

lington, on account of his long and valuable services in India and Arabia. The whole of the troops arrived in good health and excellent spirits, a few days before Sir George's departure; and by their consumption of produce, their demand for labour, and their skill in most of the useful arts, they were expected, on the part of nearly the whole population, to confer the most solid benefits on the community.

We are happy to learn that there is now no doubt of the Railroad between Montreal and Troy being speedily constructed, the stock required to be taken up in Montreal having been nearly all subscribed for. This road completed, we shall have a continuous steam communication between Montreal, New York, and Boston.—*Herald*.

We were unwilling to believe the first report of the atrocious usage of the unhappy inmates of our Penitentiary. We now believe it, for sufficient time has been afforded for an official denial, and there is no appearance of it. The list of punishments amounting every month to one-half of the whole males confined, carries on overwhelming evidence of gross mismanagement. It is not possible that under a system of the most ordinary discretion, such punishment should be necessary. When a jury or judge send a man to the Penitentiary, it is that he may be confined—shut out from the world, and if possible, restored an improved member of society. In this vile Bastille, confinement is but a small part of the punishment. The bodies of these unfortunates are lashed and torn at the rate of eight every day the sun rises, at the will of every brutal under-turnkey. The men at the head of this establishment must be complete barbarians, and the Visiting Magistrates no better. It cannot be that with ample means at their disposal, with the inmates shut up within impenetrable walls, the exercise of such discipline, or even a hundredth part of it, could be necessary. We are assuming the correctness of "Catraqui's" figures, and will do so till we have an official and well certified contradiction. If this cannot be done, the men concerned in these cruelties should be instantly brought before the tribunals of their country.—*Toronto Globe*.

The weather is, and has been for some time, very cold and tempestuous,—high winds, frequent and heavy rains, hail occasionally, now and then an unsuccessful attempt at snow, varied, until within a few days, with vivid flashes of lightning and loud peals of thunder. Last week the Clifton House at the Falls was struck by lightning. Several of the bell wires were melted, and a person in the bar-room was stunned for some minutes, but that, we are glad to hear, was the extent of the injury sustained. We have heard of some disasters on Lake Ontario. The schooner John Miller, having on board upwards of 3000 bushels of wheat for Montreal, has been driven on shore near Fort Niagara; another schooner, name unknown, reported to have on board 8000 bushels of wheat, was recently driven ashore near Port Dalhousie. A small schooner was in sight of the John Miller during the storm in which that vessel was wrecked, and disappeared so suddenly that it is feared she went to the bottom. The United States papers are filled with accounts of destruction of property caused by late gales, which appear to have extended all the way from New England to Virginia. Numerous vessels were wrecked.—*Niagara Chronicle*.

A great degree of scarcity prevails in France, and much grain has been bought up in England for shipment to the French side of the channel.—Bread in Paris, sells at the rate of ninepence sterling the quarter loaf, (about four pounds and a half,) which is dearer than in Dublin. Riots have in consequence taken place in the French Capital. Large quantities of wheat, however, were coming in from the Black Sea.

There have been some fresh outrages at Canton, and the British and American merchants were obliged to arm and fight in their own defence.—Satisfaction will be demanded of the Court of Peking, and if the Chinaman does not mend his manners, he will assuredly get another drubbing. The miserable wretches at Lahore are running on their destiny. The Queen mother, Lal Singh, and the rest, continue to wallow in the mire of their excesses, and will pay the penalty bye and bye. The oppressed people will not long remain under the dominion of such governors.

Part I. of Dicken's new work, *Dombey & Son*, has appeared, and a few extracts will be found in our paper of to-day.—*N. Y. Albion*.

ACCELERATION OF THE MAIL FROM LONDON TO LIVERPOOL.

We understand that the mail between London and Liverpool will, in all probability, very shortly run the distance in five hours. The journey by rail being 210 miles, the average speed between terminus and terminus will therefore be 42 miles per hour. It is at the desire of the Post Office authorities that this acceleration of speed will take place. On the afternoon of Friday, the 11th instant, Mr. G. C. Glyn, the Chairman, Mr. Creed, the Secretary; and several of the Directors of the London and Birmingham Company, having to attend at Manchester a Board meeting of the London and North-Western Company, tested the capacity of their ordinary four-wheel passenger engines for so rapid a rate of travelling.

The train (a special one), consisting of six first class carriages, left Euston-square at five minutes before five o'clock in the afternoon, and reached Birmingham at 33 minutes past seven o'clock, having been detained at Wolverton 14 minutes beyond the time necessary for the change of engine, which takes place at that station. At Birmingham an excess of stoppage, amounting to nearly 12 minutes, took place, and at Crewe a similar stoppage of five minutes occurred; notwithstanding which, the train ran the 197 miles, from station to station, one minute within five hours. Of course upon a line with such immense traffic as that conveyed over the North-Western Railway, very precise arrangements have to be made for running an express train. The completion of these arrangements will secure the proposed express mail train to Liverpool against any loss of time from slow or luggage trains ahead, or the hindrances which must occasionally impede a special train on such a line as the London and North-Western. Deducting the excess of time occupied at Wolverton, Birmingham and Crewe, viz: 29 minutes, it will be seen that the 197 miles, inclusive of the time that would be lost if the train were running daily, were accomplished in 4½ hours, or at an average speed of nearly 44 miles an hour. Liverpool is, however, 13 miles further than Manchester; but at the average rate at which the trip of Friday was made, the 29 minutes excess of stoppage would be equal to 23 miles, so that it appears the journey from London to Liverpool can, with six carriages, be made in something like ten or twelve minutes within the five hours. It is necessary to state that the journey over the London and Birmingham line was made with the ordinary four-wheel passenger engines, with 5 ft. 9 in. driving wheels. They are Mr. Bury's make, and weigh, we believe, between 10 and 11 tons only. Within the last fortnight, two very powerful six-wheel engines, with 6 ft. driving wheels, and made by the same manufacturer, have been put on the London and Birmingham line. They are stated to be equal to twelve carriages, at an average speed of 50 miles an hour, over the unfavorable gradients from Euston-square to Tring.

The working of the 'little' four-wheel engines (for they are little compared with the passenger

locomotives that are now in general use on nearly all our lines) is the best we have ever observed. An engine of less than 11 tons, and with 5 ft. 9 in. driving wheels, took a train of six first-class carriages 46 miles within the hour, under several disadvantages. She had to surmount the ugly incline from the Euston-Square terminus to Camden-town station, and run over the following ascending gradients, viz. three miles of 10 ft. per mile; two miles of 13 ft. per mile; five of 15 ft. per mile; and 9 miles of 16 ft. per mile.

The first 33 miles, with a rise of nearly 300 ft., viz. to the first mile-post beyond Tring, were performed in 44 minutes 12 seconds, or at the average speed of nearly 45 miles per hour.—*London Railway Record*.

IMPORTANT.—SUB-MARINE RAILWAY.—Mr. De la Haye, after the reading of a paper 'On Ancient and Modern Modes of Traveling,' at the Liverpool Polytechnic Society, on Monday,—in which he expatiated upon the advantages of railway transit, and expressed his belief that by-and-by, a daily communication would be established between China, India, and London, by means of the Electric Telegraph—alluded to his invention of sub-marine railways. We have before given full details of Mr. De la Haye's plan, which is to construct an immense iron tube, to be lowered from above, and riveted together by means of the diving bell. When completed, rails are to be laid down, and locomotives, unaffected by external influences, are to career beneath the bosom of the deep. His theory is, that the violence of the most violent storms is not felt lower than twenty feet below the surface, and that the pressure of the water, together with the accumulation of sand, &c. would retain the tube in the position in which it might be placed. Mr. De la Haye is a British subject, of French extraction, and is very enthusiastic in his hope as to the adoption and success of his invention. When his assertions have been doubted and disregarded he comforts himself with the assurance that nearly all great inventions have been at first exposed to ridicule.—*London Railway Record*, Oct. 3.

CAPTAIN RICHARDSON'S CASE.—Considerable interest was felt in reference to the trial (fixed for this week at the Central Criminal Court) of Captain Richardson, Chairman of the Worcester, Tenbury, and Ludlow Railway, for forging a cheque for £5,000 on Coutts's Bank; but on Wednesday the bill was ignored by the Grand Jury, after an investigation which had lasted three hours. The absence of an important witness is said to have led to this result. The accused is detained till the Grand Jury have finished their labors. It is not unlikely he may be proceeded against for a minor offence. [He has since been discharged.]

It is mentioned in a country paper as one of the "Effects of Railways," that "a whole of the coach-yard stabling of the celebrate. Bell and Crown Inn, Holborn, London, is being converted into dwelling-houses."

Birth.

At Bellevue Terrace, on the 25th instant, the lady of Lieut.-Col. Ermatinger, of a son.

JOHN M'CLOSKEY, SILK AND WOOLLEN DYER, AND CLOTHES CLEANER,

(From Belfast)

No. 76, St. Mary Street, Quebec Suburbs.

GENTLEMEN'S Clothes Cleaned in the best style, and the Cloth made to look as well as when new. All kinds of Stains, such as Tar, Paint, Oil, Grease, Iron Mould, Wine Stains, &c. carefully abstracted.

N.B.—Persons not finding it convenient to call at his place, by sending a few lines will be punctually attended to.

NOTICE TO CREDITORS.

IN BANKRUPTCY.

In the matter of CHARLES LAROCQUE, Jr.

A FIRST DIVIDEND of this Estate, of 1s. 2½d. in the £. is hereby payable at the Office of the Underwriter, on or after SATURDAY next, the 31st instant, from 12 to 2 o'clock.

THOMAS SEED,

ACCOUNTANT,

33, Little St. James Street.

October 29, 1846.