MAIL FOR ENGLAND.

The Mail for England will be closed at the Post Office on Sunday, the 15th instant, at 2 o'clock, A. M.

ROYAL MAIL STEAMSHIPS.

SCHEDULE FOR 1851.

Canada ..... June 21 ... From Boston.
Asia ..... June 28 ... From New York.
Arcadia ..... June 28 ... From Boston.

Post Office during the summer of 1851

MAIL CLOSE.

Eastern Mail, by steamer, daily, at 3 A. M.
Western Mail, Cobourg, Port Hope, Hamilton, Toronto, and Offices 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.
Amherst Island, Monday, Wednesday, and Friday, at 4 P. M.
Camden East, Loughboro, Newburgh, and Williamsburgh, on Monday, Wednesday, & Friday, at 4 P. M.
Sharbington, on Wednesday and Saturday, at 8 A. M.
Wolf Island, daily (Sundays excepted) at 6.30 a. m.
United States, daily (Sundays excepted) at 6.30 a. m.

Letters for England can be forwarded via the United States on payment of 24 to the Lines. The Inland Postage on papers for the United States must be paid 1½d. each to the Lines.

Agents for the British Whig.

Montreal ..... R. Chalmers & Co., Bookseller.
Belleville ..... Mr. Michael Neill, Auctioneer.
Cobourg ..... Thos. Evans, Esq.
Toronto ..... Mr. Thos. McLean, Bookseller.
Hamilton ..... John Brown, Esq.
New York ..... E. B. Patson, Tribune Buildings.
Rochester, N. Y., Mr. G. S. Jenison.

And Postmasters generally of the Midland District.

Agreements for advertising made by any of the above gentlemen, either for Cash or otherwise, as the case may be.

TO CORRESPONDENTS.

We will at all times be glad to receive 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.

An Advertisement in this Paper.

☞ No Sale this day.

The Daily British Whig.

"Whatever pertains to Man."

MONDAY MORNING, JUNE 16, 1851.

☞ LAUNCH.—On Wednesday next, the new steamer building for Mr. Bethune at the Marine Railway Yard, under the superintendence of Captain Wilkinson, her future commander, will be launched with great solemnities. A large party of gentlefolks from Toronto will be present at the interesting ceremony.

Notices of Books.

A Pathetic Account of the Loss of the Packet Ship Lafl. of New York, which foundered at sea, January 13, 1850 After the Loss of the Barque Marietta, of Bath, (which came to the relief of the L.Z.) and was wrecked off the Islands of Bermuda, on the 20th January, 1850. By the Rev. J. G. Wilcox, who was passenger in both vessels. Buffalo: Steam Press of Jewett, Thomas & Co. Commercial Advertiser Buildings.

A copy of the above little work has been handed to us by the Author. As a narrative of facts, it is exceedingly interesting; as a composition, it is highly creditable to the talents and good taste of the writer. Without entering upon a critical dissertation on its merits and demerits, we can safely assert that it will well repay a perusal, particularly as regards the seafaring reader, by whom the nautical phraseology will be best and more readily understood. In addition to the double Shipwreck which it describes, it introduces the reader to the Island of Bermuda, a portion of the world not so generally known or appreciated as it deserves to be. The only regret is, that too little has been said respecting those "Sun-burn Isles," as Moore styles them; but this want, we are informed, will shortly be supplied by the Author, who intends publishing a second edition of the Narrative, which will contain a Sketch of the Islands, generally, together with certain local statistics of the place, which will be not only interesting to the general reader, but of the greatest value and importance to Mariners. A few copies of the work are for sale at E. W. Palmer's Book Store.

☞ BULLETIN OF THE AMERICAN ART UNION.—Another number, that for June, 1851, has reached our table. Like its fellow for May, it is richly embellished. The principal illustration is a "Stable Scene," executed in Mezzo-tinto by Wenderoth; and there are beautiful wood cuts, of first class workmanship, from Rossiter's Types of beauty, and Durand's Kaaterskill Cove, two of the chief ornaments of this year's Exhibition in New York of the Academy of Design. The illustrations of the Bulletin are alone worth the subscription money, independent of the other numerous advantages.

THE STONE DYE PEAT.—The Saratoga papers state that a bed of the purest quality of Peat has been discovered within four miles of the village of Saratoga Springs. The surface exceeds some 40 acres. Excavations have been made to a great depth, without finding any bottom to the strata. It is said to be much cheaper, and far superior to coal in use in stoves or grates.

NOTE.—The "Important Discovery" made by our American friends above is, we presume, that Peat is far superior to coal, for stoves or grates."

A BILL,

For the Better Management of the Penitentiary.

We make the following synopsis of a Bill introduced into Parliament by Mr. Price. The second clause of the Bill describes the class of convicts to be imprisoned, namely—persons duly convicted of crime before a lawful tribunal, for a period not less than two years. Third clause vests all the property belonging to the Penitentiary in the Crown. Fifth clause states how the convicts shall be clothed and fed; they are to be supplied with a sufficient quantity of wholesome food, and clothed in coarse comfortable material. Eight clause authorizes the Warden to make all contracts—provides that he may sue and be sued in all courts of law, on all matters relating to the Penitentiary. Ninth clause provides for two Inspectors, to be appointed by the Governor General, whose duty it shall be to visit the prison as often as they see fit, and at least four times in the year; also inspect the cash and credit transactions each month. Tenth clause requires that the Inspectors shall furnish the Governor General with an annual statement of the affairs of the institution. Thirteenth clause provides for the appointment of officers, to consist of one Warden, one Protestant Chaplain, one Roman Catholic Chaplain, one Physician, one Deputy Warden, one Clerk, &c., all appointed by the Governor, and to hold office during pleasure. Twenty-sixth clause states the amount of salaries to be received by each officer: the Warden not to exceed £300, with free house and fuel—Chaplains not to exceed £200 each; the Physician £200; Deputy Warden £200; Clerk £175; Schoolmaster £150; Store Keeper £125; Clerk of the Kitchen £125; Matron £75; Assistant Matron £30; Overseers £112 10s. each; Keepers £30 each; Guards £52 each. The Bill, as a whole, seems a good one, and contains many excellent provisions for the management of this institution, which for many years previous to the Commission of Enquiry, had been badly managed.

THE TRUNK RAILROAD.

In the course of a fortnight we shall be able to lay before our readers the Report of T. C. Keefer, Esq., on the Survey of the Toronto and Kingston line. We have reason to believe that the Report will be in a pecuniary point highly satisfactory. We do not think that the average sum per mile including everything will be over £1000. Our County Council last week voted (with an unanimity which does them the highest honor) the proportion of these United Counties towards the Survey which has taken place.

In the meantime the Montreal and Kingston R. Road Company have not hesitated, but have determined not to allow the present summer to pass without having secured a regular Survey of their line, upon the best route to be determined by the Engineer, contemplating with the one just completed of the Toronto and Kingston road. This will be commenced as soon as Mr. Keefer has given in his Report on the Upper line; and before the winter sets in, the whole route will have been Surveyed from Montreal to Kingston, and the qualities of the most important portion of the great trunk line, with respect to grades, distance, and executive arrangements. The Great Western Line is progressing rapidly and the Directors anticipate no further trouble in securing funds for its completion.

Toronto alone seems backward in encouraging a great Trunk line through the Province. We hope that this apathy will be no longer allowed to continue. She could not make a better beginning than by securing the immediate survey of the line to Hamilton. We hope our contemporaries in that city will arouse the people and induce them to take that lead in the great enterprise of a Provincial Trunk line, which their position, influence, and wealth demand.

Great Britain has nobly done her duty by the Eastern Provinces, in guaranteeing a loan for a road from Halifax to Quebec at 3½ per cent. Let Canada but do her duty and in less than five years time we shall see an unbroken line from Sandwich to Halifax.—Star.

The Arabian Recorder says, Sir John Harvey will leave by the boat of the 28th instant for Liverpool, and Lieutenant Colonel Bezalgette, as Commandant, will be sworn in as Administrator of the Government. Hon. Mr. Howe will then immediately leave as a Delegate for Canada. The Hon. E. B. Chandler is appointed Delegate for the Province of New Brunswick at the ensuing convention at Montreal.

For the Canadian Agriculturist.

CABBAGES AS A FIELD CROP.

Last year I purchased a number of cabbage plants of the Hornchead kind from a gardener, and set them out in a field four feet apart each way; I hoed them well through the season and in the fall, as soon as the grass began to fail, I fed them to my cows in the yard, at the rate of five cabbages per cow per day.

The largest cabbage weighed 34 lbs., and the average weight of each 20 lbs. The soil a rich damp vegetable one, with clay subsoil, originally a swamp.

Part of the cabbages were set out on the 10th June, and the remainder on the 20th June, and the latter were the finest. I prefer to buy my cabbages of some gardener, and pay a higher price to have my pick of the lot, as the largest are always the best, and a farmer, generally, has no time to attend to raising them in a garden or hotbed, as they get choked with weeds and become small and sickly in consequence. Although I planted 2 feet apart they completely covered the ground at the time of heading. A few were sold at 31 per dozen heads.

There is, perhaps, no plant so useful to feed cows upon in the early part of winter as cabbage. Cows fed on them yield a large quantity of milk, and the butter made at that time will keep fresh and sweet a long time. Yet few attempt to grow cabbages, except in gardens for the table.

It is as easily cultivated in the field as corn or root crops, and any soil is suitable provided it be damp and rich. Five thousand cabbages can be grown upon one acre, which at 15 lbs. each will give 33 tons of solid food.—They can be stored on the bare floor or in any outbuilding, as frost does not hurt them.

J. M.

Ancaster, May 22, 1851.

Provincial Parliament.

LEGISLATIVE ASSEMBLY.

June 11.

Mr. H. J. Boulton moved the second reading of the Bill to prohibit the expenditure of public money for purposes not authorized by law. The hon. member argued that the present system did not afford sufficient protection to the public; and made some general remarks to show the paucity of public men to become sureties. It was a wise maxim for the people to put no more confidence than was absolutely necessary in public men, especially as related to giving them unchecked power over the public monies. He referred to the £6000 that had been expended on Muskkinds for repairs when the Government went to Lower Canada, and held that this afforded a strong reason for not leaving uncontrolled power in the hands of the ministry. This was an instance of censurable extravagance for the whole property might have been bought for £3000; yet, while this was the case, £6000 was expended for repairs on a short lease.—When the Grove mess went to Kingston about a similar case occurred. Under our system, when the money was spent, the only remedy was a vote of want of confidence,—But what would be the use of that when the money was spent and gone? It was to prevent the possibility of such an occurrence, that he desired to have the Bill passed. We had no Court of Impeachment, before which we could bring a corrupt ministry, and bring them to punishment. To provide a remedy for this he had placed a clause at the end of the bill to impose a penalty upon all who might have anything to do with the corruption of a minister; and he would take the matter out of the hands of Parliament, and bring it into the Courts of law. He read from the public accounts the items, £1000 for the Mounted Police; £1113 for Col. Wetherall and W. R. McCord. Here were sums that would hardly have been expended if the money had been, in the first place, referred for the sanction of the legislature. This Mr. McCord was all the while a police magistrate at a salary of £300. He made use of the same kind of argument with regard to an item of £700 for a war in the same price force. They had nothing like that on the American side of the water. The hon. member went over other items of the public accounts, as for instance, the immense sums paid for packing cases and the removal of the Government to this city. He had no doubt that from £1 to £200,000 pounds had been squandered since the union, that might have been saved had there existed such a bill as that which he proposed. Of course, in cases of great exigency, such as a war in a Canada, there would have to be a sum set aside, as in the United States, to proceed to repel the enemies. There was a great deal of jobbing done with regard to them, that would be stopped under this bill. He mentioned a Mr. Theobald who was a retired Clerk of the Crown Lands office, who, he believed, had performed his work imperfectly, and who, he believed, was still able to work. He made some further remarks, contending that more Clerks were employed in some of the departments than was needful.

Mr. Bolton seconded the motion.

Mr. Hincks replied, contending the Government could not now expend the public money without the consent of Parliament, any more than they could alter the law. Members bill should be more late; and if there were the pecuniary penalty he proposed to levy. He proceeded to show that general economy was observed by the Government, and in which way it could be using any other system. He will go to the work at length in a general condemnation of the Bill. It would be a degrading position for a minister, in order to make him perform his duty, to offer him a penalty of £200 to-morrow he should employ an extra clerk for ten days.

Mr. Brown.—There would be a contingent sum provided for that.

Mr. Hincks said the bill in that case would be merely preventive. He made some remarks on passages to the same effect as his speech of the other evening. He concluded by moving in amendment that the bill be read a second time this day six months.

Mr. Lafontaine (in French) said that if the motion of amendment had not been seconded, that he should like to have had the pleasure of doing so. He believed the bill would be entirely useless, as it was impossible to foresee the crises that might arise in which a Government would be necessitated to expend money. He spoke at some length, but he did not bring out any new argument. He alluded to the manner in which Mr. Boulton had been handled by the men in Montreal, and therefore he was the last man who should complain of the expense of the extra police force.

Mr. Lebelle (in French) also condemned the bill in general terms, but brought out no new argument.

Mr. Christie said the principle of the bill was the same as that that the people of Lower Canada had contended for before the Rebellion. He thought the Government should give the second clause of the bill, and he could be willing to go no further. With regard to pensions, the Government could not go beyond the £3,000 voted for this purpose. There were cases under responsible government, in which the ministry were absolutely required to spend money on their own responsibility. With regard to the penalty clause, he concurred with the Inspector-General, that this would place the ministry in a degrading position.

Mr. Mackenzie spoke at length in favour of the bill. He believed the people of Upper Canada had for years desired such a measure to be passed. He spoke on general terms to the hon. members of the House and the gallery. But our space does not permit our reporting the speech at length, and a condensation would not convey its spirit, its pungency consisting in its personalities.

By Magnetic Telegraph.

(Reported Expressly for the British Whig.)

Provincial Parliament.

TORONTO, June 14.

Last night, after the Report bill, the House was employed for several hours in discussing a motion of Mr. Christie to refer the Public Accounts to a Special Committee. He said that the examination of the Public Accounts required careful consideration, and remarked particularly on the payment of enormous large sums to Queen's Counsels. He had no doubt but that the gentlemen did their duty, and were by no means overpaid; but he was opposed to the idea of paying several of the members of the House, from the conviction that such a practice was calculated to shake public confidence in their proceedings, and by implication in the proceedings of the entire body.

Messrs. H. J. Boulton, H. Sherwood, H. Smith, (Frontenac,) and others contended that the system was a wholesale corruption.

Messrs. Baldwin, Price, Morrison, Smith, (Durham,) and Richards defended the Ministry.

The debate was exceedingly desultory.

Mr. Christie's motion was eventually carried.

The House then went into a Committee on Mr. Hincks' Resolutions to amend the Census Act. He explained, that in Lower Canada it had been found impossible, under the present law, to obtain the Census, and in the upper section of the Province the machinery was by no means as good as it ought to be; he therefore proposed to adopt a plan similar to that in practice in England and in the United States, which was to have in each County one officer appointed by the Government, who would be called the Census Officer; to have the superintendence of the matter, being allowed to appoint a sufficient number of Enumerators; dividing the Counties into convenient Districts, and exercising supervision over the same. It is proposed to entrust the general direction under a Board of Registration, who will issue the necessary forms to the officers. The information sought for not to be less than that obtained under the existing law, and to be increased at the discretion of the Board.

Mr. Merritt complained that this was useless in Upper Canada, as at present the system worked well.

Other members followed to the same effect; but Mr. Hincks' Resolutions were carried.

NEW YORK, June 14.

Jenny Lind was swindled out of $6000 the night of her first Concert, by a New York ticket speculator, who disposed of a lot of the tickets on hand from previous concerts under Barnum's management.

R. A. Colnitz, late Cashier of the Havre de Bank, is on trial on a charge of embezzlement of the funds of the Bank. The defaced charged is $13,000. For the defence it is contended that the Charter of the Bank was only New York; that it was operating on a fictitious basis, and that it had had consequently nothing to embezzle.

The Steamship Washington sailed today at noon, for Southampton and Bremen.

NEW YORK MARKETS—JUNE 14.

ASHES.—Steady and saleable at 5 50 for Pearls, and Pots 5½.

FLOUR.—Receipts are not so large, and firmer sheed; 5000 bbls. sold at 3 50 a 3 62½ for No. 2; round hoop, Ohio, 4 a 4 18; Pure Genesee 4 25 a 4 44. Canadian heavy and lower; sales 300 bbls. from store at 4½.

GRAIN.—There are no transactions in Wheat. Millers are making offers for prime samples, but they being held above market, there are no sales. Corn rather better; demand in bond, with sales 18,000 bushels, at 59 for yellow 58½ a 56 for mixed.

PROVISIONS.—Pork quiet, but firm, at 14 37 a 14 50 for new mess, 14 a 14 12 for old do; 13 for new prime, and 12 for old. Beef very heavy and in limited demand at 8 62 a 11 for mess, and 5 to 6 for prime. Beef hams and cut meats without change.

BUFFALO MARKETS—JUNE 14.

FLOUR.—Owing to unfavorable reports from New York, there is increased dullness in our market, and buyers and sellers are further apart than ever; sales at 3 37 for fair brands Michigan, and 3.50 for choice do. Buyers are more shy than yesterday.

GRAIN.—Wheat is held above the views of City, who offer only 75 a 76 for prime Genesee, but no firm and the market dull; sales 16,500 bushels at 62½ a 64. Oats dull and easier.

CUSTOM'S HOUSE REPORTS,

KINGSTON, ST. LAWRENCE DIVISION, 12 JUNE.

IMPORTS.

June 12.

Schr. Prince Albert, master, 19 tons Fire and West India goods, Calvin & Cook.

Str. Sea Serpent, master, 2 horses, instruments, 3 bales wool, J. Hammond; 1 bale yarn, J. Crawford & Son; 12 sheep, 4 wool press, W. Allen; 12 sheep, 3 wool press, A. Cowan; 12 sheep, 1 wool press, E. Cowan; 7 sheep, 1 wool press, W. Robinson; 1 cow, E. W. Palmer; 1 bag horsehair, J. Chestnut; 2 packages, Jobs Hall.

EXPORTS.

June 14.

Str. Oshawa, lumber, 2 boxes 1 bull.

Sloop Rough and Ready, Hemick Clark, 21 live cattle, 19 sheep and lambs.

Schr. Scout, Cleveland, 1,551 bags and wood.

Arrivals in this City.

AT THE BRITISH AMERICAN HOTEL.

June 13th.—James Harty, Kingston; M. N. de Bough, France; J. Barnett, Montreal; H. Gale, Amherst Island; Mr. Gillie, Amherst Island.

June 14th.—J. H. McKay, New York; H. Smithson, New York; Wm. H. Howard, Oswego; J. Watkins, Toronto; I. J. Brown, Quebec.

NEW ADVERTISEMENTS.

FOUND ADRIFT.

ON SATURDAY last, on the lake, a small boat, with two oars, one smock frock, and one knife. The owner is requested to prove property, pay charges of advertising, &c., and take her away.

A. SALVOS.

Wolfe Island Ferry.

June 16, 1851. 140-3

YEAST.

A PROBLEM, by the Author of "Alton Locke," Reprinted with Corrections and Additions from Fraser's Magazine.

Bulwer's New Play—not so bad as we seem; or, Mary Sidney to a Character; a Comedy in Five Acts, by Sir E. Bulwer Lytton Bart.

Caleb Field—A Tale of the Puritans.

Rose Douglas; or, The Autobiography of a Manitoba Daughter, by S. R. W.

Duxbury—A Tale, By Anna H. Drury.

The Heiys of Wark, Wayland; A Tale, by Mary Howitt.

Nathalie—A Tale, by Julia Kavanagh, Author of "Women in France," &c

The Gold Worshippers; or, The Days We Live In; a Future Historical Novel, by the Author of "Whitefriars."

London Labor and the London Poor, by Henry Mayhew; No. 5, 6 and 7.

Hoppin's New York and Erie Railroad Guide.

History of Cleopatra, Queen of Egypt, by Jacob Abbott.

Just received by

JOHN DUFF.

June 16, 1851. 140

NEW BOOKS.

NARRATIVE of the Loss of the Packet Ship L. Z., and the Barque Marietta, by Rev. James G. Wilcox. For Sale by

E. W. PALMER.

Kingston, 16th June, 1851. 140

AT a Meeting of the Common Council on the 12th inst., the following members were absent:—

Aldermen Allen, Crawford, Hope, *Jackson, *Kirkpatrick, *Mackenzie.

Councillors Gardiner, McMahon, *Rowlands.

* Out of Town.

M. FLANAGAN,
City Clerk.

June 13, 1851. 140

MAIL TO PERTH.

FARE REDUCED.

THE Royal Mail Line of Stages for Addison, Kitley, Smith's Falls, and Perth, will leave Wilson's Hotel, Brockville, every day, except Saturday, at Twelve o'clock, noon, or immediately on the arrival of the Eastern and Western Mail Steamers.

THROUGH IN NINE HOURS.

Will leave Patterson's Hotel, Perth, SUNDAYS, TUESDAYS, THURSDAYS, At half-past One P. M., Arriving at Brockville, at Ten P. M.

MONDAYS, WEDNESDAYS, FRIDAYS, At Three P. M., arriving at Brockville at Two A. M.

In order to induce travel, and to add to the comfort of Passengers travelling this route, the Proprietor has been at great expense in furnishing the route with entirely new and elegantly Covered Carriages, on Thorough Braces. He has also REDUCED THE FARE, thus rendering the route at once comfortable, cheap, and expeditious, and he now looks to a generous Public for that support which he thinks he so justly merits. Passengers leaving the offices at Patterson's Hotel, Perth, or at Wilson's Hotel, Brockville, will be called for at their respective places.

Fare from Brockville to Perth and vice versa, 10s.

W. H. WILLSON,
Proprietor.

Brockville, June, 1851. 140

HORSES.

WANTED, for the Service of the Royal Artillery, a number of very superior geldings, both for the Saddle and Draught.

OFFICERS WILL ATTEND AT

Bytown,	June 17th and 18th,
Kingston,	" 19th and 20th,
Picton,	" 21st and 23rd,
Belleville,	" 24th and 25th,
Cobourg,	" 26th and 27th,
Peterborough,	" 28th,
Toronto,	" 30th and 1st July,
Newmarket,	July 2nd and 3rd,
Hamilton,	" 4th and 5th,
Guelph,	" 7th and 8th,
Waterloo,	" 9th,
Galt,	" 10th and 11th,
Paris,	" 12th,
Brantford,	" 14th and 15th,
Woodstock,	" 16th and 17th,
London,	" 18th and 19th,
St. Thomas,	" 21st,
Chippawa,	" 24th and 25th,
Port Robinson,	" 26th,
Toronto,	" 28th and 29th,

May 20th, 1851. 128

APARTMENTS TO LET

IN an eligible part of the City, Furnished or Unfurnished, for a single Gentleman and Service, with Stabling. Apply at the British Whig Office.

June 13, 1851. 140

WANTED

A GOOD JOURNEYMAN CABINET MAKER. Apply to the Subscriber, corner of Wellington and Bath Streets. Good Wages will be given.

M. FREEMAN.

Kingston, 16th June, 1851. 140

JUNE 1851.

Vermont Central Railroad!

GREAT NORTHERN AND EASTERN STEAMBOAT AND RAILROAD ROUTE.

BETWEEN ST. LOUIS, CINCINNATI, CHICAGO, DETROIT, PARIS, SANDUSKY, CLEVELAND, BUFFALO, NIAGARA FALLS, HAMILTON, PORT HOPE, KINGSTON, ROCHESTER AND OGDENSBURGH,

Via the

Mail Steamers on Lake Ontario,

and the

OGDENSBURGH AND VERMONT CENTRAL RAILROADS.

One Day from Ogdensburgh to Boston.

THE splendid U. S. Mail Steamers on Lake Ontario leave Lewiston twice each day, on the arrival of the Cars from BUFFALO and NIAGARA FALLS, and arrive at Ogdensburgh in time for the 10 a. m. Mail Train, which reaches Rouse's Point at 3 p. m. Passengers dine at Rouse's Point and take the Cars of the VERMONT CENTRAL RAILROAD at 3, 45 p. m., reach Northfield at 8 p. m. to lodge, and arrive at Boston at 1 p. m. the next, and at New York, via Connecticut River Valley, after the 22nd instant, on the afternoon of that day.

The second boat leaving Lewiston on the arrival of the Cars from Buffalo and Niagara Falls, reaches Ogdensburgh in time to the 8 p. m. Express Train, which reaches Rouse's Point the same night. Passengers lodge at the Point and after breakfast take the Vermont Central Cars at 8, 15 a. m., dine at Northfield and reach Boston at 8 p. m., and after the 22nd inst., New York the succeeding morning, via the Connecticut Valley.

☞ Thus affording an opportunity of viewing the beautiful Mountain Scenery in New Hampshire and Vermont, the Thousand Islands on the River St. Lawrence, and the Great Suspension Bridge over Niagara River, and in the best route to the White Mountains of New Hampshire.

No charge for transfer of baggage from one boat to steamboats, or boats to railroad, on any point on this route.

☞ Meals and Berths on Lake Ontario included in the Fare.

Through Tickets may be had on the American Mail Steamers on Lake Ontario, and at the Railroad Station, Ogdensburgh; also of

JAMES P. EATON,
Agent V. C. R. R. Ogdensburgh.

☞ Two Freight Trains run daily each way.

H. K. CAMPBELL,
Engineer, Vt. Central R. R. Co.

June 14, 1851.

BAY OF QUINTE.

PRINCE OF WALES.

A NEW STEAMER, MASTER,

WILL leave the United States' Wharf, THIS DAY, after the arrival of the River and American Boats, for Belleville and intermediate ports.

June 16, 1851.

FOR MONTREAL.

ST. LAWRENCE.

CAPT. THOMAS HOWARD,

WILL leave Kingston for Montreal, touching at the intermediate ports, on Tuesday evening June 17, at 6 o'clock. We Arrive at Montreal early next day.

June 16, 1851.

U. S. LINE OF LAKE STEAMERS.

NORTHERNER.

DOWNWARDS.

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.

UPWARDS.

WILL leave the United States' Wharf TO-MORROW at 8 o'clock, A. M., for Sacket's Harbor, Oswego and Lewiston, connecting at Lewiston with the steamboats for Toronto and Hamilton.

THE EXPRESS LINE.

For Lewiston and Buffalo Direct.

CATARACT.

CAPT. CHAPMAN.

WILL leave the United States Wharf THIS EVENING, at 8 o'clock for Lewiston and Buffalo direct.

United States' Wharf, June 16, 1851.

FOR TORONTO & HAMILTON.

CAPT. THOMPSON.

WILL leave the Commercial Wharf, THIS DAY, June 16, at 3 o'clock, P. M., for Toronto and Hamilton, calling at intermediate ports. Weather permitting.

June 16, 1851.

FOR BYTOWN.

BEAVER,

CAPT. FRENCH.

WILL leave Macpherson & Crane's wharf, for Bytown, THIS DAY, at 3 o'clock P. M.

LONDON ILLUSTRATED SCHOOL BOOKS.

JUST received and for sale at the City Book Store, Market Square, Kingston:

THE ILLUSTRATED LONDON SPELLING BOOK:

This work is rendered particularly attractive by the easy arrangement of the spelling, which smoothes all difficulties experienced by children, and by the pleasing original reading lessons, which cause the learner to advance of his own accord; while the whole is illustrated by upwards of one hundred and seventy beautiful wood-cuts of objects and scenes described, forming by far the most alluring introduction to learning ever published.

THE ILLUSTRATED LONDON READING BOOK:

Companion to the London Spelling Book—containing a series of Lessons on the most amusing and instructive subjects, selected with great care from the best English Authors, in Prose and Verse. The whole beautifully illustrated with above two hundred and fifty engravings.

THE ILLUSTRATED LONDON INSTRUCTOR:

Being a companion to the Reading Book; designed for a more advanced class of students, and consisting of extracts from English classical authors, from the earliest periods of English literature to the present day, with a copious introductory Chapter on the Arts of Elocution and Composition. The latter includes examples of style chosen from the beauties of the best authors, and points out by similar examples the faults to be avoided by all who desire to become, not simply good readers and speakers, but elegant writers of their native language.

E. W. PALMER.

June 13, 1851. 139

TO LET,

THE NORTH AMERICAN,

BETTER KNOWN AS

HASTINGS' HOTEL,

PORT HOPE.

IN consequence of sickness in the family of the proprietor of the above Establishment, it will be leased for a term of years, and if required, possession will be given immediately. Being situate in the most central part of the town, and the

GENERAL STAGE OFFICE.

THE NORTH AMERICAN HOTEL

is a most desirable stand for business, and affords an excellent chance for those desirous of going into it. The Furniture being all new, and of the best and most suitable description for such an establishment, will be sold at a fair valuation.

Application to be made to John Lynn, Esq., the proprietor, James Grant, Esq., or to the subscriber on the premises.

THOS. WARREN HASTINGS.

Port Hope, 5th June, 1851. 138

SALE BY AUCTION.

ON MONDAY, the 23rd June, instant, will be sold by

PUBLIC AUCTION,

on the Premises, that Valuable Freehold Property on Princess Street, opposite the dwelling house of A. B. Hawke, Esq., consisting of a

Two-Story Brick Dwelling House,

with Cellar Kitchen, and a well of water in the same, out-houses and Garden, occupied by R. S. Henderson, Esq. The lot has a frontage on Princess Street of 80 feet, giving ample room for the erection of another building, the cellar for which is already partly excavated.—Title indisputable.

—ALSO—

Immediately afterwards, that excellent

LEASEHOLD PROPERTY

on Ontario Street, adjoining Mrs. Brown's property, being part of lot letter K in the City of Kingston, with two good and substantial rough cast dwelling houses thereon, filled up with Brick, and having a stone foundation; stabling and other out-buildings, also on stone foundations; the whole being now occupied, and in good condition.

Likewise all the interest (after a certain mortgage), in a third rough-cast dwelling house on the same lot and adjoining the above; all being fronting on Ontario street. Ground rent £14 13s. 4d. per annum.

Sale to commence at 12 o'clock, noon.

For particulars apply to

JAMES LINTON,
Auctioneer.

Kingston, June 12th, 1851. 137

RECEIVED at the Subscribers Store Princess Street—

3 Hhds. Muscovado Sugar,
3 Boxes Crushed do.
20 do. Tobacco, Ills. S. S. 18s.
500 do. Layer Raisins,
30 half Chests, Hyson, Y. Hyson, Twankay & Souchong Teas,
130 Boxes Liverpool and Montreal Soap,
25 do. Fancy Soap,
3 Kegs Nutmegs, No. 1,
2 do. Alspice,
3 do. Ground Ginger,
1 Cask Epsom Salts,
1 do. Refined Lard Oil,
1 do. Brooms,
20 Doz. cold drawn Castor Oil, (half pint Bottles)

ALSO:

1 Case Summer Broad Cloth,
1 do. Cassimeres, Fancy Doeskins, Cashmerettes, &c.
1 do. Mariners Stripe Shirting and Red Tick,
1 do. Striped Jeans, & Bleached Shirtings,
4 do. Kersey and Satinets,
1 do. Prints and Sateens,
25 do. Hats (various)
1 do. Oilcloth, Linsey, Shot & Cut'd.
1 do. Window Blinds,
1 do. Shawls, (Summer) & Handkerchiefs,
10 Bales Gray Cottons,

WM. McMILLAN & Co.

Kingston, 12th June, 1851. 138

SPRING SALMON.

JUST received from Quebec, one Dozen Fresh Spring Salmon.

JAS. ELDER.

Kingston, June 12th, 1851. 138

PERFUMERY.

A VARIETY of the choicest and most admired English and French Perfumes, and Fancy articles just arrived.

For sale by

E. W. PALMER.

Kingston, June 12th, 1851. 138

TOILET & SALTS BOTTLES.

A NUMBER of elegant and richly chased Silver Top'd Toilet and Smelling Salt Bottles lately received in England and at the newest styles.

For sale by

E. W. PALMER.

Kingston, June 12th, 1851. 138

DRUGS, MEDICINES & CHEMICALS

GENUINE PATENT MEDICINES.

BY late arrivals from England the subscriber has received a large stock of Drugs and Chemicals, and Genuine Patent Medicines from some of the first houses in London, which he now offers to the Public at Wholesale and Retail with perfect confidence in their purity.

E. W. PALMER,
Chemist & Druggist,
Market Square.

Kingston, June 12th, 1851. 138

BRUSHES.

THE Subscriber has just received a superior assortment of English Hair, Flesh, Tooth, Nail and Cloth Brushes, to which he begs leave to call the attention of the Public.

For sale by

E. W. PALMER.

June 12th, 1851. 138

ENGLISH TOILET SOAPS.

A LARGE quantity of Chavers celebrated Toilet Soaps consisting of

Pure White Almond,
Honey Soap,
Verbena, do
Honey and Almond do.

Old Brown Windsor do in Squares and Tablets, and the celebrated Rypohagen Shaving Soap.

For sale by

E. W. PALMER.

Kingston, June 12th, 1851. 138

ENDLESS CHAIN PUMP, OR WATER ELEVATOR MANUFACTORY.

THE Subscriber having located himself at Mill Creek, for the purpose of Manufacturing the above article, would inform the Public generally, that having been engaged in the business in the United States for a number of years, and having provided himself with the best quality of Chain, he is prepared to offer to the people of Canada an article that they have long needed—a Pump that is durable, will work easily, keep the water good in the well, and not freeze up.

He would also state that, owing to the scarcity of money, and being anxious to get them thoroughly introduced, he has reduced the price, and compelled them at rates as low as, if not lower than they can be procured in Canada, or elsewhere.

All Pumps warranted to give satisfaction, or money refunded.

Pedlars supplied on short notice, and a liberal discount made.

The following persons have them now in use:—R. M. Ross, Kingston; Johnson Day, Waterloo; John Booth and John D. Davison, Mill Creek; Sidney Warner Esq., Wilton; Wm. Gardiner, Gardiner's; Garrett Miller, Simcoe Falls; D. Pringle, Napanee; and many others.

All orders addressed to the undersigned at Mill Creek, will meet with prompt attention.

E. S. BONNEY.

Mill Creek, June 2, 1851.

Ogdensburgh Railroad.

GREAT NORTHERN AND EASTERN RAILROAD AND STEAMBOAT ROUTE FROM BUFFALO, NIAGARA FALLS AND CANADA WEST, TO BOSTON, NEW YORK AND MONTREAL.

TIME CARD, OGDENSBURGH RAILROAD MAIL TRAIN.

Leaves Ogdensburgh at 10 o'clock, A. M.; arrives at Rouse's Point at 3 P. M.

Leaves Rouse's Point at 8 A. M.; arrives at Ogdensburgh at 2 P. M.

Steamboat Express Train leaves Ogdensburgh at 8 P. M., on the arrival of the accommodation Boat from Kingston; arrives at Rouse's Point at midnight. Leaves Rouse's Point at 7 P. M., on the arrival of the Lines from New York, Boston and Montreal; arrives at Ogdensburgh at 12 o'clock P. M.

By this Train passengers are carried through from Boston to Ogdensburgh (400 miles) in One Day.

Fare from Ogdensburgh to Montreal $3
" " " Boston $6
" " " New York $5

No Charge for conveyance of baggage from the Steamboats to the Cars, or from the Cars to the Steamboats, on this Route.

Arrangements are now being made for a Through Route by Railroad from Ogdensburgh to New York, via the Valley of the Connecticut River, by which passengers can reach New York in one day from Rouse's Point—the western terminus of the Ogdensburgh Railroad.

A new and complete route is now open to the Travelling Public, by which passengers desirous of going to New York or Montreal, can have an opportunity of passing through a portion of the country, heretofore shut out from the Travellers, and of proper Railway conveyance from Lake Ontario to the sea-board. This connection is now formed by the completion of the Ogdensburgh Railroad, (128 miles), and two Lines of Rail from Lake Champlain to New York and Boston. (For a more particular description of all these routes see advertisement in another column.)

As a new Route to and from Montreal, and from Canada West to Boston and New York, the Ogdensburgh Railroad and its connections, possesses many objects of interest to Canadians at this time, more especially to those who are interested in the movements now making to give Canada West the advantages arising from a carefully arranged system of Railway communication between Lake Huron, Lake Erie, Lake Ontario and the Atlantic Cities of the United States.

By taking the steamers at Hamilton, Toronto, and the Canadian Ports on Lake Ontario, passengers can be conveyed to Kingston, Brockville or Prescott. At Kingston, the United States Steamers touch en route to Ogdensburgh, connecting with the Rouse's Line from Hamilton. A Ferry Boat plies between Prescott and Ogdensburgh daily.

Travellers desirous of examining the method of connecting Railways in the United States, can have an opportunity (by taking the Train arriving at Ogdensburgh in the evening), of viewing the Ogdensburgh Station Grounds, (60 acres in extent,) the Dock, 4,100 feet in length; the large Passenger and Freight Houses, (the Grain Warehouse and Steam Elevator now in progress of construction); the Engine Houses and Machine Shops, and leave on the 10 o'clock, A. M., Train which arrives at Rouse's Point, for dinner at 3 o'clock, P. M. The Steamboats bound north, for Montreal from Rouse's Point, take their passengers at