MONTREAL, MONDAY, FEB. 6, 1837.

We beg to inform our Subscribers in Upper Canada, that Mr. Enos Folsom, now on a tour through that country, is authorized to collect all arrears due to this Office, as well as the subscriptions for the current year.

The MORNING COURIER FOR THE COUNTRY is published on Mondays and Thursdays, and contains all the reading and commercial matter of the daily paper. Subscription Four Dollars in Town, or Five Dollars if sent by Mail, *payable in advance.*

The London packet ships *Hannibal* and *Philadelphia*, the former of which sailed on the 15th December, the latter on the 24th, have arrived at New York.

One of the above ships brought Despatches from the Colonial Office, for the Earl of Gosford and Sir F. B. Head.

[illegible]

In examining the Report and the valuable documents attached, the conviction is greatly increased that the division of duties between the Provinces will every year become of more difficult adjustment. Not only population, but habits, tastes and fashions, must be calculated, before an equitable division can be made. But it may well be asked how is this to be effected? No mere opinions on such evanescent matters are worth any thing; the elements in an arithmetical question of this kind, and yet no other data than opinions can be obtained. Even population is very variable. Upon the whole, there does not appear [illegible]

[illegible]

2. The St. Lawrence Canal of Upper Canada, designed to facilitate the navigation between Johnstown and Lake St. Francis, is in the hands of Provincial Commissioners.

3. The small locks at Coteau-du-Lac and the Cascades in Lower Canada, are in the hands of the military authorities.

4. The Lachine Canal, overcoming the difficulties of the navigation at the rapids of Lachine, is in the hands of Commissioners of the Province of Lower Canada.

Now it is evident that if, instead of these four distinct and independent boards, with as many distinct and separate sets of regulations and rates of toll, one general board were constituted for the superintendence of the whole, there would be every reason to expect that the canals would be managed more advantageously for the public interests and in a manner more likely to meet the object, that strenuous foreign competition, which the active and enterprising character of our neighbors should prepare us to look for.

If this view of the subject be just, our object, in one course then, will be, to spare no effort in accomplishing the union of these separate interests, under one efficient administration board. For this purpose a kind of Joint Stock Company might be formed, to consist of the partners, viz.: Great Britain, Lower Canada, and Upper Canada, each of which might bid a certain given amount of capital stock, on which dividends of the proceeds of tolls should be paid in proportion to the vested interests of the respective parties. Each partner might appoint two commissioners for the management of the canals, and all of the commissioners should be resident inhabitants of Canada, connected with it by the possession of real estate and other causes of attachment. The six members of the board thus nominated might select a seventh, and the president should then be chosen by a majority of votes, and be bound by a reasonable salary, to devote his whole time and ability to the duties of his station. Effectual and harmonious legislation by the three parties to this project would of course, be essential to its success, and to the purchase of the vested interest along the whole course of the navigation it might be effected by its adoption.

These are in substance my opinions respecting a policy to which circumstances appear to me to call the present attention of these Colonies, if they desire to retain the advantages with nature, by the configuration of the continent, bountiously designed for them. Whether it be really practicable, or whether some plan more judicious might not be devised, I respectfully leave to the better judgment of the Legislature to consider and determine.

The Act in favor of the Bank of British North America, with some amendments, has passed the House of Assembly of Upper Canada, by a majority of 26.

The following gentlemen have been appointed the local Directors of the Bank of British North America, in Toronto:—Hon. George Crookshank, Thomas Mercer Jones, George Monro, and James Newbigging, Esqrs.

Michigan has been admitted into the Union, and after the 4th of July next, another star will, in consequence, be added to the twenty five that already decorate the flag of the United States.

Harry White, convicted of being concerned in burning the United States Treasury building in March, 1834, has been sentenced by the Circuit Court to ten years imprisonment in the Penitentiary.

On the 28th ult., Mr. Van Buren took leave of the Senate of the United States, as Vice-President.

The new Senate of the United States from the 4th of March next, will comprise 18 Whigs, and 34 Van Buren men. Total 52.

The first of the steam packets intended for the New York and Liverpool trade, was launched at New York on the 30th ultimo. Captain Cosns expects to have her ready by the middle of March.

The New York Express of Tuesday says—"At the great fire at St. John's, (N. R.) upwards of fifteen hundred barrels of Flour were destroyed. A majority of the Flour Merchants were insured. Instead, however, of raising the price, humanity rose above avarice, and the price was lessened; and examples are rare, and speak well for the character of St. John's."

Montreal Bible Society.

The Sixteenth Annual Meeting of the Montreal Auxiliary Bible Society, was held in the Methodist Chapel, Great St. James Street, on Thursday evening, the 26th January. The Rev. Peter M'Gill, President of the Society, having taken the chair, the Rev. William Taylor read the meeting by prayer. The Hon. Chief congratulated the meeting on the arrival of the Sixteenth Anniversary, and made some very appropriate remarks on the importance of the object of the Society. The Rev. Henry Wilkes, the Corresponding Secretary, then read the Annual Report.

The resolutions which follow, were severally moved by the Rev. Messrs. Turner, Bond, Taylor and Parkins, and J. T. Barrett, Esq., and accompanied by spirited and pertinent addresses.

Moved by J. T. Barrett, Esq.; seconded by Mr. Seeley.

Resolved 1.—That the Report now read be adopted by this meeting, and printed and circulated under the direction of the Committee.

Moved by the Rev. Mr. Turner; seconded by Mr. Joseph Shuter.

Resolved 2.—That the continued prosperity and success of the Parent Institution, and of all other similar Societies in various parts of the world, call for the fervent and grateful acknowledgement of every Christian and lover of the cause of God, prompt to vigorous and persevering exertion, and inspire the hope that the Word of God will "run and be glorified" till it shall cover the whole earth with its blessings.

Moved by the Rev. N. Bangs; seconded by Mr. John Smith.

Resolved 3.—That the distribution of the Bible, during the past year, to a greater extent than heretofore, among the emigrants who passed through this city to their respective destinations, is a most important branch of the Society's operations; and that it is especially desirable that provision be made for a similar distribution in the present year, as a means of extending Christian knowledge through the Colony.

Moved by the Rev. G. W. Parkins; seconded by Col. Moore.

Resolved 4.—That the facts elicited by the Visiting Agent of this Society, and detailed in his Report, show the necessity and advantage of domestic visitation, and at once point out the necessities of the home population with regard to the Sacred Scriptures, and the means of supplying them.

Moved by the Rev. W. Taylor; seconded by Dr. Holmes.

Resolved 5.—That, in addition to its spiritual advantages, the Bible inculcates principles so conducive to social order and the well-being of states and communities, as to entitle the Society which is engaged in its circulation to the warm support of every friend to his country and mankind.

Moved by the Rev. H. Wilkes; seconded by Mr. I. Gregory.

Resolved 6.—That the following persons be the Officers of this Society for the year ensuing, with power to add to their number:—

President.—Hon. P. M'Gill.

Vice-Presidents.—W. F. Christie, Esq.; J. T. Barrett, Esq.; William Lunn, Esq.; A. F. Holmes, Esq., M. D.

Treasurer.—John Frothingham, Esq.

Secretaries.—Rev. Henry Wilkes, Corresponding Secretary; James R. Orr, Recording Secretary.

COMMITTEE.

Ministers of the Gospel of the city.	
Mr. J. De Witt,	Mr. Henry Vennor,
James Fleming,	Robert Morton,
George Savage,	Capt. J. Maitland,
E. C. Tuttle,	Mr. John Bruce,
Isaac Gregory,	James Ferrier,
H. O. M'Leod,	James Court,
James Milne,	Joseph Savage,
John Mathewson,	John Redpath,
Joseph Frame,	J. Roy.

W. Greig, *Depositary*.

At the close of the meeting a collection was taken up amounting to £14 4s. 5d.

Lower Canada.

It is, we understand, arranged that the 15th Regiment, now stationed at Toronto, shall move early in the spring to this Garrison, but that the Royal Regiment, which is to relieve the 32d at Montreal, will be detained here till a later period of the season, in order that three regiments may be at Quebec, to afford an opportunity of practising Brigade manœuvres, which, with the ordinary strength of the garrison, there is no possibility of doing. The 15th Regiment, it is expected, will proceed to England in the summer, being the first regiment to be relieved, having preceded the 66th Regiment by a few weeks; the return to Europe of the latter will probably take place in 1838. We have not seen in the English prints, nor have we heard from any quarter, a report of a regiment being under orders to replace the 15th in this command.—But if the depot system is, as is generally understood to be the case, to be abandoned, and the depot companies are ordered to join the regiments on service, the military force in Canada would be stronger with four regiments, than it now is with five regiments of the reduced service establishment of six companies each. We understand that letters of the 23d December have been received to-day, from a military officer of rank, in London, which state that the arrangements for the long expected Brevet are at length completed, and that the promotions from it were to appear in the *Gazette* of the 3d January.—*Quebec Mercury.*

United States.

Shipwreck.—The British schooner *Triumph*, Captain Robert Peirce, sailed from Harbour Grace, (N. F.) the 1st of December, bound for the Mediterranean, with a cargo of fish. On the 5th of January, in lat. 46 16 N. lon. 44 20 W. encountered a heavy gale, with a very bad sea, which caused the vessel to pitch and roll so much that both masts, bowsprit, and camboose were carried away; shipped a heavy sea over the stern and filled the cabin with water, destroying all the nautical instruments and spoiling the provisions. Captain P. made what sail he could on a jury-mast, and put her before the wind, steering S. W. On the 9th inst. saw three British vessels, which came near the wreck, which had a signal of distress flying, but did not make any attempt to assist their fellow mariners. On the 19th, these unfortunate men, who had been fourteen days on the wreck, with nothing to eat but the raw salt provisions and wet bread, were discovered by Captain Kenton, of the brig *Clitus*, from Rotterdam, who stood for them, but the sea ran so high and night coming on, he could not take them off, but lay by them all night, and on the following morning took them off, and brought them into this port on Saturday last. The vessel was fast sinking when the crew left.—*New York paper.*

Captain Robinson, of the British ship *Cœur de Lion*, who had never before visited this harbour, reached the Quarantine, at Staten Island, without the assistance of a pilot. He would have brought his vessel to the docks, had he not been under the impression that he was under the necessity of reporting to the health officer at Quarantine. *A pilot boarded the ship from the Quarantine ground*, and brought her up to the city. While outside he found it impossible to obtain the assistance of a pilot. The *Cœur de Lion* arrived off the harbour on Friday morning, and reached town on Saturday.—*New York Times.*

Commercial.

Every one acquainted with shipping and the estimation in which the various builds of vessels are held by the Underwriters in England, is aware, that those constructed in British American, continue to be rated in the register of shipping just as they were twenty years ago, notwithstanding the acknowledged great improvement in ship-building of late years in the Provinces. We hazard little in asserting that some of the ships launched within the last five years, here and at Quebec, will bear a comparison in every respect, with any built in the British outports, and in some instances even with the boasted "river-built" craft.

It is according to the standing in the "register" that the underwriters generally regulate the Premium of Insurance, which, of course, has its influence upon the freight value of the ship.—With the exception of a few well-known and favourite regular traders, it is often, in the fall, impossible to effect Insurance in England on Colonial ships, unless at a very extravagant premium.

With a view to remove these clogs upon our commercial prosperity, the Committee of Trade here and at Quebec, represented in July last to the Society of Underwriters at Lloyd's, the advantages which would flow to them as well as to the colony, from the appointment of a Surveyor of shipping for the ports of Quebec and Montreal, and the places adjacent. The matter was referred from Lloyd's to "the Society for the Register of Shipping," from whom the following reply has been received.

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

{ London, October 26, 1835.
{ 2, White Lion Court, Cornhill.

Sir,—Having laid before the Committee of this Society a letter addressed by you to Mr. Dunsom, Secretary to Lloyd's, dated the 25th August, expressing the opinion of the Committee of Trade at Montreal upon an application made to them by the mercantile body of that place, to request this Society to appoint a Surveyor of Shipping for the ports of Montreal, Quebec, and places adjacent, I am directed to inform you that this Committee having given the subject that attention its importance demands, have decided to appoint any Surveyors at ports out of the United Kingdom. I am, Sir, your obedient servant,

Nathl. W. Symonds, Secy.

Mr. T. Mitchell Smyth,
Secy. Com. Trade, &c. &c. Montreal.

Had the matter rested with the Underwriters at Lloyd's, we have no doubt the suggestion would have been adopted, but "the Society for the Register of Shipping" being a distinct institution, composed of a *few* Underwriters, *some* Ship-owners, and many Ship-builders, the latter of whom has the greatest sway in it, the result of the application is not surprising. These "long-shore men" must be taught to know that their exclusive pretensions will not stand the test of public opinion in the present day; and although their answer is apparently very decisive, we trust that the trade here, and at Quebec, will not let the business slumber, but by repeated applications to the Underwriters in London, and the outports, obtain this act of justice for the Colonies, and put down the petty cabal which now stands in the way of its accomplishment.

We have New York papers of Tuesday. Exchange on England went up on Monday to 10¼ @ 10½—this sudden advance was believed to be owing to two causes, a scarcity of Southern bills, and there being but few New York drawers. On Tuesday the rate receded to 9¾ @ 10, which were the highest quotations for cash by the latest accounts.

The enormous price of 8s. 9d., Halifax currency, ⅌ bushel, has been paid in New York for Rye for distilling. The papers say this is higher than known since the Revolution. There was no change in Flour; steady sales of Western at $12 @ $12,25. Ashes a shade better, 100 brls. Pots sold at $7,12½, and Pearls held at $7,50 ⅌ 100 lbs. The money market was quite easy, and good notes sold at 1 ⅌ cent ⅌ month.

United States Markets.

Philadelphia Market, Jan. 28.

Flour.—Prices have not varied. Sales at $11 to $11,25; sour $7,50 to $8,50. Rye Flour at $6. Wheat—Sales of North Carolina and Delaware, from store, at $2 ⅌ bus.; good Pennsylvania $2,40; some good Foreign at $2,25. Hogs—moderate sales at $6,25 to $6 ⅌ hundred.

Baltimore Market, Jan. 27.

Howard-street Flour—The market is without change. We quote the store price at $10,75.

Inspection of Flour and Meal in 1836.

	brls.	half brls.
Howard-street,	169,569	5,368
City Mills,	163,394	9,714
Susquehanna,	61,031	631
	393,994	13,593

During the year 1835, there were inspected 516,600 barrels and 21,333 half brls. Wheat Flour. There were also inspected in 1836, 22,515 brls. Rye Flour, and 9,530 hhds. and 16,256 brls. Corn Meal. The prices of foreign Wheat are fully sustained. Rye—A parcel of 4000 bushels German was sold at $1,35.

A letter from Rochester, dated January 25th, says, "the millers are contracting for all the wheat they can get at $2, and get but little.—Flour $10."—*Journal of Commerce.*

The Great Balloon.

Mr. Monck Mason has just published an account of the late aeronautical expedition, which has excited such immense interest. The following extracts cannot fail of amusing and instructing. After detailing the preparations for the voyage, Mr. Mason thus describes their departure from the earth:—

"Time prepared, and duly accoutred, at half past one o'clock the balloon was dismissed from the ground, and, rising gently under the influence of a moderate breeze, bore speedily away towards the south-east, traversing in her course the cultivated plains of Kent, and gaining in succession nearly over the towns of Eltham, Bromley, Footscray, and others, whose variegated outlines beautifully diversified the rich landscape that lay beneath us. The weather was uncommonly fine for the time of the year; a few light clouds alone floated in the sky, and at least as useful as ornamental, served to indicate the existence of different currents at different altitudes; an information of which it will be seen hereafter, we were enabled to avail ourselves with much effect.

"Continuing in a south-easterly direction, at 48 minutes past two we crossed the Medway, at the distance of about six miles to the west of Rochester, and in little more than an hour after, were in sight of the city of Canterbury, the lofty towers of its cathedral bearing distant about two miles, in a westerly direction. In honour of the Mayor and inhabitants of that city, under whose patronage our celebrated pilot had twice before ascended, we lowered a small parachute containing a letter addressed to the Mayor, and couched in such terms as our hurried passage would permit us to indite.

"In a few minutes after, we obtained our first view of the sea, brightening under the last rays of a setting sun, and occupying the extreme verge of the horizon, in the direction in which we were now rapidly advancing. * * * *

"It was at this period of our voyage that the first opportunity occurred of showing how far it was possible for the skilful and experienced aeronaut to influence the course of his aerial vessel, by availing himself of the advantages which circumstances frequently place at his disposal. Shortly after we had lost sight of the city of Canterbury, a considerable devotion appeared to have taken place in the direction of our route, from our view, extending our course to the south by east, which was that of upper current, by means of which we had hitherto advanced, it became apparent that we were now rapidly bearing away, upon a line considerably to the southward, and which, had we continued to remain within the limits of its influence, would have shortly brought us to sea in the direction of the North Foreland. As it had been all along an object to proceed as near to Paris as circumstances would permit, we resolved to recover as soon as possible the advantages which a superior current had hitherto afforded us; and accordingly rose to resume a station upon our previous level. Nothing could exceed the beauty of this manœuvre, or the success with which the balloon acknowledged the influence of her former associate. Scarcely had the superfluous burden been discharged proportioned to the effect required, when slowly she arose, and, sweeping majestically round the horizon, obedient to the double impulse of her increasing elevation and the gradual change of current, brought us successively in sight of all those objects which we had shortly before left retiring behind us; and in a few minutes placed us almost vertically over the Castle of Dover, in the exact direction of crossing the straits between that town and Calais, where it is confined within its narrowest limits.

"It was forty-eight minutes past four when the first line of waves breaking on the beach appeared beneath us, and we might be said to have fairly quitted the shores of our native soil, and entered upon the hitherto dreaded regions of the sea.

"It would be impossible not to have been struck with the grandeur of the prospect at this particular moment of our voyage; the more especially as the approaching shades of night rendered it a matter of certainty that it would be the last in which earth would form a prominent feature, that we might expect to enjoy for a considerable lapse of time. Behind us, the whole line of English coast, its white cliffs melting into obscurity, appeared sparkling with the scattered lights, which every moment augmented, among which the light house of Dover formed a conspicuous feature, and for a long time served as a beacon whereby to calculate the direction of our course. On either side below us the interminable ocean spread its complicated tissue of waves without interruption or curtailment, except what arose from the impending darkness, and the limited extent of our own perceptions; on the opposite side a dense barrier of clouds rising from the ocean like a solid wall, fantastically surmounted throughout its whole length with a gigantic representation of parapets and turrets, batteries and bastions, and other features of moral fortifications, appeared as if designed to bar our further progress, and completely obstructed all view of the shores towards which we were now rapidly drawing nigh. In a few minutes after we had entered within its dusky limits, and for a while became involved in the double obscurity of the surrounding vapours and of the gradual approach of night. Not a sound now reached our ears, the beating of the waves upon the British shores had already died away in silence, and from the ordinary effects of terrestrial agitation our present position had effectually excluded us.

* * * * *

"The night having now completely closed in, and no prospect of any assistance from the moon to facilitate our researches, it was only by means of the lights which, either singly or in masses, appeared spreading in every direction, that we could hope to take any account of the nature of the country we were traversing, or from any opinion of the towns or villages which were continually becoming subjected to our view.

"The scene itself was one which exceeds description. The whole plane of the earth's surface, for many and many a league around, as far and farther than the eye could distinctly embrace, seemed absolutely teeming with the scattered fires of a watchful population, and exhibited a starry spectacle below, that almost rivalled in brilliancy the remote lustre of the concave firmament above. Incessantly during the earlier portion of the night, ere the vigilant inhabitants had finally retired to rest, large sources of light, betokening the presence of some more extensive community, would appear just looming above the distant horizon in the direction in which we were advancing, bearing at first no faint resemblance to the effect produced by some vast conflagration, when seen from such a distance as to preclude the minute investigation of its details. By degrees, as we drew nigh, this confused mass of illumination would appear to increase in intensity, extending itself over a large portion of the earth, and assuming a distinctor form, and more imposing appearance, until at length, having attained a position from whence we could more immediately direct our view, it would gradually resolve itself into its parts, and shooting out into streets, or spreading into squares, present us with the most perfect model of a town, diminished only in size, according to the elevation from which we happened at the time to observe it. * * * *

"In this manner, and under the influence of these sentiments, did we traverse with rapid strides a large and interesting portion of the European continent, embracing within our horizon an immense succession of towns and villages, whereof those which occurred during the earlier part of the night, the presence of their artificial illumination alone enabled us to distinguish.

"Among these latter, one in particular, both from its own superior attractions, the length of time it continued within our view, and the uninterrupted prospect, which our position, directly above it, enabled us to command, captivated our attention and elicited constant expressions of mingled admiration and surprise. Situated in the centre of a district which actually appeared to blaze with the innumerable fires wherewith it was studded in every direction to the full extent of all our visible horizon, it seemed to offer in itself, and at one glance, an epitome of all those charms which we had been previously observing in detail. The perfect correctness with which every line of street was marked out by its parti-color line of fires; the forms and positions of the more important features of the city, the theatres and squares, the markets and public buildings, indicated by the presence of the larger and more irregular accumulation of lights, added to the faint murmur of a busy population still actively engaged in the pursuits of pleasure or the avocation of gain, all together combined to form a picture which for singularity and effect certainly could never have been conceived. This was the city of Liege, remarkable from the extensive iron-works which, abounding in its neighbourhood, occasioned the peculiar appearance already described, and at the time led to that conjecture concerning its identity, the truth of which a subsequent inquiry enabled us to confirm.

"This was the last spectacle of the kind which we were destined to enjoy. Scarcely had we completely cleared the town and the fiery region in which it was embosomed, ere an unbroken obscurity more profound than any we had yet experienced, involved us in its folds, and effectually excluded every terrestrial object from our view.

"It was now past midnight, and the world and its inhabitants had finally committed themselves to repose. Every light was extinguished, and every sound hushed into silence; even the cheerful tone of the vigilant watch dog, which had frequently contributed to cheer our course during the previous portion of the night, had now ceased; and the darkness and tranquillity reigned paramount over the whole adjacent surface of the globe.

"From this period of our voyage until the dawning of the following day, the record of our adventures becomes tinged with the obscurity of night. The face of nature completely excluded from our view, and those elements which we unfortunately brought so into close contact with the earth, all our observations during the above period are necessarily confined to a register of incidents and sensations mingled with vague conjectures, and clouded with the mystery wherewith darkness and uncertainty were destined to involve so large a portion of the remainder of our expedition. The moon, to which we might have looked up for companionship and assistance, had she been present, was no where to be seen. The sky, at all times darker when viewed from an elevation than it appears to those inhabiting the lower regions of the earth, seemed almost black with the intensity of night; while by contrast no doubt, and the resorting of intervening vapour, the stars, redoubled in their lustre, shone like sparks of the whitest silver scattered upon the jetty dome around us. Occasionally faint flashes of lightning, proceeding chiefly from the northern hemisphere, would for an instant illuminate the horizon, and after disclosing a transient prospect of the adjacent country, suddenly subside, leaving us involved in more than our original obscurity. Nothing, in fact, could exceed the destiny of night which prevail during this particular period of the voyage. Not a single object of terrestrial nature could anywhere be distinguished; an unfathomable abyss of "darkness visible" seemed to encompass us on every side; and as we looked forward into its black obscurity in the direction in which we were proceeding, we could scarcely avoid the impression that we were cleaving our way through an interminable mass of black marble in which we were imbedded, and which, solid a few inches before us, seemed to soften as we approached, in order to admit us still farther within the precincts of its cold and dusky embrace. Even the lights which at times we lowered from the car, instead of dispelling, only tended to augment the intensity of the surrounding darkness, and as they descended deeper into the frozen bosom, appeared absolutely to melt their way onward by means of the heat which they generated in their course. * * * *

"To this intensity of cold, preceded by a long subjection to the action of a humid atmosphere while floating at a lower elevation, is likewise to be attributed the occurrence of an incident which for the impression it is calculated to produce upon the minds of those who experience it for the first time, and in ignorance of its cause, merits particularly to be noticed. It was about half past three in the morning, when the balloon having gained a sudden accession of power, owing to a discharge of ballast, which had taken place a few minutes before, while navigating too near the earth to be considered perfectly safe in a country, with the main features of which we were totally unacquainted, began to rise with considerable rapidity, and ere we had taken the cautionary means to check her ascent, had already attained an elevation of upwards of 12,000 feet. At this moment, while all around is impenetrable darkness and stillness, and darkness most profound, an unusual explosion issues from the machine above, followed instantaneously by a violent rustling of the silk, and all the signs which may be supposed to accompany the bursting of the balloon, in a region where nothing but itself exists to give occasion to such a awful and unnatural disturbance. In the same instant, the car, as if suddenly detached from its hold, becomes subjected to a violent concussion, and appears at once to be in the act of sinking with all its contents, into the dark abyss below. A second and a third explosion follow in quick succession, accompanied by a recurrence of the same astounding effects; leaving not a doubt upon the mind of the unconscious voyager of the fate far and farther than the eye could distinctly embrace, seemed absolutely teeming with the scattered fires of a watchful population, and exhibited a starry spectacle below, that almost rivalled in brilliancy the remote lustre of the concave firmament above. Incessantly during the earlier portion of the night, ere the vigilant inhabitants had finally retired to rest, large sources of light, betokening the presence of some more extensive community, would appear just looming above the distant horizon in the direction in which we were advancing, bearing at first no faint resemblance to the effect produced by some vast conflagration, when seen from such a distance as to preclude the minute investigation of its details. By degrees, as we drew nigh, this confused mass of illumination would appear to increase in intensity, extending itself over a large portion of the earth, and assuming a distinctor form, and more imposing appearance, until at length, having attained a position from whence we could more immediately direct our view, it would gradually resolve itself into its parts, and shooting out into streets, or spreading into squares, present us with the most perfect model of a town, diminished only in size, according to the elevation from which we happened at the time to observe it. * * * *

"In this manner, and under the influence of these sentiments, did we traverse with rapid strides a large and interesting portion of the European continent, embracing within our horizon an immense succession of towns and villages, whereof those which occurred during the earlier part of the night, the presence of their artificial illumination alone enabled us to distinguish.

"Among these latter, one in particular, both from its own superior attractions, the length of time it continued within our view, and the uninterrupted prospect, which our position, directly above it, enabled us to command, captivated our attention and elicited constant expressions of mingled admiration and surprise. Situated in the centre of a district which actually appeared to blaze with the innumerable fires wherewith it was studded in every direction to the full extent of all our visible horizon, it seemed to offer in itself, and at one glance, an epitome of all those charms which we had been previously observing in detail. The perfect correctness with which every line of street was marked out by its parti-color line of fires; the forms and positions of the more important features of the city, the theatres and squares, the markets and public buildings, indicated by the presence of the larger and more irregular accumulation of lights, added to the faint murmur of a busy population still actively engaged in the pursuits of pleasure or the avocation of gain, all together combined to form a picture which for singularity and effect certainly could never have been conceived. This was the city of Liege, remarkable from the extensive iron-works which, abounding in its neighbourhood, occasioned the peculiar appearance already described, and at the time led to that conjecture concerning its identity, the truth of which a subsequent inquiry enabled us to confirm.

"This was the last spectacle of the kind which we were destined to enjoy. Scarcely had we completely cleared the town and the fiery region in which it was embosomed, ere an unbroken obscurity more profound than any we had yet experienced, involved us in its folds, and effectually excluded every terrestrial object from our view.

"It was now past midnight, and the world and its inhabitants had finally committed themselves to repose. Every light was extinguished, and every sound hushed into silence; even the cheerful tone of the vigilant watch dog, which had frequently contributed to cheer our course during the previous portion of the night, had now ceased; and the darkness and tranquillity reigned paramount over the whole adjacent surface of the globe.

"From this period of our voyage until the dawning of the following day, the record of our adventures becomes tinged with the obscurity of night. The face of nature completely excluded from our view, those elements which we unfortunately brought so into close contact with the earth, all our observations during the above period are necessarily confined to a register of incidents and sensations mingled with vague conjectures, and clouded with the mystery wherewith darkness and uncertainty were destined to involve so large a portion of the remainder of our expedition. The moon, to which we might have looked up for companionship and assistance, had she been present, was no where to be seen. The sky, at all times darker when viewed from an elevation than it appears to those inhabiting the lower regions of the earth, seemed almost black with the intensity of night; while by contrast no doubt, and the resorting of intervening vapour, the stars, redoubled in their lustre, shone like sparks of the whitest silver scattered upon the jetty dome around us. Occasionally faint flashes of lightning, proceeding chiefly from the northern hemisphere, would for an instant illuminate the horizon, and after disclosing a transient prospect of the adjacent country, suddenly subside, leaving us involved in more than our original obscurity. Nothing, in fact, could exceed the destiny of night which prevail during this particular period of the voyage. Not a single object of terrestrial nature could anywhere be distinguished; an unfathomable abyss of "darkness visible" seemed to encompass us on every side; and as we looked forward into its black obscurity in the direction in which we were proceeding, we could scarcely avoid the impression that we were cleaving our way through an interminable mass of black marble in which we were imbedded, and which, solid a few inches before us, seemed to soften as we approached, in order to admit us still farther within the precincts of its cold and dusky embrace. Even the lights which at times we lowered from the car, instead of dispelling, only tended to augment the intensity of the surrounding darkness, and as they descended deeper into the frozen bosom, appeared absolutely to melt their way onward by means of the heat which they generated in their course. * * * *

"To this intensity of cold, preceded by a long subjection to the action of a humid atmosphere while floating at a lower elevation, is likewise to be attributed the occurrence of an incident which for the impression it is calculated to produce upon the minds of those who experience it for the first time, and in ignorance of its cause, merits particularly to be noticed. It was about half past three in the morning, when the balloon having gained a sudden accession of power, owing to a discharge of ballast, which had taken place a few minutes before, while navigating too near the earth to be considered perfectly safe in a country, with the main features of which we were totally unacquainted, began to rise with considerable rapidity, and ere we had taken the cautionary means to check her ascent, had already attained an elevation of upwards of 12,000 feet. At this moment, while all around is impenetrable darkness and stillness, and darkness most profound, an unusual explosion issues from the machine above, followed instantaneously by a violent rustling of the silk, and all the signs which may be supposed to accompany the bursting of the balloon, in a region where nothing but itself exists to give occasion to such a awful and unnatural disturbance. In the same instant, the car, as if suddenly detached from its hold, becomes subjected to a violent concussion, and appears at once to be in the act of sinking with all its contents, into the dark abyss below. A second and a third explosion follow in quick succession, accompanied by a recurrence of the same astounding effects; leaving not a doubt upon the mind of the unconscious voyager of the fate which we happened at the time to observe it. * * * *

"In this manner, and under the influence of these sentiments, did we traverse with rapid strides a large and interesting portion of the European continent, embracing within our horizon an immense succession of towns and villages, whereof those which occurred during the earlier part of the night, the presence of their artificial illumination alone enabled us to distinguish.

"Among these latter, one in particular, both from its own superior attractions, the length of time it continued within our view, and the uninterrupted prospect, which our position, directly above it, enabled us to command, captivated our attention and elicited constant expressions of mingled admiration and surprise. Situated in the centre of a district which actually appeared to blaze with the innumerable fires wherewith it was studded in every direction to the full extent of all our visible horizon, it seemed to offer in itself, and at one glance, an epitome of all those charms which we had been previously observing in detail. The perfect correctness with which every line of street was marked out by its parti-color line of fires; the forms and positions of the more important features of the city, the theatres and squares, the markets and public buildings, indicated by the presence of the larger and more irregular accumulation of lights, added to the faint murmur of a busy population still actively engaged in the pursuits of pleasure or the avocation of gain, all together combined to form a picture which for singularity and effect certainly could never have been conceived. This was the city of Liege, remarkable from the extensive iron-works which, abounding in its neighbourhood, occasioned the peculiar appearance already described, and at the time led to that conjecture concerning its identity, the truth of which a subsequent inquiry enabled us to confirm.

"This was the last spectacle of the kind which we were destined to enjoy. Scarcely had we completely cleared the town and the fiery region in which it was embosomed, ere an unbroken obscurity more profound than any we had yet experienced, involved us in its folds, and effectually excluded every terrestrial object from our view.

"It was now past midnight, and the world and its inhabitants had finally committed themselves to repose. Every light was extinguished, and every sound hushed into silence; even the cheerful tone of the vigilant watch dog, which had frequently contributed to cheer our course during the previous portion of the night, had now ceased; and the darkness and tranquillity reigned paramount over the whole adjacent surface of the globe.

"From this period of our voyage until the dawning of the following day, the record of our adventures becomes tinged with the obscurity of night. The face of nature completely excluded from our view, those elements which we unfortunately brought so into close contact with the earth, all our observations during the above period are necessarily confined to a register of incidents and sensations mingled with vague

MARRIED.

On the 5th December, in London, the Hon. Captain Charles Fox Stanley, younger son of the Earl of Derby, to Miss Campbell, daughter of Gen. Sir Harry Campbell.

On the 21st ultimo, at New York, by the Rev. Dr. Power, Mr. Thomas M'Adam, of this city, to Miss Jane Ann, eldest daughter of Mr. John Spencer, also of Montreal.

DIED.

In Wadsworth, L. C., on the 11th ult., Mr. Luke Salmon a native of Ireland. His death was occasioned by having his legs and arms dreadfully frozen, while in a weak and enfeebled state, caused by being shamefully beaten by some Canadians at Frelighsburg, in which he had remained in a fit of insanity.—*Communicated.*

At Wells, Miss Cottell, of Bath. The lady, from an attack of fever, took a dislike to every kind of food, and has not been able to take the least solid substance the last twenty weeks, her support consisting of a small quantity of milk and water twice a day.

In the month of November, Captain Robert Hewitt, of Blayport, on his passage from America to Liverpool.

On the 11th December, at Thame, Oxon, Ann Cooper, spinster, in her 80th year; and on that day month preceding, in the same house, in her 100th year, Mary Cooper, spinster, sister to the above. These ancient ladies could read and sew without the aid of spectacles, and, indeed, possessed all their faculties to the last, and would relate to their visitors a narration of the memorable incidents of the great fire, at Hadley, twenty years ago. A few months since, Mrs. Field, a sister, died in London, aged 92 years. About twelve months ago, their brother, Mr. Z. Cooper, died at Thame, aged 88.

INFORMATION WANTED of JOHN HENDERSON, Clock and Watch Maker, native of Scotland. He left Montreal in April 1834, and was last heard of, about two years since, when he was residing in the City of Toronto, U. C. Any information respecting him would be thankfully received by his Son.—Address Amasa Henderson, *Morning Courier* Office, Montreal.

Newspapers in Upper Canada, will confer a favour, by giving the above a few insertions.

Montreal, January 23, 1837. 257

Extract of the Treasury Instructions to the Commissioner of Crown Lands:

"That Public Notice should be given in each District in every year, stating the names of the persons who may be in arrear either for the Instalments of their purchase money, or for the Quit Rents; and that if the arrears are not paid up before the commencement of the sales for the following year, that the lands in respect of which the Instalments or Quit Rents may be due, will be the first lot to be exposed to auction at the ensuing sales, and if any surplus of the produce of the sale of each lot should remain after satisfying the Crown for the sum due, the same will be paid to the original purchaser of the land, who made default in payment."

Office of Crown Lands,
Quebec, Dec. 27, 1836.

IN conformity with the foregoing instructions, a list of the persons in arrear for Instalment or Quit Rent, on the thirty-first day of December instant, will be published in the several Districts of this Province, on the FIRST day of MARCH next, and the further proceedings required to carry into effect the conditions contained in the Licence of Occupation, will take place at the ensuing Annual Sale.

JOHN DAVIDSON.

Jan 10, 1837. 246 4 mths.

Extrait des Instructions du Trésor au Commissaire des Terres de la Couronne.

"Qu'il soit donné Avis Public dans chaque District, dans chaque année, mentionnant les noms des personnes qui peuvent être en arrière soit pour les Instalments de leur argent d'achat, ou pour les Cens et Rentes; et que si les arrérages ne sont pas payés en entier avant le commencement des ventes pour l'année suivante, que les terres sur lesquelles les Instalements ou Cens et Rentes seront dus, seront le premier lot exposé à l'encan aux prochaines ventes, et s'il restait aucun surplus du produit de la vente de chaque lot, après avoir satisfait le Couronne, pour la somme due, il sera payé à l'acquereur primitif de la terre qui sera manqué de payer."

Bureau des Terres de la Couronne,
Quebec, 27e Décembre, 1836.

EN conformité aux instructions ci-dessus, il sera publié une liste des personnes qui se trouveront en arrière pour Instalement ou Cens et Rentes, le trente-unième jour de Décembre courant, dans les différens Districts de cette Province, le PREMIER jours de MARS prochain, et les procédes ultérieure requis pour mettre à effet les conditions contenues dans la Licence d'Occupation, auront lieu à la Vente Annuelle suivante.

250 JOHN DAVIDSON.

IN consequence of the declared insolvency of UBRIC BOUDREAU, Trader, of the city of Montreal, and exercising commerce there under the Firm of UBRIC BOUDREAU & COMPANY, all persons standing indebted or liable to him are notified that they will continue to be personally responsible for the amount of their respective debts, notwithstanding any payments which may be made to him or any person or persons acting on his behalf, unless such payments are made with the sanction of the Creditors of the said Boudreau.

CUVILLIER & SONS,
ROBERTSON, MASSON, STRANG & Co.
BEGLY, KNOX & Co.
WILLIAM SMITH & Co.
MITTLEBERGER & PLATT.
MACDONNELL, HOLMES & Co.
STRANGE, ADAM, CUNNINGHAM & Co.
GILLESPIE, MOFFATT & Co.
SCOTT, TYRE & Co.
DUNCAN M'FARLANE, per
Rosanna Macintosh.
ROBERT ARMOUR & Co.
BLACKWOOD & KIRKAR.
WILLIAM MACINTOSH, per
George Morrison.
FORSYTH, RICHARDSON & Co.
F. G. MACKENZIE & Co.
BENJAMIN, BROTHERS & Co.
L. NATHAN, per
B. Nathan.
WILLIAM RITCHIE & Co.
WILLIAM KERR & Co.
J. A. PERKINS.

Mont