The Morning Courier.

FOR THE COUNTRY.

Optimus est Reipublicæ status, ubi nihil deest nisi licentia perendi.—SENECA.

No. 42. MONTREAL, THURSDAY MORNING, OCTOBER 22, 1835. VOL. I.

Poetry.

THE SERENADE.

I'm almost tired of waiting here—
" Awake, my love ! arise !"
Here, like a sleepless tabby cat,
I'm howling to the skies.
The stars are twinkling merrily,
But they no answer make ;
Inferior they resign to thee—
" Arise, my love ! awake !"
But soft—the lattice opens—" My love—
What is my love's decree ?"
(Black girl at the window.)
" My Missy wish you go away,
And let her quiet be."
Exit Serenader, singing " Hey, Betty Martin."

From the London Literary Gazette.

PNEUMATIC RAILWAY.

This affords another instance of the facility with which presumed impossibilities are effected —another case of the ease with which an egg may be made to stand on its small end ! The whole secret of the pneumatic system of railway is in the means by which the power, obtainable within a closetube or tunnel by the rarefaction of the inclosed column of air, is communicated to a train of carriages on the outside throughout its longitudinal extent, and in the combination necessary to render it effective, the principal nature in which is perpetually shifting valve. It happens, fortunately for the ready adoption of the pneumatic system of railway, that practical data are obtainable for determining the efficiency, economy, and extent of the means and materials it employs. The body of the railway is a cast iron cylinder, with horizontal rails diametrically opposite to each other, and forming bridges on the sides of the cylinder. The quantity of iron in a given length, and the consequent cost of the cylinders, are ascertainable to a fraction, and the cylinders may be cast in substance as light as possible, since any required degree of strength may be given to the construction by ribs or rings upon the lower semi-circumference at long intervals. The maintenance of fixed steam engines, such as are to be used as prime movers, to work the air pumps, at stations along the line, is a matter of every day experience ; and the working of the blowing machines used in blasting iron, furnishes data for the working of air pumps. We learn, too, that the important pneumatic problem regarding the inertia of air within an extended tube is most satisfactorily demonstrated by efficient practice to be no longer a problem, seeing that the presumed inertia does not exist. Many minor experiments, and much relative practice had given fair grounds for shaking the presumption ; but latterly a system had been introduced and is now extensively practiced by an ingenious mechanical engineer, by which the power of two consecutive agents is uninterrupted, communicated to machinery at several miles distant from it, through extended connecting tubes, merely by the rarefaction of the column of air, obtained. The difference between the connecting tubes used in this system and those of the pneumatic railway is in favour of the latter,—if there were anything in the presumption above referred to,—because of their great calibre, and the consequent smaller proportion of rubbing surfaces to proportion to the column contained. That the tubes are in the former imperforate, and in the latter are perforated and mechanically closed, will not be deemed a difference against the rail. Any system by those who know and can appreciate the secure and really beautiful arrangement by which its pneumatic valve is made efficient. A padded cord, formed upon an iron linked core, and made flexible, elastic, impervious to the atmosphere under a considerable pressure, and liable to be acted upon by meteoric changes, is laid down in a trough over the extended longitudinal perforation or chase, through which the communication is effected from the internal apparatus called the dramatic traveller, upon which the power is obtained, the external car called the governor, to which is attached the train of carriages to be drawn, in the place of the locomotive engine in the common system. The cord, being laid down in the chase, renders the tube or cylindrical body of the railway close, and as nearly air tight as possible, or certainly as can be necessary ; for if the atmosphere be admitted to an extent which shall almost reach the capacity of the air pumps to withdraw it, still the action of the pumps would, in a few strokes, make the valve perfectly air tight, by inducing such a pressure of the atmosphere upon the upper quadrants of the cylinder, and upon the back of the cord itself, as to bring them into perfect close contact. The lifting and laying down again of the valvular cord by the travelling apparatus, to allow of the communication from the internal to the external parts, and to permit, also, the access of the atmosphere to play upon the rear of the travelling piston and give the required impulse, are effected in a manner which is simple and certain.

To obviate the necessity of bringing the cylinders together with any great degree of accuracy, and that common castings may be sufficient for the purpose without the necessity of boring, the travelling piston is allowed to move freely and without packing, and the waste of air is very small ; but, if necessary, an expanding piston may be found convenient in practice.

It is proposed to divide the line of pneumatic railway into sections of from three to five miles, in length, according to the acclivities to be worked, since the steeper acclivity will require a higher degree of rarefaction to be obtained within the same time. High-pressure steam-engines, of sufficient power, at each of the stations which limit the sections, will work air-pumps of sufficient capacity to produce the required degree of rarefaction to overcome the resistance of the load to be drawn within a given time ; and the resistance being overcome, the train will of course, proceed with a velocity equal to that with which the pistons of the air-pumps are worked ; sided and indeed increased, by momentum—*vires acquirit eundo.* We should not have thought it necessary to state that the prime movers would continue to work when the train had started—to keep it going after it had been induced to go—but that people do fall into misconceptions on the subject. We have seen it seriously stated as an objection, that if a fourteenth of an atmosphere be obtained, the train would run a fourteenth of the distance, and then stop ! In truth, however, if the case were as supposed, no such thing would occur : the tractive power, obtained by a certain degree of rarefaction, would fall off in the first yard the train advanced, if it were not kept up by the continued action of the air-pumps.

It is necessary to state, that the cylinder of the railway is intercepted internally at the stations, and so divided into sections, by a vertical valve. The presence of this directs the action of the engines upon that section over which a train has to be brought, whilst the engines at the station next in advance are preparing the following section to receive and bear it along. Hence the withdrawal of the vertical or station-valve allows the on-coming train to pass at once, and without losing its momentum, into the next section, and within the action of the next station of engine, whilst its return leaves the passed section free to be operated upon again for another train ; since, as before intimated, the impelling column of air is admitted by the opening of the pneumatic valve immediately in the rear of the travelling piston, and has not to follow along through the cylinder from the extreme end behind it.

Besides the great economy with which tractive power can be obtained through this system by the agency of fixed steam-engines, and the certainty and safety with which it is applied, it must be obvious that the system possesses the means, also, of increasing the power as it may be required, if the ordinary working be not at a high degree of rarefaction. But rarefaction to the extent of one inch of mercury only, or about a thirtieth of an atmosphere, will give upon the piston of a cylinder thirty-six inches in diameter, an amount of tractive power equal to that of an ordinary locomotive engine. Let another inch of mercury be allowed for waste, friction, and other contingencies, and the rarefaction will then amount to about a fifteenth of an atmosphere ; so there is a range at command, only limited by the economical consideration, whether it be better to maintain, permanently, engines of sufficient power to obtain the higher degree of rarefaction, and the consequent large amount of attractive power,—or to limit the acclivities.

A practical difficulty has been suggested in the application of the pneumatic railway, that it may not be crossed on the surface-level, so that communication from one side to the other of a road formed upon this system, must be by bridges over, or tunnels under it. If this be a difficulty, it is possessed in common with the present system of railway, when due care is taken to prevent injury to it and accidents to the public ; and we can state it as a fact, that no crossing on the surface-level is contemplated along the whole line of the London and Birmingham Railway. Moreover, the pneumatic railway really has an advantage in this difficulty over the common system, that the bridges over it need not be so lofty, as it is has no high engine-chimney to carry through.

We do not think it necessary to enter more particularly than we have done into questions regarding the comparative expense of constructing and working a railway upon the pneumatic system, and upon the common systems by the locomotion engine and by ropes worked by fixed engines. Dr. Lardner has done this with great candour and fairness, and we have seen estimates which appear to us to bear out the statements of the projectors of the pneumatic system of railway as to the real cost at which transit may be effected by means of it. Of its certainty and perfect safety none can entertain a doubt who have qualities themselves to judge of its pretensions ; whilst the possession of means which obviate the necessity of boring through hills, and, to a great extent, of cutting and embanking, and the employment of steam as a first mover in its cheapest, instead of its dearest form —together with the absence of destructive agencies upon the railway itself,—seem to insure the correctness of the assumptions with regard to comparative economy.

We may state, in conclusion, that the pneumatic system of railway has been jealously examined by, and has the favourable opinion of, many of our most eminent philosophers, whilst its merits and pretensions are fully admitted by all such competent practical and amateur mechanics and engineers as have given themselves the trouble to obtain information before they committed themselves to an opinion. This, however, we are sorry to add, has not been the case with all ; but it is satisfactory to learn, nevertheless, that the system will be established beyond the power of misrepresentation, by the application of a practical line, the means of constructing which are, indeed, already obtained.

WATT MONUMENT AT GREENOCK.

On the 25th of August, at an early hour, the Masonic bodies from Glasgow, Paisley, Dunoon, Ayrshire and Port-Glasgow, began to arrive, but as the appearance of the day was rather unfavourable, few strangers, except those who were going to join the pageant, visited on this occasion. The Rev. James Smith preached a discourse from Isaiah, to the bodies which formed the procession, in the Mid Church, and several appropriate anthems were sung. The rain fell in torrents the whole day, and the procession when it left the church, hurried to the site of the building : of course, the effect of the pageant was lost. Sir Michael laid the foundation stone, as Provincial Grand Master ; but owing to indisposition, he did not walk in procession, but proceeded to the ground in his carriage. The following is a copy of the inscription :—

To remove and preserve for the consumption of
succeeding generations,
A Marble Statue
Dedicated by the Inhabitants of Greenock,
To the memory of their illustrious Townsman,
JAMES WATT ;
And, to afford accommodation for a Scientific Library
founded by him, and for
The Public Library of Greenock ;
By the favour of Almighty God,
Sir Michael Shaw Stewart, of Greenock and Blackhall, Baronet, Member of Parliament for the County of Renfrew, Provincial Grand Master Mason of the district, assisted by the Honorable the Provost and Magistrates of Greenock, the Grand Lodge of Scotland, and numerous other Lodges,
Laid the Foundation Stone of
This Building,
To be erected by James Watt, Esq. of Aston-hall, Warwickshire, in token of his profound respect for
His Father's Memory,
And of his regards for the interests of the Town of
Greenock,
In presence of the Public Bodies of the Town and
neighbourhood,
On Tuesday, the 25th day of August, 1835,
Era of Masonry 5835.
And in the 6th year of the reign of His Majesty William the 4th.

The Masonic bodies from a distance left the ground almost immediately after the ceremony of laying the foundation stone commenced, and made the best of their way home, or to the hulls in Greenock appointed for their rendezvous. The appearance of the Greenock St. John's Lodge was splendid in the extreme. The office bearers of this body were in full masonic uniform with silver jewels. The Glasgow St. Mungo's showed off to grand effect, as did the Stevenson Rose and Thistle.—Owing to the dreadful torrents of rain, the returning of the procession was dispensed with. The engineers carried a few beautiful models of steam engines.—*Glasgow Courier, Aug. 29.*

BLACK AND RED EYES.—A Spanish poet speaking of the black eyes of a lady, says, ' They were mourning for the many murders they had committed.' An Englishman accounts for the blood shot eye of mistress nearly in the same manner :

' Oh let it be said thine eye is all red,
No longer, dear Harriet be moody ;
For since so many die by the stroke of that eye
No wonder the weapon is bloody.'

The Liverpool and Manchester Railway, 32 miles in length, cost £820,000 ; but this amount was swelled by numberless expenses that, in a new country, could not possibly arise—for instance the company's Parliamentary and law expenses cost them £28,165 ; 63 Bridges, £99,065—filling up Chat Moss £27,719—purchase of lands £139,000—Tunnel, £41,000. Their Iron Rail account was only £98,612, and stone blocks and sleepers £20,520, although double lines were laid, and every thing done upon the most splendid and costly scale. They do things in a more economical style in the States, and their examples will be the safest guides in any thing we may undertake.

HOLLAND.—A great part of Holland, as it is calculated, is between twenty and thirty feet below high water-mark on the surrounding coast ; but astonishing and fearful as this fact may appear, the natives seem to live in perfect confidence of their security.—*Tennant's Tour.*

Imperial Parliament.

HOUSE OF LORDS.

TUESDAY, *Sept.* 3.

IRISH CHURCH.

Lord LYNDHURST expressed much surprise at hearing that Ministers did not intend to send down to the other House the Irish Church Bill, because it would not please a majority there. Great responsibility would rest on the shoulders of those who pursued such a course.

Viscount MELBOURNE : I have already stated what I should feel it my duty to say upon this subject. I perfectly agree with the noble and learned Lord, as to the importance of the Bill, with the view to the settlement of the tithes in Ireland. I admit the evil consequences which are likely to arise from leaving matters in their present unsettled state ; but I do not agree with him with respect to the quarter on which that responsibility will rest. (Hear, hear.) I say that responsibility is to rest on the majority of your Lordships (hear, hear), which has chosen to introduce into the Bill something of the principle on which it was founded. There is no man in this country, nor any set of persons, more anxious than my colleagues and myself, to see this question of the tithes finally settled in Ireland. We know the difficulties in the way of such a settlement, and we propose the only means of removing them. Your Lordships have rejected these means. (Hear, hear.) Your Lordships have had two opportunities of effecting the settlement of the tithes of Ireland ; and those two opportunities you have thought proper to reject. (Hear, hear, hear.) In the last session of Parliament you had, by the Bill which was then introduced, an opportunity of effecting this settlement ; you rejected that opportunity ; the necessary consequence of that was, that the next time the opportunity was afforded you, it would undoubtedly be presented in a different manner, and with different conditions. The necessary consequence of your former rejection was, that the proposal for the settlement, when again presented, would be coupled with other conditions, which that very rejection had rendered necessary. You have chosen also to reject this opportunity. Whatever other opportunity may afterward offer I cannot say—with whatever other conditions it may be accompanied I do not pretend to know ; but I must decidedly say that the responsibility of the situation in which you now stand rests with the majority of your Lordships, by whom this offer of a settlement of the question has been rejected. (Hear hear.)

The Duke of WELLINGTON denied that the measure in question was intended for the recovery of tythes. It was for the robbery of the church, by the appropriation of its revenues. If ministers wished to destroy the Protestant church in Ireland, why not openly avow it ?

The Marquis of LANSDOWNE said the Bill which their Lordships had rejected was one eminently calculated to ensure the Irish church from the dangers which at present surround it.

The Earl of RODEN and the Earl of WICKLOW condemned the course adopted by the Noble Viscount in not proceeding with the Bill.

Lord BROUGHAM said it was the duty of ministers to carry their own measures, and not those of others, and which in fact they did not approve. Here the subject dropped.

Morning Courier.

MONTREAL, TUESDAY, OCT. 20, 1835.

THE most opposite opinions respecting the stability of the present British Ministry continue to be recorded by the English Press. Little certain on this subject can be gleaned from a comparison of the dogmatic assertions of party writers. The violent contrast which these statements exhibit among themselves, renders it impossible for all of them, or even a small part of most of them, to be true ; and those persons who would endeavour to arrive at a distinct and correct perception of the character of the Ministry which will be permitted to preside over the destinies of the Empire, must study rather the current of past events, than the partial representations of partizans, regarding the future. Whether or not the MELBOURNE Ministry, as at present composed, shall have a much longer tenure of office, we do not regard as a question of first-rate importance. But, that no Ministry, either Whig or Conservative, unless it be essentially reforming in its character, can conduct the public business in future, no one can doubt.

The favourite, and, in reality, the most plausible, proof which the old Tories continually adduce, to shew the growing increase of their party, is, in their peculiar language, the *re-action* that has, they assert, taken place in public opinion, in reference to State Reforms. The use of the phrase "reaction" is liable to serious misapprehension, and if taken in its literal meaning, in connection with the subject, conveys the idea of an anti-reform spirit being prevalent ; which is totally false. The singular and memorable declaration of the Duke of WELLINGTON, that no *reform* was necessary, is neither avowed, nor openly acted upon by any of the most bigotted of the extreme Tory party. That the *liberal* Conservatives themselves do not believe that, properly speaking, there is any *re-action*, may be fully gathered from the nature of the measures proposed by their leader, Sir ROBERT PEEL. These are far from making one imagine that there exists any antipathy to further change—that the influential classes have literally become violently averse to alteration in the State in any shape, or that, at least, they have settled down into an immoveable state of quiescence. A re-action in the above sense never has occurred, and is very far from existing at the present moment. For, if it does, why has Sir ROBERT PEEL lately found it necessary, (to his honor be it said) so far to improve upon his violent opposition to CANNING's Administration in 1827, in consequence of the Premier's views being favourable to Catholic Emancipation, and also to his objections to the repeal of the Test and Corporation Acts, and to the Bills for the disfranchisement of Penryn and East Retford and for transferring their rights to Manchester and Birmingham ! We repeat, why has Sir ROBERT found it necessary to sink the principles which made him oppose the above measures, and in accordance with the spirit of the age, grant Catholic Emancipation, and bring forward so large a share of relief as in his last Dissenters' Marriage Bill, and acquiesce to the extent he did in the Municipal Reform Bill ? The answer is very simple ; because the times are reforming in their character, and imperatively demanded the change. There is no where, indeed, the shadow of evidence, that any reaction or retrograde movement has occurred in the public mind. As no Ministry can, by any possibility, manage the affairs of the British empire, except that whose principles are in unison with public opinion, none can supplant the MELBOURNE Cabinet, but one imbued with essentially liberal views.

But let us examine shortly, the only meaning which can be attached to the word " re-action," so constantly recurring in English political writings. As we have already seen, the late measures of Conservatives are reforming. Instead of giving evidence of a " re-action," or contrary tendency, they all run nearly parallel with those of the present Ministry, though less extensive, and only shew a considerable divergence in their mode of treating Ecclesiastical revenues. The difference between the Whig and liberal Conservative, is mainly one of degree, on most matters, and the *re-action* by which the party of the latter profit, is more properly natural repose after exertion. When, for instance, some great political change becomes a matter of general and ardent desire, so much so, indeed, as to occupy the most prominent place in the public mind, its settlement does away with one great cause of excitement ; and those individuals who have felt deeply interested in its success, are, in a measure, satisfied that it has been carried and deeming no other, at the time, to require of them similar exertion, they naturally fall back among the most tardy class of Reformers or the Conservatives. Conservatism has the singular peculiarity of prospering most by defeat. We believe, that after the passing of the two measures before Parliament, Municipal and Irish Church Reform, Conservatives will gain greater strength than they have possessed for several years. There are many who deem the above measures essential to the quiet of the Empire, and who, therefore, with the Whigs, desire that they should be carried ; but who, after they are so, will, find themselves at one on minor points with liberal Conservatives, and be inclined to act with them. Between the extremes of Radicalism and ultra-Toryism lies the balancing power in the State ; and from this source all parties draw occasional support. A Whig necessarily becomes a Conservative, when he imagines that all the necessary reforms of the institutions of the country have been accomplished. He would then preserve what has been purified. He would not, like the extreme Radical or Destructive, uproot or ruin the Constitution of the Government.

From the characteristics of the parties to which we have above slightly adverted, it will be apparent, that as both Whigs and Conservatives are avowed Reformers, none but an essentially reforming Ministry can take the place of the MELBOURNE Cabinet, if dissolved it must be.

We have seen a specimen of the *Upper Canada Albion*, which appears to be conducted on the same plan as its New York prototype, being chiefly made up of extracts on literary and scientific subjects. It is likely to prove a valuable and entertaining compilation.

Thefts continue to be nightly perpetrated in Quebec. Nearly two of the supposed depredators have been captured.

A letter which appeared yesterday under the signature of " A." found its way into the columns of this journal, without the sanction of any one connected with the editorial department of the paper.

A Coroner's inquest was held on the body of a man who died yesterday morning in the gaol of this city. The deceased, it appeared upon evidence, had laboured under insanity, and had been confined these two years as a vagrant. It was established that his wants had been properly attended to, and that Captain HOLLAND had treated him with great kindness. Nothing is known of his connections.

Lower Canada.

Proposed copy of a Petition to both Houses of the Legislature for the establishment of Register Offices in Quebec and Montreal :—

That your petitioners have long observed with regret, the pernicious influence exercised upon the interests of this province by the laws regulating the creation of incumbances upon real property.

That these laws, imperfectly adopted from the system which prevailed in France, and deprived of the salutary penal checks imposed in that country upon the fraudulent hypothecation of land, are essentially defective in their provisions, and must be regarded as liable to objections, not only on the ground of their immediate effect, but as involving the violation of a primary principle and chief end of all legislation,—the protection of society from the invasions of fraud and dishonesty.

As to their immediate influence it may be observed, that by investing mortgages with a general character,—by enabling the mortgager to affect as well his future as his present possessions, —by making tacit liens consequent upon ministerial acts which have no connection with the lands of the contracting party,—by creating secret liabilities which can only be ascertained after a lapse of years, and cannot be discharged even by the consent of those interested,—they necessarily excite an universal distrust of landed securities, prevent the alienation and improvement of immoveable property, and consequently depreciate to that value which it would naturally assume if held under a sound and unexceptionable and unsuspected title ;—In reference to the general impolicy, your petitioners would add immorality of the system as existing in this country, your Honorable House cannot fail to remark, that while the right of creating secret mortgages can be of no benefit to the conscientious and honest proprietor, it affords to the artful and unprincipled a weapon of mischief which may be used with an unlimited and dangerous power, which no effect of sagacity or vigilance can avail against or defence.

Wherefore, your petitioners humbly pray that your Honorable House will be pleased to take the premises into your consideration, and to provide by law that in future all mortgages may be special, and that Register Offices shall be established for enregistering the same, allowing such period for the inregistration of existing mortgages or incumbrances as your Honorable House may deem meet. And your petitioners, although sensible of the great advantages to be derived from a uniform system throughout the province, are nevertheless disposed to limit their present application to the Cities of Quebec and Montreal, as portions of the province which most immediately call for this legislative provision.—*Quebec Gazette.*

There has been an unusual interruption of the navigation of the St. Lawrence, between this port and Montreal, during the past week, from the unusually heavy weather which has prevented the steamboats from performing their regular trips. No boat has arrived since Tuesday till this morning, when the *Eagle* and the *Canada* both came in. The first was detained by fog for 48 hours in Lake St. Peter, the second left Montreal on Thursday. The *British America* which left this on Wednesday, did not reach Three Rivers till yesterday evening at 6 o'clock. With this haze, however, the weather has been warm and dry, and highly favorable to the housing of potatoes and other roots, and will at least dry, though it may not ripen the oats which were cut and yet in the field.—Altogether the weather of the past week has done much in enabling farmers to forward their autumnal labours.—*Quebec Mercury.*

Upper Canada.

The affairs of the Cobourg and Rice Lake Railroad are progressing well. Several routes have been surveyed of which there is a choice from those which are practicable. The engineer has reported to the Directors, who will lay their report before the Shareholders on Monday, 19th instant. Those who are favorable to the project are then invited to attend.—*Cobourg Reformer.*

A very handsome and well laid out Episcopal church is now building at Moulinette, and is expected to be finished in the course of two or three months. The inhabitants of that place are indebted, for this act of public spirit, to Adam Dixson, Esq. who we understand is erecting it at his own expense.—*Cornwall Observer.*

John McDonald, Esquire, of Gray's Creek, met with an accident last week at the Long Sault, by the upsetting of the stage in which he was returning home, after a tour through the upper part of the province. He received a very deep cut on the side of his head, which was likely to prove of a serious nature, had not Dr. Powell been on the ground to dress the wound. We have received a very sensible and well written letter from Mr. M'Donald on the negligence of the drivers, &c., but it is too voluminous for insertion.—*Ib.*

Important suggestion for the immediate opening of a grand internal communication between Lake Huron and the Bay of Quinte, by way of Lake Simcoe, and the waters of the Newcastle District :—A Grand Scheme has just been projected by N. H. Baird, Esq., Engineer for this magnificent purpose, by which its accomplishment *is assured for an expense not exceeding* £200,000. The main feature of the scheme is the substitution of Railroads in place of Lockage, on the Trent, and other Rapids ; with Steamboats *having rails on their decks*, for transmission of the cars over the present navigation—thus obviating the objection of frequent trans-shipment—besides the more important saving of time and expense ; it being the opinion of the Engineer, *who has surveyed the country*, that by such improvement, the entire route may be traversed in the short space of *Thirty-Six Hours.* We understand the details of this important suggestion are intended to be laid before the approaching meeting in Peterborough, to which we again direct the attention of the District.—*Cobourg Star.*

GENERAL ORDER.

HORSE GUARDS, *Aug.* 31.—Lord Hill has reason to apprehend, that the orders prohibiting the introduction of Orange lodges into the army have not been duly communicated to the non-commissioned officers and privates, or, if communicated, that they have not been sufficiently explained and understood.

His Lordship now refers commanding officers of regiments to the confidential circular letters of the 1st of July, 1822, and 14th of November, 1829, upon the foregoing subject ; and declares, that any officer, non-commissioned officer, or soldier, who shall hearafter institute or countenance an Orange lodge, or any other meeting or society whatsoever, for party purposes, in barracks, quarters, or camp, shall be brought to trial before a general court-martial for disobedience of orders.

His Lordship, moreover, peremptorily forbids the attendance of either officer or soldier at Orange lodges, by whomsoever or wheresoever held.

The present orders is to be read to the troops periodically on the parade with the Articles of War.

By command of the Right Hon. General Lord Hill, Commanding-in-Chief.

JOHN MACDONALD. *Adjutant-General.*

Commercial.

Ashes have further improved in price, Pots having been sold at 36s., and Pearls at 42s. ⅌ cwt.

The Flour market is steady. Yesterday about 200 brls were sold at 27s. 3d. ⅌ brl.

REMARKS ON THE QUEBEC MARKETS FOR THE WEEK ENDING

SATURDAY EVENING, *Oct.* 17, 1835.

The transactions during the past week have been very limited, owing principally to no steamboat having arrived from Montreal, between Tuesday and Saturday, and the scarcity of small craft for charter for the lower ports, from whence considerable orders remain unexecuted.

FLOUR.—This article continues to be freely offered at 28s. 9d. for fine. The sales have been about 500 brls, of which 100 brls were at 28s. 6d.

PORK.—The demand is exclusively for consumption, and prices are without alteration.

BEEF.—A good supply has come to market, the demand is slack, and prices are receding.

BUTTER.—Some has come up from Kamouraska, in tinnets, which has been mostly purchased for the Montreal market, at 8d. ⅌ lb. The quantity still expected from the lower parishes is said to be large.

SEAL OIL.—A lot of 4000 gals, about one half in large casks, was sold early in the week at 2s. 2d. ⅌ gal—90 days.

OLIVE OIL.—A parcel of 15 pipes fine has brought 5s. 9d. ⅌ gal.

FISH.—Two lots of No. 1 Herrings have been sold this week, one at 18s. 9d., and the other at 20s, Mackerel sells at 20s. for No. 3, by the lot—it is generally thought that no more will come up, and the Fall catch of this fish is a total failure. Of dry Cod there is scarcely any in market.

WEST INDIA PRODUCE.—Scarcely anything has been done in this market. Two small lots of Sugar have been sold, brown Trinidad at 45s. and bright Jamaica at 47s. 6d.

EXCHANGE.—Bills on London may be quoted at 9 ⅌ cent, premium.

The wrecks of the *Ocean* and *Eliza* were sold by auction at Quebec, on Saturday, as follows :—

Ship Eliza, wrecked about 15 miles below Little Metis.

Hull and Rosin	£73 10 0
Cargo sold in lots	88 10 0
Materials, Sails, &c. brought up, about	200 0 0
	£362 0 0

Bark Ocean, wrecked about 30 miles below Seven Islands Bay.

Hull, Sails, Rigging, Materials, &c.	£104 10 0
Cargo sold in 3 lots, each £10	20 0 0
	£124 10 0

BALTIMORE MARKET, OCT. 13.

FLOUR.—We have to note a decline in the price of Howard street Flour, the sales of which from stores have been made yesterday at $6,12½, and to-day at $6 @ 6,12½. The wagon price is pretty uniform at $6. Sales of City Mills Flour were made yesterday at $6, on 4 months credit without interest. Some holders, however, refuse to sell at that price.

GRAIN.—There is very little Wheat at market. Sales of fair good to best red are such as to day at $1,10 @ $1,22 ⅌ bushel. Sales of white Corn at 65 @ 66 cents, and of yellow at 69 cents. Sales of new Corn at 65 cents—we quote our range in quality at 68 @ 76 cents.

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