect to exist as a separate state. The other day there was a petition by an American who resided Jamaica, in which it was predicted that in 20 years a great change would take place in the relations of that colony with the mother country; but if that change should take place, not in twenty, but in two years, and the people of Jamaica saw all their customs taken away, it was hardly possible to suppose that they would not require some strong state to give them protection, and that a neighboring one. (Hear, hear.) There were other colonies to be kept in part from other powers; the Cape for instance, which, to a great extent was inhabited by the Dutch—if you took away from them subject to any insurrection or attack, the danger and desolation of any measure, what was there to hinder them from appealing to the kingdom of the Netherlands, to come again to belong to Holland, and seeking from that state the protection which colonies had a right to ask so long as the state whose protection they sought required allegiance from them? (Hear, hear.) The Mauritius might seek the protection of France; and so in the course of some one or three years the colonial empire would be dissolved, which by the wisdom, the design, and the valour of some of our greatest statesmen, our best soldiers, our most gallant sailors, had been built up in the course of former wars. (Hear, hear.) The hon. friend and others who made the proposition spoke as if there were to be peaceful pieces, and as if, being left without a colonial war, we should have peace no longer interrupted. But we must not lose sight of the consideration that from a sudden turn of events—and often an unforeseen train of events occurred to give rise to such consequences—we might be engaged in conflict with some of the powers of Europe. And what then would be the case as regarded our trade? In time of war the colonies would be the resort of health ships and privateers, and commerce would be cut up, interrupted, and destroyed. (Hear, hear.) And by all and moreover colonies would have recourse to the most implacable enemies of this country. (Hear, hear.)—Sometimes he had been much shocked by the language used in different parts, both within the house and without. It seemed to him, after the course they had pursued for centuries, from the time of Blake and Oliver Cromwell to the end of the last war, that there were persons who, seeing we were in possession of means to maintain the great empire that had been built up, had tried to see how that empire could be diminished and destroyed. (Hear, hear.) It was quite evident that if those plans were carried into effect in the manner proposed, it would not be many years that they could retain their place in the reputation in the world. (Hear, hear.) Nevertheless, would it be known that we were ready to give up these colonies, that foreign powers, with little cause of quarrel, perhaps, would begin to consult as to the best mode of attacking this country (hear, hear); for, though they might be animated by the most honorable feelings towards foreign states, they could not conceal from themselves the fact, that the place which this country occupied in the world, and which it had gained by many battles and victories, was an object of envy to many other countries (hear, hear); and that the moment they saw them ready to relinquish a portion of the empire—the moment they saw that, though the limits were not narrowed, the spirit by which those limits were guarded had become unknown and contracted, that they would spring on the weakness of aggression against the colonies belonging to that empire. (Hear, hear.) If so, what state would this country be in? They would have none of that material power with which these colonies would give them, while their obligations to pay the interest of the debt by which they gained these colonies would remain. (Hear, hear.) The debt would remain, which they were bound to pay, and which we could they would pay, but they would have that unimpaired debt with a diminished empire.—He thought, likewise, there would be a loss of reputation, which, if the House were disposed to suffer, the people of this country would not submit to. In former times, when the colonies were founded in North America, they obtained little support from the mother country, and when incursions were made by savages into the infant settlements, when whole villages were destroyed, and mothers and children murdered, those settlements were rapidly rebuilt and repeopled, and intelligence of such calamities did not arrive in this country perhaps for two or three years, and therefore they did not produce any great sensation. (Hear.) But, if they were to hear now that a number of English settlers who, in 1812, were sent out by Government in Canada, or the Cape of Good Hope, had been attacked and murdered, and the villages they inhabited destroyed by a tribe of savages—from New Zealand, for example, they heard that a tribe of savages had burnt one of the towns there—or, if, having abandoned our settlements on the coast of Africa (the first part of the proposal now made, as well as the withdrawing of the squadron on the African coast), they heard that the slave trade had been once more resumed in all its vigour, if such things as these were to take place, the people of England would burn with indignation, whatever the sacrifice might be—whether £1,000,000 or £2,000,000—by this economical course; and they would say, "Let us rather bear the burden than leave our fellow-countrymen, who went out to extend colonies under our protection, to be destroyed in such a manner." (Hear, hear.) Therefore, putting aside the question of empire or of power, he thought the loss of reputation of this country would be so vastly with that they would be unable to maintain such a policy.—(Hear, hear.) With respect to the motion of the hon. baronet, proposing that in return for the loss of the military protection they should receive free institutions to the colonies, he thought he argument of the Under-Secretary of State was quite unanswerable. In Canada, they had a free representative constitution—indeed, the Assembly of Jamaica took far more power to itself than did the House of Commons, in this country. (Hear, hear.) It would be impossible, therefore, to give a more popular representative Assembly than it was proposed. (Hear, hear.) In Trinidad, again, there was about 200 men; but, if they were to give representative institutions to the colony, it was, as he had stated last year, the opinion of Lord Harris, the Governor, that the number of voters there was so great that a war of race would be the consequence, and if there 200 men were disarmed, the forces would require again to be augmented to a very great extent. (Hear, hear.) The question of different sorts in these colonies was one of such importance, indeed, that it never ought to be lost sight of when considering the extent of the military question. They had French, Spaniards, Germans, and Dutch, with savage tribes of Indians in North America, and Caffres and Hottentots at the Cape, besides Asiatic tribes in other of their possessions. Indeed, there was scarcely a body of mankind not to be found in the British colonies, and many of them in the same colony, and to take away military protection from them would be to give one of those races the sole supremacy, and to excite contention and hatred. (Hear, hear.) Take the case of Canada. The hon. friend who made this motion said they ought in all such cases as that of Canada never the occasion to provoke the native inquietude. Now, any one who knew the history of Canada was aware that one part of the colony was inhabited by people of French extraction. Some years ago, two-thirds or three-fourths of the Assembly being French, were for separating from this country and establishing a French Canadian republic, and they made the attempt. That attempt was resisted by the British race, and when we took place the military force under Sir J. Colborne all exactly put it down. But if, instead of British regiments, the militia of the province only had been employed, the insurrection would, no doubt, have continued much longer, and the civil office thereby engendered would have been much more considerable. (Hear, hear.) While, however, he could not assent to the motion, he adverted to the concluding part of the speech of his hon. friend in bringing it before the House. It was, unquestionably a very able speech, and showed that he had studied this great subject, which he had brought forward in a manner extraordinarily clear and perspicuous. (Hear, hear.) He would have agreed with the hon. member if, instead of saying they should withdraw their military force from the colonies, he had said there were some colonies in which the military garrisons were too great, and in which the people themselves might furnish a sufficient militia to put down colonial disturbances. (Hear.) The House was aware that there had lately been sent a despatch to New South Wales, and also one to Canada, with which were to the effect that the colonies should contribute in great part to their military defence; and he had no doubt that the reduction of force which would then take place would be accompanied by a reduction of civil and other expenses. (Hear, hear.) But the reduction of the military force in the colonies must be done with very great caution, gradually, and from time to time, according to the circumstances of the colonies to which they applied the rule. (Hear, hear.) One of the main tests of the proposition he had then was this—it went to apply the same rule to all the 30 or 40 colonies which the country possessed. Now, with regard to Canada, they could do that now which would have been ruinous 20 or 25 years ago; and, with regard to other colonies, what they could not do this day might be able to effect 10 years hence. (Hear, hear.) There were questions on which the House of Commons had never had any down general resolutions. (Hear, hear.) They were questions to be decided from time to time, always under the supervision and control of that House; but to be decided, when he said under the supervision of that House, that such supervision and control would be exercised with a view to the maintenance and defence of the possessions of the Crown, and the integrity of this mighty empire, and not with a view to its dismemberment. (Cheers.)

To the Editor of the British Whig.

PROTECTION.

SIR,—Believing that a proper and judicious code of Duties, would greatly benefit our home manufactures, and add to the wealth and prosperity of the Province, generally, I shall be humbly bego to submit the following mode of Tariff, to wit. That all British Manufactured articles, imported from Great Britain in British bottoms, by the River St. Lawrence, such as are not manufactured in the Province, (and not hereafter mentioned) to pay seven and a half per cent; in Foreign bottoms, fifteen per cent. 2d. That all British manufactured articles, a similar kind being manufactured in Canada, when imported in British bottoms fifteen per cent; in Foreign, twenty. 3rd. That all British manufactured articles imported from Britain, in British bottoms, to the U. S. and from thence to Canada in British bottoms, to pay fifteen per cent; if imported in Foreign bottoms, twenty per cent; if such goods, wares, merchandise, be manufactured, or produced in Canada, these in every case when imported by the U. S. to pay twenty-five per cent. 4th. That all articles, the manufacture, growth, and produce of the U. S., imported into Canada, (excepting those hereafter mentioned) in American bottoms to pay twenty-five per cent; if imported in British bottoms, twenty per cent. 5th. That all articles imported from parts beyond the sea to the U. S. in British bottoms, and from thence to Canada in British bottoms to pay twenty per cent, if in American bottoms twenty-five per cent. 6th. That Tea, Sugar, Molasses, Coffee, Rice, Dye Stuffs and Dye Woods, Hides, and Skins, coming direct by the river St. Lawrence, from the plantations, or country, where they are produced, to pay two-and-a-half per cent, in British bottoms. 7th. That the following articles be admitted free, Salt from all parts, by the river St. Lawrence; all raw materials for manufacturing; Anthracite Coal, Tar, Pitch Rosin, Turpentine, when imported in British bottoms; in Foreign, to pay fifteen per cent. 8th. That the duty be levied on the Invoice Price by adding ten per cent, and that in all cases there be a certificate or affidavit accompanying each invoice, signed by the party furnishing such invoice, and that all such invoices be attested to by the party receiving such goods, wares or merchandise. 9th. That all Spiritous, or Malt Liquors, Wine, or Cider, imported or brought into the Province in any way, cask and above the quantity of one gallon, pay a duty of thirty-five per cent.

REMARKS.

I am well aware that the objector will say that a high tariff encourages smuggling, and I also know that our frontier is broad and would baffle the most vigilant watching, and especially under our loose excise laws. But, Mr. Editor, if we have laws should we not respect and abide by them? Yet there are unprincipled men among us that think nothing of a Custom House oath, and all that they can defraud the Revenue of they think is clear gain, and how often have we heard some of these men boast how knowingly they got such and such a quantity of goods into such a place, and others, how they reported but half of what they had, and others, by paying the officer that they could drive a wheel barrow through the whole Custom House Line at any time. But yet Sir while we have such men that make a conscientious principle of making an honest report of all they import, and in order to protect such men and the Revenue let the next session of Parliament enact a stringent law something like this; That any person or persons being guilty of smuggling, in whatever amount, forfeit the goods, together with the vessel, or other mode of carriage or conveyance, and that all the parties concerned therein be guilty of a misdemeanor, and punished in the Provincial Penitentiary from one to ten years, depending on the circumstances of the case.

That any person making a false report, or producing a false invoice, shall be guilty of a misdemeanor, and subject to imprisonment in the Penitentiary from one to ten years. That any one of the officers in her Majesty's Customs taking or receiving a gift, bribe, or present, in any shape, or under any pretence whatever, be deemed a misdemeanor, and any such person so offending be confined in the Penitentiary from one to ten years, as the nature of the case may demand.

EXCISE DUTY.

That the manufacturers of all spiritous or malt Liquors, Wine or Cider, pay a duty of twenty-five per cent on the value of such articles.

IMPORT DUTY.

That the Shipper of the following articles of Lumber and Timber pay the following rates:

Oak Timber per thousand feet	£1 10s. 0
Pine do do do	10s. 0
Pipe Staves, per mill	1 05. 0
Hogshead Staves, per mill	7s. 6
Pine Boards per foot mch measure	2s. 6

A SAILOR,
of Canada West.

THE STEAMER COMET.

To the Editor of the Examiner.

Toronto, May 10th, 1851.

SIR,—In consequence of an intimation in your paper, that "the engineer who superintended the improvement of the steamboat Comet would be doing a public service by answering certain questions relative to the burning of said boat," I beg leave to say that I am quite willing to give any information that is in my power, for the satisfaction of the public and the "correspondent of the Examiner," respecting the exploded boilers.

You state that an opinion prevails that the boilers were old; in reply I would say that the boilers were not old, except part of each shell and fireplace,—and having received instructions last fall from Messrs. MacPherson & Crane to have the boilers thoroughly examined and if they could not be made all they should be, to point of safety, to condemn them. I inspected them carefully, and found the greater part to be as good as new; any of the parts that I found insufficient I had removed, and replaced with new work, and, as can still be ascertained, the boilers are better stayed than any boilers I know of, on the same principle, now on the lakes. The iron is of the best description, Lowmoor scrap, and best English plates, which has been fully proved by the various tests of competent judges at Oswego, who express of themselves perfectly satisfied as to its quality. I have built and superintended the building of several steam and land boilers, during the last twenty years, most of which are now at work and carrying high steam, and one large boiler in particular (which I can refer to if necessary), twenty-five feet long, and about six feet in diameter, having a large furnace inside of eight feet in length, four feet eight inches wide, and flat on the top,—having five flues of fourteen inches diameter, and heating a pressure of from eighty to ninety pounds on the square inch, which it has done for the last four years; this I conceive to be the strongest boiler of the same description and dimensions in North America, and any one competent of judging must at once perceive how sufficiently this boiler must have been stayed to withstand the above mentioned pressure, and I had as much confidence in the boilers of the Comet to stand the pressure for which they were intended, as I have in that just referred to. As a proof of this, I went to Kingston, prior to the boat's taking on her regular business, and made a trial trip to Prescott and Ogdensburgh for the sole purpose of testing the work, running with the Lord Elgin and heating her several miles, and on our return to Kingston proceeded to Toronto the same night, calling at the intermediate ports, our running time being thirteen hours and a half, and this should I consider, be sufficient evidence that the boiler could have done, constructed on the same plan.

With regard to the boilers having been condemned, seven or eight years ago, by competent judges, "I never heard anything of the matter,—but if you can produce those "competent judges," I should like them to refer us to a boiler of their make now at work, of about the same dimensions, and bearing the same pressure as the one above mentioned; by this they will satisfy us that they are "competent judges" of boilers.

With regard to part of the boilers giving way about two years ago, near Toronto harbor, it was found on examination that part of the flange of the head sheet, which was then new, had been cracked about six or seven inches in the bending, and which might have happened with a new boiler; and being directly opposite the furnace door where the men unfortunately happened to be at the time, was the cause of the accident you refer to, otherwise it would not have been attended with any serious consequences, as a proof of this I can state that a few months ago I knew a boiler to collapse one of the flues the whole length, and blow the contents through the furnace door and in other directions, and because the man had left the furnace door a few minutes previous an accident happened, otherwise he must have inevitably been killed,—but as there was no one in, of course no injury was done to any of the parties.

I have not seen any advertisement in any of the Kingston papers stating specially that the boat had been provided with new boilers, but it was stated "that she had been newly fitted up in the best style, with an upper saloon the whole length of her deck," and as she was only three years old, I consider she was, at the time of her starting, as good as new, having been thoroughly fastened with knees and diagonal braces. The boat proved heavily as regarded her speed, to answer every purpose of lake and river navigation and did great credit to her builder, Mr. Hall. It was the fault of the owners to give her the character of a superior boat throughout, consequently no expense had been spared to attain that end.

I have now, sir, candidly answered the questions you have propounded—but permit me to say that I think it most unreasonable for any person to require further proof than what has been already given, in the testimony of scientific gentlemen, and fully concurred in by a highly respectable jury in a foreign country, that there cannot possibly be any blame whatever attached to Messrs. McPherson & Crane, or me, but that the sole cause of the unfortunate accident was a want of sufficient water in the boiler.

I am, Sir,
Your obedient servant,
D. ROBERTS,
Engineer.

REPORT

Of the Directors of the City of Kingston Water Work's Company, to the Stockholders.

The President and Directors of the City of Kingston Water Work's Company beg leave to submit the following Report to the Stockholders of the same:—

An Act of Incorporation having been obtained from the Provincial Legislature, and all preliminary arrangements for effecting the desirable object of the Association completed, a general meeting of the Stockholders was held at the Court House, in this City, on the sixth day of June, 1849, and Directors were elected in accordance with the act of incorporation, for the management of the affairs of the association.

The Board of Directors thought fit not to make any call for the payment of stock until 1st May, 1850, when the first instalment was declared payable.

From that date to the present time the stock has been called in at the rate of five per cent, per month, except the fifth payment, which was ten per cent.

A few of the Stockholders have been remiss in meeting their instalments; a circumstance which may more properly be attributed to the general depression in pecuniary matters, than to want of disposition to meet their engagements, or of confidence in the success of the undertaking. The promptitude in pay ment by the Stockholders generally has, however, fortunately enabled the Board to accomplish the work with which they were entrusted.

Little difficulty was experienced in procuring suitable sites for the Engine House and Reservoir, both of which are as favorably situated as the general features and position of the city will admit of.

The Directors feel pleasure in being enabled to state that, the cost of the work which has been executed, and of the portion that remains to be done, does not exceed the original estimate.

The accounts and report of the Secretary and Engineer which accompany this report, and which are herewith submitted, show the state of affairs of the Company up to the 20th April last. The Directors refer to these accounts with satisfaction, and trust that they will be found equally satisfactory to the stockholders.

The Directors beg leave to inform the stockholders that they have given notice to amend the charter so as to allow the company to make use of the surplus power of the Engine in any manner which may be deemed expedient.

In the constructing of the engine the Directors at the solicitation of several of the Stockholders, gave orders to cause it to be made of power sufficient not only to afford a present supply of Water to the City, but likewise of affording a surplus power to any parties desirous of leasing the same for manufacturing purposes, thereby supplying a want which has been a subject of regret to our citizens generally, the means of propelling machinery to advantage.

The benefits to our manufacturing interests, from the establishment of such a nucleus, need not be enlarged upon; and the Directors feel pleasure in stating that several applications for the extra power of the Engine, have already been received.

The heaviest items of expenditure having, as will appear by reference to the report of the Engineer, been already incurred in the purchase of the sites for the Water Works, the construction of the Engine, and the importation and laying of the main pipes, little now remains to be done to secure the successful and profitable working of the Company, except the laying of the pipes ordered for the ensuing summer, (the Bills of Lading of which have this day been received) and a careful supervision of the affairs of the institution by the Board of Directors to be hereafter elected from year to year, by the Stockholders, in accordance with the provisions of the charter.

Although the Water Works can scarcely yet be considered to be fully in operation, it is highly gratifying to the Directors to know that the benefits conferred upon the inhabitants of this City, by the establishment of the works, are duly appreciated by our citizens, and that the applicants for a supply of water are fully as numerous as was anticipated, and that there is little reason to doubt the probability of the water from the works coming speedily into very general use.

In surrendering the trust reposed in them for the past year, the present Directors have to express a hope that their general management will meet with the approbation of the Stockholders.

WM. FORD,
President.

Kingston, May 5th, 1851.

HALIFAX AND QUEBEC RAILROAD.—We observe, by Halifax papers received yesterday, that the Nova Scotian Attorney General has moved the following Resolution, in the House of Assembly, with reference to this great work:—

Resolved therefore, That it is for the interest of the people of Nova Scotia that a work so important, and fraught with so many advantages to the Province, should be immediately undertaken and proceeded with after the consent of Canada and New Brunswick is obtained; and that this House do accept the proposition of the British Government for advancing the above amount for constructing a Railroad across the Province of Nova Scotia, on the terms and conditions embodied in the Letter of the Under Secretary of State, B. Hawes Esq., to Mr. Howe, bearing date the Tenth day of March, A. D., 1851.

In his speech, introducing the resolution, the Attorney General says:

After mature reflection, the Government have concluded to move, contrary to the opinion of the honorable delegate, who seems favorable to a different course; and in bringing this subject to the notice of the House, I submit it as a Government measure.

We cannot discover from the Parliamentary Reporter, whether the Government resolution was adopted by the House or not.

OGDENSBURGH RAILROAD.—There was a large increase in the receipts of the Ogdensburgh railroad in April so large, the Boston Post says, as to be highly gratifying to the stockholders. In January they were less than $8000, in February about the same, in March $15,000, and in April $27,000. Allowing the road to cost $3,500,000—calculating the expenses at 50 per cents, and supposing that $2,000,000 of the outlay is chargeable with an interest of 7 per cent.—a monthly receipt of $18,000 would pay a six per cent. dividend on $50 per share. The expenses, however, when the road secures a fair share of freight from the eastward, will be considerably below this estimate, and we suppose that a six per cent, dividend could be easily paid from an average of $13,000 per month. It will be found, the Post thinks that May will produce more than this average.

The new steamer "Ontario," C. L. Armstrong, commander, arrived in port yesterday from Hamilton with the largest cargo of produce ever brought through the Provincial Canals, viz: 2,638 bls Flour, 35 bls Pork for Quebec.—*Mon. Herald.*

By the Mirror we are gratified to be informed that the Hon. Robert Baldwin is fast recovering from his recent illness.

PETIT JURIES.—During the sitting at the Court last week, true bills were found against J. L. McDougall, Esq., and Wm. Harris, Esq., for participation in the riot, that took place at Renfrew some few weeks since. The case was necessarily traversed over to the Quarter Sessions in consequence of the impossibility of serving the Defendants, previous to the rising of the court.

☞ AN UNKNOWN AND UNCOMMONABLE PEST.—We regret to have to add that eleven dogs were barred in Mr Grantham's Stables, and we understand that all is a dead loss, as there was no insurance.—*Mirror.*

By Magnetic Telegraph.

(Reported Expressly for the British Whig.)

NEW YORK MARKETS—MAY 16.

FLOUR.—Increased firmness in the low grades of Western, with more doing for the east; there is fair local and moderate export demand; speculative demand has active, and market closes with a good degree of firmness. Fancy is barely so firm, it being offered freely. Canadian heavy and freely offered. Market for No. 2 dull and heavy. Sales Domestic 3000 bbls.; $4 06c a 4 12½c for common to straight state, $4 12½c a 4 31c for sound, $4 75c a $5 for fancy Genesee.

GRAIN.—Wheat in limited demand; sales small, generally held above the views of buyers, and without enquiry for export. Canadian dull, 93c a 95c; Genesee $1 12c a $1 15c, Michigan $1 18c a 1 02c.—Corn in good demand, supply not large; sales 50,000 bush. 57c for heated, new Ohio 60c; 58c a 59½c for Western.

PROVISIONS.—Pork dull and unsettled; prices rather lower and nominal at $12 25c a $12 37c, old $14 25c for do. mess, $13 50c for new.—Lard lower; sales 200 bbls. and tierces at 9c a 9½c.

BUFFALO MARKET—MAY 16.

FLOUR.—There is good demand for good brands of the inferior of the state, and we notice sales at $3 62c a 3 65c for straight brands and 209 bbls. mixed brands at $3 33c.

GRAIN.—Some enquiry for Wheat; sales at 88c.—Corn in good request, with sales at 46c a 46½c.

Freights the same as yesterday.

The President of the United States arrived here this afternoon at 4 o'clock in the steamer *Mayflower*, accompanied by Mr. Graham, Secretary of the Navy; Mr. Hall, Post Master General and Mr. Crittenden. The Hon. Daniel Webster, remained at Dunkirk, himself and son being quite ill in consequence of their journey. The President and his Cabinet were received by the Mayor and a Committee of citizens, five military and eight fire companies, and eight a-sociations, which together with the citizens congregated supposed to number from fourteen to sixteen thousand.

QUEBEC, May 16.

ARRIVED—Ship 'Prince Regent,' Wheston' Hull. Brig 'Dolphin,' Anderson, Sunderland.

☞ MRS. FREEMAN'S TRIAL is fixed for Monday next, at 9 o'clock. As the time approaches, the excitement increases; those desirous to be present at the trial had better secure seats from the Sheriff, or they may be disappointed. Her counsel, Messrs. McKenzie and O'Reilly, will make a desperate effort to save her.

DIED.

At Bridgend, Glamorganshire, South Wales, on the 16th March last, Eliza, wife of Captain David A Buchan, R. N., and only daughter of the late Tom Major Corbett, and sister of Mr Sheriff Corbett, of this city, aged 32 years.

SUMMER ARRANGEMENT---1851.

THROUGH IN FOUR DAYS AND A HALF FROM BOSTON TO CHICAGO.

Great Northern Route,

From Boston to Burlington, Montreal, Ogdensburgh, Niagara Falls, Kingston, Toronto, Hamilton, Buffalo, Cleveland, Detroit, Chicago and Milwaukie.

VIA

VERMONT CENTRAL RAILROAD.

Rail and Passenger Trains.

Passengers leave Boston at 7.30 A. M. and reach Rouse's Point at 8 P. M.; leave Rouse's point at 8 A. M. next morning, and reach Ogdensburgh at 1 P. M., and Niagara Falls, Buffalo to breakfast the next morning. RETURNING, leave Rouse's Point at 5.45 A. M., and reach Boston at 6 P. M.

Second Passenger Train.

Passengers leave Boston at 12 M. and reach Northfield at 8 P. M. Leave Northfield next morning in time to connect with the 8 A. M train from Rouse's Point, and reach Niagara Falls or Buffalo to breakfast the succeeding morning—ONE DAY AND A HALF FROM BOSTON TO BUFFALO. Or, Passengers by the second train from Boston, may take the third Passenger train from Northfield at 8.45 A. M. and reach Rouse's Point in season for the 2 o'clock train to Ogdensburgh. RETURNING, leave Rouse's Point at 2 P. M. and reach Northfield at 6 P. M., arriving at Boston at 12 M. or 6 P. M. the succeeding day.

THIRD PASSENGER TRAIN.

Passengers leave Northfield at 8.45 A. M. and reach Rouse's Point in season for the 2 P. M. train for Ogdensburgh. RETURNING, leave Rouse's Point at 8 P. M. on the arrival of the 2 P. M. train from Ogdensburgh, and reach Northfield the same evening; and leave Northfield the next morning and reach Boston at 12 M.—22 HOURS FROM OGDENSBURGH TO BOSTON. Or they may leave Northfield at 9.40 A. M. by the Mail train, and reach Boston at 6 P. M.

FOR MONTREAL.

All the trains connect with the Boats on Lake Champlain for ST JOHNS and MONTREAL.

FOR BURLINGTON.

All trains, each way, connect at Essex Junction for Burlington.

☞ Two Freight Trains run daily each way.

May 3, 1851. 113

LECTURE!

MR. JOSEPH S. LEE,
(Of the Montreal Shakspeare Club)

WILL deliver a Lecture at the COURT HOUSE, (by the kind permission of the Sheriff, should the Court of Queen's Bench not be sitting,)

On Tuesday Evening next, May 20,

ENTITLED

Illustrations of the Poetical Genius of Thomas Hood, in which he will introduce The *Dream of Eugene Aram*, portions of

MISS KILMANSEGG AND HER PRECIOUS LEG, THE BRIDGE OF SIGHS, &c., &c.

☞ Tickets 1s. 3d. Lecture to commence at half-past 8 o'clock.

Kingston, May 17, 1851. 113

THE Subscribers are now receiving their SPRING STOCK of

DRY GOODS

by the different ships arrived from Liverpool, Glasgow, and London. They are also receiving large supplies of

STAPLE GOODS

from American Markets, rendering their Stock at once LARGE and COMPLETELY ASSORTED, all which they offer to the Trade at a small advance.

A. & D. SHAW.

Exchange Hall,
City Buildings, May, 1851. 113

WANTED IMMEDIATELY,

SIX COOPERS, of First Class Workmen, to whom liberal wages will be given.

JAMES MORTON.

Kingston Brewery and Distillery,
May, 1851. 113

AUCTION SALE

OF EXCELLENT

HOUSEHOLD FURNITURE,

PIANOFORTE, SILVER PLATE, BEDDING, BOOKS, FARMING UTENSILS, CATTLE, &c. &c.

On Wednesday 21st and Thursday 22nd May, instant,

AT TEN O'CLOCK, EACH DAY,

WILL BE SOLD BY AUCTION, at Spring Grove, the residence of the late MAJOR FORBES, near No. 1 Toll-gate, the whole of the Household Furniture and Effects, consisting as follows:

DRAWING ROOM:

A superior Rosewood Piano by Stodard, and Music Stool, do. Satinwood Harp, by one of the best makers, Guitar, Mahogany Sofa, Couches, Ottomans, Centre, Card and

Work Tables, Pier Glasses,

Eight Mahogany Chairs, Walnut Rocking chair, Work boxes, splendid Chandelier, China ornaments, French Porcelain Dejeuner sett, Oil and other Paintings, Book stand, Window curtains, Brussels Carpet and Hearth Rug, Fender & Fire irons &c.

DINING ROOM:

Walnut Sideboard, Dining and side tables, Walnut Sofa in hair cloth, two small couches, six chairs, one arm chair, tea caddies, two setts window curtains, Turkey carpet, tea trays, china ornaments, ormolu lamp, engravings, fender and fire irons, stove and pipes, &c. &c.

SILVER PLATE.

Two silver waiters, two silver edged large trays, 1 set silver-edged side dishes, fruit and bread basket, dish covers, soup tureen, spirit stand, silver forks, ladles, gravy, table, dessert, marrow, tea, mustard, salt and egg spoons, egg stand and cups, toast racks, cruets, salt cellars, candlesticks, and one case ivory-handled knives (complete sett), pearl handled dessert do., &c.

BREAKFAST ROOM:

Walnut centre, breakfast and side tables, six walnut chairs, one arm chair, walnut bookcase, glass front, and secretary complete, Brussels carpet, hearth rug, fender, and fire irons, &c.

400 vols. standard & other works

HALL:

Lamps, tables, chairs, hat stand, oil cloth, stair carpet and rods, eight day clock, stoves and pipes, &c.

BED ROOMS, DRESSING ROOM AND NURSERY:

Walnut French, and common bedsteads, Ladies' walnut wardrobe with glass, gentleman's ditto, pier glass, bureaus, walnut and common washstands with service, handsome silver plated chamber service,

Hair Mattrasses, Feather Beds,

and pillows, palliasses, blankets, quilts and counterpanes, cane and rush bottom chairs window and rocking chairs, toilet and dressing tables, toilet glasses, foot and slipper baths, dressing cases, boot rack, night stool, carpets, window curtains, fenders, fire irons, stoves and stove pipes, &c.

KITCHEN AND LAUNDRY:

Clock, cooking stove and pipes, crockery, and earthenware, tables, dish covers, delf rack, cupboard, pans, chairs, saucepans & pots, candlesticks, an excellent mangle, clothes baskets, clothes horses, wash tubs, flat irons, box stove, &c.

CARRIAGE HOUSE, STABLES AND FARM YARD:

One English built carriage, buggy, double sleigh, cutter and cab sleigh, double and single brass and black mounted harness, saddles bridles, horse clothing and robes,

One Bay Mare,

Five years old, 13½ hands high, gentle in harness, and an excellent ladies' pad;

One Brown Horse,

Eight years old, 15½ hands, very gentle;

One Black Horse,

15½ hands, and an excellent family horse, 4 premium Scotch ploughs, and 2 common ditto, fanning mill, lumber waggon, cart and cart harness, sleighs, harrows, rollers,

3 Cows and 3 Heifers,

1 yoke of oxen, 14 sheep and lambs, 1 sow and pigs, 1 barrow pig, together with a quantity of garden and farming utensils.

—ALSO,—

ONE DOUBLE BARRELED GUN,

1 duck gun, 1 single gun, 1 rifle and case, fishing rods, 1 boat, and an excellent

NEWFOUNDLAND WATCH DOG.

LIKEWISE, THE

Dwelling and Out Houses,

with excellent accommodation, and in good repair, with

Fifteen Acres of Arable Land

under good cultivation, well adapted for a gentleman's residence, and accessible free of toll from the Bath road.

☞ *TERMS AT SALE.* ☜

The property may be examined the day previous to the sale. For further particulars apply to

H. BARTLIFF,
Auctioneer.

Kingston, May 12, 1851.

AUCTION SALE

OF CONTRACT WORK

ON THE KINGSTON AND BATH ROAD.

THE Purchaser of the 2nd Section of the Kingston and Bath Road, having failed to execute the security for the performance of the Work, the Section will be Re-Sold on Saturday, the 24th day of May instant, at ANDREWS' CORNERS, on the Perth-Point Road, at 2 o'clock, P. M. The Work to be performed according to the Plans and Specifications to be seen at the Office of the Engineer. The Contractor will be known on the day of Sale, on application to J. C. INNES, Esq., the Engineer of the Road, at his Office, Bagot Street.

Kingston, May 10th, 1851. 113