MAIL FOR ENGLAND.

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

Agents for the British Whig.

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

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

TO ADVERTISERS.

Parties are requested to send in their advertisements by 7 o'clock P. M. to insure their insertion the following morning. The early hour of publishing the paper, will compel us to enforce this rule rigidly.

Auction Sales This Day.

As Advertised in the British Whig.

Sale of Groceries &c, at the Stores of Chas. Hales, by Wm. Ware, at One o'cock.

The Daily British Whig.

"Optifer per Orbem Dicor."

THURSDAY MORNING, DEC. 5, 1850.

FALSEHOODS!

The Argus has undertaken the defence of that most iniquitous job, the William Street Robbery. The *Argus* may cut its own throat if it pleases; but in doing so, it has no right to tell lies of its neighbor, and shall not be allowed to do so with impunity. With a newspaper so wholly unprincipled as the *Argus*, there is no use of mincing words. The first untruth it utters is where it charges the Editor of this paper with being "a disappointed applicant for one of the City offices." Dr. Barker never was an applicant for any City office since the first formation of the City Council! The second untruth is contained in the following sentence "The paper we have already alluded to, has endeavored to make this a means of inciting one portion of the community against the other." The *British Whig* never did excite one portion of the community against the other; what it did say on a late occasion was to this effect, that the cry hitherto has been of "an Irish Council," attributing all the mismanagement of the civic funds to that baneful influence; whereas the present Council, which is not an Irish Council, had acted in such a manner, as to make the people regret the change!! The third falsehood is the following, "We take this opportunity of saying that the Executions in the Sheriff's hands, against the City, do not amount to £500, (although stated at a much larger sum by the *Whig*,) and have been arranged, and will be settled without that Officer's further interference, or the imposition of a rate upon our citizens." The Sheriff himself corrected a prior statement of the *British Whig*, and said, that his precept for a sum exceeding £500, was then in the hands of the City Chamberlain; and further, that if it were not returned to him with the money, his duty would compel him to assess the City himself, and collect the amount by means of his own officers; & further, that the action of a by-law, which the *Argus* calls arranging the matter, is null and void, having been passed after his precept had been issued!!!

After having thus stamped malignant falsehood upon the *Argus*, we shall condescend to give it a little advice; which is to mind its own business, and let the *British Whig* alone. It can do all the dirty work it has to do, without mentioning or alluding to a newspaper which it affects to despise, while in secret it envies its prosperity. A fair rivalry would be honorable—this petty detraction is mean and contemptible.

MEETING TO CONSIDER THE PROPRIETY OF TAKING STEPS TO COMMENCE A RAILROAD BETWEEN MONTREAL AND PRESCOTT.

Yesterday a meeting was held, pursuant to notice, in the rooms of the Shakspeare Society, Great St. James Street, to consider the propriety of taking steps to commence the construction of a Railroad between Montreal and Prescot. The meeting was well attended by influential gentlemen, among whom we noticed the Hon. P. McGill, the Hon. A. N. Morin, Messrs. Stayner, Murray, McKenzie, Leeming, Coffin, Boston, Galt, Teadwell, Harwood, Young, Redpath, Holton, Dow, Gould, McPherson, and D. Torrance.

Mr. Redpath was called upon to take the chair, and Mr. Penny to act as Secretary.

A letter was then read from the Mayor, excusing his absence on account of pressing public busines at the City Hall.

The Hon. A. N. Morin then moved the first resolution with a few introductory remarks:—

That the favorable commercial position of Canada—the number of its population—its rapidly increasing trade, coupled with the facilities which now exist to attract commerce from both shores of the Western Lakes, to seek an outlet by the River St. Lawrence; render it absolutely necessary that a Railroad should be, as soon as possible, constructed, by which, at all seasons, there should be an uninterrupted communication between the East and West; and that the now assured completion of the Railroad from the Atlantic at Portland to Montreal, points to this city as the place from whence, in continuation of the same policy, immediate measures should be taken for the extension of a Railroad Line to the West, through Prescott and Kingston to Toronto, and ultimately by means of roads already commenced, to Sandwich, opposite Detroit.

Mr. Young, in seconding this resolution, stated that the road now proposed was one which would be the fitting continuation of the Portland line, which would be completed in eighteen or twenty-four months, but that even after it should be so completed, unless it were connected with Western Canada, and the Western States by another line, the Montreal trade would be put aside by the southern lines. A move must therefore be made to construct that connection. There was little doubt that once begun the inhabitants of places along the route to the west would make the remaining links to Toronto, Hamilton, and Detroit. From the latter place, there was already a road almost made to Chicago, and another to Galena on the Mississippi river. On the other hand, our communication to the east, already placed as in a position to reach not only Portland, but also Boston, by lines superior to any other.

The Hon. Peter McGill then moved:

That it is expedient to adopt immediate measures for the construction of a Railroad from Montreal to Prescott, as forming the first, and an important section, to the Western Lakes.

He said that he had been called to be present on three occasions, at the initiation of works of this kind. The first work was the St. Johns Road, of which he had been the President during the first four years of its construction. That had long been in operation. The other was the Portland Road,—a work of the deepest importance to Montreal, and he hoped rapidly progressing to completion. The line now spoken of would be the first of a series of links to Lake Superior, or, as Mr. Young had said, to the Mississippi. He did not say which line ought to be built; but he said there ought to be a line to Prescott.

Mr. Galt seconded the resolution.

He agreed with the last speaker in believing that this project would be the first step in connecting Lower Canada, with Lake Superior and the Western Country. Our neighbors were doing all they could, to draw off the trade from above us, and it was clear that Montreal could not afford to give Boston and New York the advantage of the winter route. The superiority of the St. Lawrence must be maintained at all seasons of the year, for how could new channels by Montreal hope to retain the trade, if it took other routes, by necessity, throughout the winter. The resolution having been carried.

M. Coffin moved:

That a Committee of five be now appointed, with full powers to obtain all necessary information, by survey and investigation, relating to the cost, practicability and advantages of the several possible routes, and to report upon the same to this meeting as well as upon the means whereby the Railroad can be most speedily constructed—for which purposes the said Committee are hereby authorized to place themselves in communication with such corporate bodies and individuals as they may deem expedient.

He said he had no doubt that the road would shortly be built, and that hereafter Jacques Cartier's idea would be realized—that the nearest way to the East Indies would be through Montreal. The first thing to be done, evidently, was to appoint a Committee to act. It would be for them to find out the resources which existed for building the road, by communicating with the inhabitants of the several places along the line, and as a preliminary, by saying where the line should be. Mr. Coffin then alluded to and briefly described five several lines which had been proposed by several parties, and concluded by saying that his own opinion was in favor of that one by way of Lachine, St. Anne's, Grenville and Hawkesbury, partly because the Lachine Company, of whose line this would be an extension, possessed all the apparatus for working the carriages as far as Grenville.

Mr. Harwood replied to Mr. Collin's remarks by saying a few words in favor of what he designated the direct western line crossing the Ottawa at St. Anne's; but thought that was not the time to discuss the question.

Mr. Holton then moved, seconded by Mr. McFarlane:

That the following gentlemen be the Committee:—A. N. Morin, John Young, A. T. Galt, W. F. Coffin, and William Workman.

Mr. Gould was glad on this occasion that he could stand shoulder to shoulder with his friend Mr. Young, and others for promoting a road—the road from Montreal to Lake Ontario. All agreed that the road was absolutely necessary and its construction was perfectly possible, if all would work in earnest for it. The effects of the Ogdensburgh line could be traced already, he believed, by every man engaged in the business of Montreal. He had often been asked by Telegraph what money he could give for cargoes, and having heard of them next as having stopped at Oswego. The other day he heard of one that had stopped at Ogdensburgh. Then he saw that it was proposed to build a road between Sackett's Harbor and Saratoga, and he supposed that soon he should hear of cargoes stopping there. We were, therefore, being bled at all points, and should continue to be till we got the road. All must be in earnest and so far as his small means or influence went he would show that he was in earnest. That was the way roads sprung up as if by magic in the United States. If there were several routes that only showed how easy it was to find a good one, and if the route were selected a little too far north or south the effect would be to make the people to the north build another for themselves.

Mr. Holton then moved, seconded by Mr. Gould.

That a subscription be now opened, for the purpose of defraying preliminary expenses, with the understanding that the sums so paid shall be hereafter applied on account of subscriptions towards the capital stock.

Mr. Young thereupon said that he had a book ruled for subscriptions for the preliminary survey, and he would lay it on the table for gentlemen to put down their names. Accordingly the book being laid on the table, about £300 was subscribed in the course of a few minutes.

The proceedings closed by a vote of thanks to the chairman, the Hon. P. McGill having been first called to the chair in his stead.

THE CONVICT LANGUEDOC.—We learn that it was not till very late in the afternoon of Wednesday that the telegraphic message was received in this city, announcing the respite of this unhappy prisoner. We believe that the act of mercy was due principally to the exertions of the Hon. A. N. Morin, who was indefatigable in his benevolent efforts to save the malefactor's life. We believe, however, that it is by no means to be understood that the present respite amounts to a pardon. On the contrary, the message from government, if our information be correct, expressly guarded the prisoner against drawing any such conclusion. The advisers of His Excellency, it appears, are not prepared to commute the extreme penalty of the law on the ground of the impolicy of that mode of punishment; but require that some special circumstances should be stated from which the act might appear to be somewhat less heinous morally, if not technically, than is implied in the popular idea of deliberate murder. The respite is therefore just merely upon the ground of a yielding to the desire of several respectable citizens for delay, in order to give time for urging anything which can be shown favorable to a merciful consideration of his case.—Yesterday morning a considerable number of country people, not aware of the respite, assembled at the Jail, hoping to be gratified by a sight of the horrid spectacle announced for that day. Among these was the widow of Lacoste. She applied to an official connected with the administration of Justice to know when the execution would take place, and was with difficulty made to believe that the slayer of her deceased husband should not be hanged that morning.—*Montreal Herald.*

IMPORTANT ARREST.—We learn from the *Minerve*, that the incendiaries of Yamaska were arrested on Saturday last, and imprisoned at Three Rivers; and that there is not the least doubt the persons taken up are the guilty ones. It appears that these burnings and house-breakings were previously decided on, even by those who were charged to put the law in force; and the most refined hypocrisy was practised in their pretended submission to the decisions of the magistrates, some weeks ago.—Jos. Mondoux, School Commissioner, and Michel Mondoux, his brother, as principals; and Michel Fourquin dit Levaille, M. P. P. for the County of Yamaska, and Secretary to the School Commission, and Narcisse Laveau, School Commissioner, as accessories before and after the fact. We understand that Ant. L'Abbe, one of the School Commissioners, has been admitted as evidence for the Crown against the above named parties. It appears that the affidavits against them are of the most positive kind, even the affidavit of a person who has been in the secrets of the conspirators. These arrests have taken place after a long investigation, conducted by Mr. Delisle and Major Johnson.—*Quebec Mercury*

FIRE IN PORT SARNIA.

We alluded alluded a few days ago to a fire which had occurred in Port Sarnia. The following particulars have been received from a correspondent. The fire was first observed about two o'clock A. M. in the carding room attached to Mr. Young's flour mill. Alarm was speedily given, but before a sufficient force arrived with buckets (there being no engine) to extinguish it, the flames had taken such hold of the mill, that all hopes of saving it, or Mr. Young's store adjoining, were abandoned, and the people, now assembling in crowds, betook themselves to the saving of the goods in the store. It was soon evident that the village was in the most imminent danger, especially if any breath of wind was to rise—even as it was, in the perfect stillness of the morning, it was impossible to save the large storehouse on Mr. Cameron's wharf, and the store of Houston and Mackenzie, a large brick building erected only two years ago. The people managed to confine the flames to this latter house and its brick walls proved the salvation of the village to the South of it. Mr. Cameron's mills were saved with great difficulty—the praiseworthy efforts of some of the people being seconded by a kind Providence in changing the current of the breath of air that conveyed the intense heat for a time in that direction. There was about 1400 bushels of wheat, besides a large quantity of corn and other grain in Mr. Young's mill. In the warehouse of Mr. Cameron there was a good deal of valuable property destroyed including the entire rigging of one of Mr. Cameron's vessels. It is not yet ascertained what the total loss is. Mr. Young was insured for £900 on the mill and £600 on the goods in the store, which were all saved from the fire, although not, we regret, from the light-fingered gentry. The insurance will cover Mr. Cameron's loss on the brick store, the warehouse was not insured and the loss there must be heavy. Houston and Mackenzie are insured, but their loss is trifling. Mr. Young's loss is about £1200.—*Globe.*

Sir Francis Head, an agreeable writer and an amiable man, has been frightening the isle from its proprietry by the publication of a book, the object of which is to show that our Gallic neighbors will assuredly come over some fine morning at no remote day, and finding the British lion asleep will give him the *coup de grace*. The manner in which this is set forth by the author is very amusing, and, it is needless to say, very imaginative, but he appears withal very serious in his prognostications. The Joke is as racy as Punch's Pope coming over to appoint bishops to the suburbs of the metropolis; but the public will find the affair no joke if the army and navy are to be increased in deference to the fears of a weak but well meaning man. Against the threatened infliction, we invoke Mr. Cobden's aid, and, if there be power in peace meetings, we hope not ineffectually. The same ruse was practised a few years back, when the Prince de Joinville discharged at us an inflammatory pamphlet. In the present instance the disturber of Briton's peace is the Republican President of France.

The only rumor worth communicating is that the question of who shall be Post Master General is occupying the Council.—The Hon. James Morris is spoken of as likely to be the lucky man.—*Pilot.*

A Boston clergyman on the Sunday before Jenny Lind's departure, thus glorified her in his sermon:—"Why is it that everybody loves that singing lady, now giving concerts in our city? Not on account of the matchless skill of her performances—not because of the bird-like sweetness of her tones, but because, like the Saviour of the world, she goes about doing good; because, by her many acts of disinterested benevolence, she shows that she loves everybody."

G. P. R. JAMES—This gentleman denies that he intends to become a naturalized citizen of the United States; the purposes residing in the country permanently, but retains his allegiance to his own government. At the last accounts he was delivering a course of lectures at Dorchester, Mass. He delivered a course at New Haven lately, and received at the close a vote of thanks, proposed by Professor Silliman of Yale College. Mr. James has received numerous applications to lecture in the principal towns of New England, but his engagements at the South rendered it impossible to comply with them. He is announced to deliver the closing lectures before the Young Men's Institute of Albany, on the History of Modern Civilization.—*New York Mirror.*

The account of the trade and navigation of the country (England,) for the month and nine months ending October 10, continues to present a most gratifying result. The declared value of exports for the month ending October 10, is £6 434,000 against £5,000,627 last year, and £4 901,000 in 1848. For the nine months ending October 10, the declared value of exports is £50,286,000 against £44,830,000 in same period last year, and £36,534,000 in 1848.

As regards navigation, the number vessels entered inward, during the nine months this year, was 24,020 against 23,672 in same time last year, and the clearances outward this year 23,542, with a tonnage of 4,677,000 against 21,781 ships, with a tonnage of 4,302,000 last years.

The increase of exports is distributed with remarkable uniformity throughout almost all departments of industry.

The principal features in imports is the large increase in the quantity of flour taken and consumed. The returns show the import of flour and meal to be 512,000 cwts against 245,000 cwts in same period last year, and the quantity taken for consumption 512,000 cwts against 290,000.

QUEBEC AND MELBOURNE RAILWAY.—At the city council on Friday last, the report of the Finance Committee on the Quebec and Melbourne Railway grant was laid on the table. After some discussion is was resolved that the consideration of its contents should be postponed till the next meeting of council on Friday next, and that in the meantime it should be published in the various newspapers of the city, French and English. We have not as yet received a copy of it.

Yesterday after vespers, we are informed, a meeting of inhabitants of St. Rochs was held in Mr. Lyon's school house, Craig street, when a resolution was unanimously adopted, directing their representative in the city council to vote for the £10,000 towards the Quebec and Melbourne railroad, on the express condition that it shall cross at Point a Platon, about 45 miles above Quebec, on the south shore.—*Quebec Gazette*

MEDICAL DISCOVERY.—Our moustached friends will be glad to learn that the London National and Military Gazette has made the discovery that the wearing of *Moustaches* is conducive to health. It affirms that the moustaches, acting as part of the breathing apparatus, absorb the cold of the air before it enter the nostrils, and are, consequently, a preservative against consumption. Hence, it follows, according to the Gazette, that the regiments which wear moustaches are much less subject than the others to diseases of the chest.

MINNESOTA—ITS CLIMATE AND PRODUCTS.—A recent letter from Governor Alexander Ramsay of Minnesota Territory says—"Our population numbers better than 7000 in the Territory, being an increase from 4500 during the year. This is a pretty rate of increase. The prejudice against Minnesota on account of its high northern expanse is fast being dissipated, and when the full knowledge of our fine soil and climate breaks upon the impartial immigrant, we shall have an accession to our population of 20,000 per annum. * * * This is the country for immigrants—from Norway Sweden and North Germany—who require no acclimation. There were not a half dozen cases of fever and ague in the Territory this season; where as, below in the States of Missouri, Iowa, and Illinois, all immigrants from the Eastern States, or from Europe, must expect to pass a course of that debilitating and often fatal scourge. Our soil is as productive as in the States and prices for the former are 50 per cent higher here. I shall have 200 acres in crop next season, and the first crop will pay land, fencing, breaking, &c. This cannot be done elsewhere.

I have sent by a gentleman going direct to Pennsylvania a quantity of spring wheat raised on the Red River of the North—five hundred miles towards the Pole from this—look at it and you will find the berry as full and plump almost as the winter wheat of Pennsylvania.

When I came out here in the spring of 1849 there were not over a half dozen houses in St Paul—it has now a population of fifteen hundred.—Lead ore is found on both sides of the Mississippi, but is supposed to be more abundant on the west side in the Sioux country. The Government will probably acquire this by treaty in the spring when the rush for the good lands will exceed anything of the kind that has yet occurred in the history of western pioneering.

The half breeds—fine horsemen and the best buffalo hunters in America—numbering on our side of the line by the recent census twelve hundred souls—are very anxious that the Government should extinguish the Indian title to the lands there. And this will place them in the full enjoyment of the rights of American citizens.

CALAMITY AT SEA.—The following report of the abandonment of the ship Agnes, Smallman, of Dublin, from Quebec, is from her master:—"On Tuesday September 10, daylight came in with an awful gale, the sea breaking over the ship fore and aft. The pumps would not suck. About 6 o'clock a. m. an enormous sea broke over the stern carrying death and destruction fore and aft. It stove in the ship's stern, smashed the poop deck and beams into atoms, knocked away half the rudder, and did not leave a vestige of anything on the poop. It took the two men away from the wheel, and myself, who was standing close by them. One of the men named William Corry, was killed; the other George Piles, was washed to the forehatch, badly bruised. I found myself at the mainmast much hurt. All the men at the pumps were seriously injured: John Thompson, left arm broken; Nicholas Paterson, skull fractured, and his life is still despaired of. All the rest were more or less cut and bruised. Immediately after the sea struck the ship she broached to and lay over nearly on her beamends. The mate got the tiller lashed down and the mainsail all right to keep her head to the sea, but it was blown to pieces. Seeing that it was all over with the ship, we decided on letting the foremast go out of her, to get her head to the sea. The fore rigging was cut and the mast fell over the side, taking the maintopgallantmast along with it. Shortly after the mainmast was blown away, which was followed by the mizenmast. The wreck of the foremast got on the weather bow, and took the bowsprit out of the ship. The vessel now lay like a log, with the sea breaking over her fore and aft. We found it useless to attempt the pumps. She was filling; got one of the air ports out. At midnight she filled, the gale still blowing at a fearful rate. We passed an awful night of suffering. The whole crew continued in a wretched state until the 15th, when they were taken on board the Princess Royal, and kindly treated by Mr. Duguid and his crew." The master and crew of the agnes, 22 in number, were landed at Bathurst as previously reported.—*Shipping and Mercantile Gazette.*

A WISH AS IS A WISH.—A love-lorn swain broke a wish bone with his "heart's queen," somewhere up in New Hampshire. "Neow what d'you wish, Sally?" demanded Jonathan, with a tender grin of expectation. "I wished I was handsome," replied the fair damsel, "handsome as—Queen Victory!" "Jerusalem! what a wish!" replied Jonathan—"when you're handsome 'nuff neow? But I'll tell ye what I wished, Sally. *I wished you was locked in my arms and the key was lost!*"

The population of the United States has increased every ten years, from 1790, at the rate of about one-third as follows:—

1790, ...	3,929,827	1820	8,638,131
1800	5,306,924	1830	12 866 920
1810, ...	7,294,714	1840 ..	16,068 113

At the same rate, our population for 1850, exclusive of our Mexican possessions, will amount to 22,757,483. Let us add the Mexicans who have been incorporated with our people, and the aggregate will amount to something like 23,000,000. What will it be a hundred years hence at the same ratio of progress?—*Oswego Times.*

SECRETARY'S OFFICE,
Toronto, 30th Nov. 1850.

His Excellency the Governor General has been pleased to make the following appointments, viz:

Thomas Maybee Radenhurst,
William Notman, M. P. P.
John Wellington Gwynne,
William Buell Richards, M. P. P.
Adam Wilson,
The Honorable John Ross, L. C.
John Hawkins Hagarty,
Skeffington Connor, L. L. D., and
Philip M. M. S. Vankoughnet, of Osgoode Hall, Esquires, Barristers at Law, to be Queen's Counsel, in that part of the Province called Upper Canada.

SECRETARY'S OFFICE,
Toronto, 23rd Nov., 1850.

His Excellency the Governor General has been pleased, by warrant under his Privy Seal, to fix the following days for holding a Special Sittings of the Court of General Quarter Sessions of the Peace in and for the respective Counties and Unions of Counties, in that part of the Province formerly Upper Canada, under the Jury Act, 13 and 14 Vict. Chap. 25th, Sect. 82, viz: Stormont, Dundas and Glengary 23rd December, 1850.

Stormont, Dundas and Glengary	23rd	Dec. 1850.
Prescott and Russel	17th	do
Leeds and Grenville	17th	do
Carleton	17th	do
Lanark and Renfrew	17th	do
Frontenac, Lennox and Addington	20th	do
Prince Edward	17th	do
Hastings	17th	do
Northumberland and Durham	17th	do
Peterborough	17th	do
York	17th	do
Simcoe	20th	do
Wentworth and Halton	17th	do
Waterloo	20st	do
Lincoln, Haldimand & Welland	20th	do
Oxford	17th	do
Norfolk	17th	do
Middlesex	16th	do
Huron, Bruce and Bruce	17th	do
Essex, Kent and Lambton	18th	do

We may add for the information of our readers, that we have been informed that these meetings are merely for the purpose of balloting for jury lists.

EXCHANGE.—One can scarcely imagine a more vexed, perplexed, and perplexing question than that of Exchange. Most of persons are apt to suppose that a Sovereign or a Dollar contains some intrinsic value in itself. This is a great mistake. Coins, like everything else, rise and fall in various markets, and receive a portion of their value entirely from extrinsic circumstances. A British Sovereign is worth £1 4s. 4d. Canada currency, £1 4s. New Brunswick currency; £1 5s. Nova Scotia currency; £1 3s. 4d. Newfoundland currency; and $4.85 in the United States. A Mexican Dollar is worth 5s. in Canada; 5s. in New Brunswick; 5s. 2½d. in Nova Scotia; 5s in Newfoundland; and $1.00 in the United States.—*Quebec Gazette.*

EXCHANGE AT MONTREAL.

Bank....	60 days on London....	11 a 0	per c. pr.
Private.	90 do do	10 a 0	do
Bank....	3 do New York ...	1 a 9	do
Private..	3 do do	½ a ¼	do

STOCKS.—Montreal Bank.—Has been sold at 4½ premium, ex dividend, to be delivered after the Transfer Book is re-opened. Commercial Bank, M. D.—Has been Sold, and is in fair request at par. City Bank—Has fallen to 36 discount at which it has changed hands. Upper Canada Bank—No Sales. La Banque du Peuple—Has found a buyer at 48 discount. St. Lawrence and Atlantic Railroad Co.—Has advanced to 60 discount. Montreal and Lachine Railroad Co.—Has again declined to 80 discount, but Guaranteed Shares command par. Montreal Telegraph Co.—Has changed hands at 11½ premium. Montreal and Troy Telegraph Co.—No Sales. Montreal Mining Consols—Have changed hands at 13s. a 14s per Share, on Time, but for Cash, the Market is quite unsettled and we have no other transactions to report. All other Companies—Nominal.—*Herald.*

Kingston Imports.

December 3rd

Schr. Richard Rush—Oswego—100 boxes raisins, 50 boxes pepper—35 chests tea—Brown & Harty—130 boxes raisins. A Livingston—10 hhds. sugar—D. Prentiss—30 chests tea and sundries—J. S. Smith & Co.—10 boxes hardware—J. Watkins & Co.—500 qr boxes raisins W. McMillan & Co.—50 kegs rivets and sundries. Hugh McLennan.

December 4 h.

Str. Albion, Montreal, 30 hhds. sugar, Abraham Foster.

Schr. Sarah Cornelia, Quebec, 563 bars railroad iron, 10 tons coals, 10 bbls. mackral, 10 quintals codfish, Calvin & Cook

To the Town and Country Trade.

LATEST IMPORTATIONS.

JUST Received from Montreal and New York, by the Subscribers, a large assortment of DRY GOODS and GROCERIES, consisting in part—

West of England Superfine Broad Cloth,
Beavers, Pilots, (French and English,) Cassimeres and Doeskins,
Satinets, Flannels, Prints, Grey Cottons, Bleachad do.
Ginghams, Selesias, Table Cloths, Cotton Carpeting,
Suspenders, Bagging, Rugs, Silk and Cotton Handkerchiefs,

—ALSO,—

Young Hyson, Old Hyson, Twankay, and Black Teas,
Crushed, Refined, and Muscovado Sugars,
Rice, Raisins, Starch, Blue, Blacking, Toilet and Fancy Soap, Belmont Candles,
Snuff, Ink, Pot and Post Paper, Wrapping Papper, Twine, Combs, Clocks, &c. &c.

WM. McMILLAN & Co,
King Street.

Kingston, Dec. 5th, 1850. 286

By Magnetic Telegraph.

Last Night's Report.

BUFFALO, Dec. 4th.

Breadstuffs, transactions in flour are confined to the retail trade.

WHEAT is in fair request—sales were made yesterday some 15000 bushels principally on private terms, 2500 bushels white Michigan sold at 88c. Milan fell to 84.

CORN and Oats are quiet.

WHISKEY is quiet and prices steady, 25.

NEW YORK, Dec. 4th.

The Frigate Brandiwyne, is at anchor below, from Rio Janerio. From Porto Rico by the Brig Nartisco, we have advices to the 16th Nov., the only intelligence of moment was that the inhabitants of Ponce were in much pertubation on anticipation of a hostile visit from General Lopez. A report was in circulation that he was in the vicinity of the Island at the head of an armed expedition, whereupon the Governor ordered out all the troops and organized all the citizens into companies and patrolled them on the wharfs, to be in readiness to repel the anticipated attack.

Late advices from San Juan, Nicaragua, giving account of the treaty between the commander of the British brig of war, Persian, and the American steamer, Director. While the latter vessel was preparing to ascend the river, its officers were officially informed by the captain of the Persian, that if they attempted to move without first obtaining permission of the authorities of the town, he shou'd fire upon them; and in conformity with this threat, he moved the vessel to within 100 yards of the Director, so as to bring her effectually under her guns without any protection. The officers of the Director were obliged to submit. Such high handed outrages as those will undoubtedly be speedily investigated.

The steamship *Arctic* is reported below.—She will probably be up about 10 o'clock.

N. ORLEANS, Dec. 2,

R. Johnston has associated with him, J. H. Benjamin and W. C. Bellon, to break down McDonough's Will.

BOSTON, Dec. 4.

The Insane Hospital at Augusta Main was destroyed by fire this morning, and it is supposed that 200 of the unfortunate lunatics have perished in the flames. Some of the lunatics gave the alarm as the fire was discovered, but the keepers supposing their cries of fire were nothing but their accustomed raving, therefore, paid no attention to them till soon after the Building was discovered on fire, and shortly consumed.

Announcements of Births, and Marriages are not inserted unless duly authenticated and paid for.

ONTARIO WARD!

To Mr. George Mink.

SIR,—We, the undersigned, Electors of Ontario Ward, request that you will allow yourself to be put in nomination for ALDERMAN for said Ward, at the coming Election in January, 1851; and we pledge ourselves to use every means in our power to secure your return.

James Baker,	Edward Kelly
Thos. J. Angel	M. McNamara
James Campbell	Patrick O'Connor
James Dawson	Augustus Searle
Samuel Pollard	John Milan
R. Kent	E. W. Palmer
J. H. Prestop	P. Carberry
H McLennan	John Moore
Joseph Doyle	A. Brown
John Patterson	S. Brown
B. Fagan	G. George
Michael Fahey	Geo. Shaw
John Hanagan	D. Lynch
Thomas Baker	Wm. Cornin
Timothy Bowe	L. Counier
Henry Boyle	R. Shaw
James Quigley	James Norris
John Mills	John King
R. Kempher	Wm. Toompson
S. Spiers	Jno. Johnston

Kingston, Dec. 9, 1850.

REPLY

To James Baker, Esq., and other Gentlemen, Electors of Ontario Ward.

GENTLEMEN:—I am thankful to you for the honor you have done me in selecting me as your Candidate, for one of the Aldermen for Ontario Ward, at the coming Elections.—Should I be returned, I promise to devote my time and attention to the duties of the office, and to serve the good City of Kingston to the best of my ability.

I am, Gentlemen,
Your most obed't serv't,
GEORGE MINK.

Kingston, Dec. 4, 1850.

AUCTION SALE.

Teas, Sugars, Fruit, Confectionery,

Wines, Liquors, Glassware, Fish, &c.

William McMillan, Auctioneer.

WILL be sold, at the Warehouse of JAS. WATT, Ontario street, on TUESDAY, the 10th December, inst., viz:—

250 Quarter-Boxes Malaga Raisins,—also Oranges and Lemons, Figs, S. S. Almonds, Filberts, &c.,
Spanish Liquorice, Rock Candy, Lozenges, Comfits, &c.
50 Doz. Jm. Cut Tumblers,
20 do. Decanters—quarts and pints, &c.
Boxes Starch, Blue, Belmont Candles, Soap,
Common and Fancy Pipes, &c., &c.

—ALSO,—

Port and Sherry Wines, Cognac Brandy, Holland Gin and Jamaica Rum; and a quantity of Herrings and Dried Pickled Codfish.

WM. McMILLAN,
Auctioneer.

Dec. 5, 1850. 286

NOTICE.

A SUPERIOR lot of New Castle GRATE COALS and COKE for sale at the *Kingston Gas Company's Works.*

JOHN KER,
Manager.

Kingston, 3rd Dec., 1850. 285

FOUND,

ON WEDNESDAY, the 20th November, on the Board Walk, at the head of King street, a Lady's BROOCH, of oval shape, with narrow gold setting. The owner may have it by paying for this advertisement.—Apply at this office.

Kingston, Nov. 3, 1850. 285