

infamy of which cannot be paralleled anywhere out of Ireland itself. Their second offence was, that they were not able to do what was physically impossible. The price of agricultural produce had been reduced by the return of peace, and the wages of labour, the only other commodity which the peasant could command, had not advanced from the days of Elizabeth to the accession of George III.; and are now, according to Mr. Smith O'Brien, two shillings and sixpence a week, upon an average of the whole year; or, according to Inglis and Cobbett, about fourpence a day. The rapacity of the landlord sets all such trifling considerations out of the question, and calls for the same rent which he used to receive when butter was 7s. 10s. a hundred in the market of Cork. The wretched peasant was always, and is now, content to retain for his own use the most miserable subsistence by which his body and soul can be kept in present partnership, and gives the landlord all the rest. But the generous landlord is not content with such an arrangement. His cry, like that of the horse-leech's daughter, is 'Give, give.' Mr. Blackburne, a witness not unfriendly to the landed Kakistocracy of Ireland, and who is not without the hope, and not perhaps without the chance of being some day or another the Tory Lord Chancellor of that country; this gentleman informs us in the evidence given by him before the House of Commons in 1824 (page 58), that the disturbances of 1823, for the punishment of which he himself perished as judge, were the consequence of the fact that the landlords and clergy (of the established church) continued to exact in peace, and after the fall of every short of produce, the rent and tithes which had been promised during the war, and which, of course, were as usual enormous and extravagant even under a system of war prices. Elsewhere in the same report, the same gentleman says, 'The spirit of insurrection which broke out in 1823, proceeded from local causes, and the condition of the lower orders, which is more miserable than can be described, in consequence, along with other causes of the rents, which are perfectly exorbitant.' In adding one more extract here let us carry the evidence a little higher, and proceed from an expectant judge to an actual one. Mr. Baron Foster tells us that 'the proximate cause of all the disturbances which have existed in Ireland of late years has been the extreme physical misery of the peasantry, coupled with their being called upon for the payment of different charges (the first and principal of which is rent) which it is often perfectly impossible for them to meet.'

Colonial.

CANADA.

Quebec, October 2.—Destructive Fire.—Quebec has been visited by a most disastrous conflagration; at the same place as on the 10th September, 1836, which has run nearly the same course, and been attended with similar danger to a great part of the city, although the total loss probably has been less.

Yesterday morning, about two o'clock, the alarm of fire was given by the ringing of the Lower Town bell. The flames were issuing out of the garret of the stores on the Queen's wharf, occupied by the Messrs. Joseph. It is said to have been communicated by the firing-up of the steamer *Lady Aylmer*, then lying on the north side of the wharf, and to have penetrated under the tin roof. One of the Messrs. Joseph, who was sleeping in the lower floor, was, with difficulty, wakened up by some men employed to watch flour on the wharf; but no assistance could be had to subdue the fire, and the persons present were chiefly occupied in saving the goods, in which they were very materially aided by the crew of the steamer *Hart*, then at the wharf.

The flames communicated to the store of Messrs. Strang and Langevin, which was consumed, after a great part of the goods had been saved. The fire then communicated to the roof of the back part of the Victoria House; to the St. Lawrence Hotel; the house of Mills Poncy, opposite Messrs. Strang & Langevin's store, and to the houses on the north side of *Sous-le-Fort* Street, the nearest to the St. Lawrence Hotel, and to the house on the same street adjoining the Victoria House—all of which were consumed.

The roofs of several houses in the *Cul de Sac* and in Champlain Street, and *Sous-le-Fort* Street, were on fire in different places, and the sparks were carried by a brisk north-easterly wind, over the Castle of St. Lewis, (which was on fire several times,) to the Upper-Town, threatening a general conflagration. The watchfulness of the proprietors, however, succeeded in extinguishing the incipient flames which occasionally appeared on the roofs, and saved a great portion of the city.

The fire was finally arrested at about eight

o'clock in the morning, by the *coupe-feu* of one of Mr. Hunt's houses, near the *Cul de Sac*, and the party-wall and *coupe-feu* of Mr. Hardy's house, back of the Lower-Town Church and Mr. Brockdesby's in St. Peter Street.

The exertions of the soldiers and their officers was, as usual, the most effectual, and prevented the destruction of a great part of the Lower-Town. The service of the Police under the direction of the Superintendent, Mr. Russell, was extremely useful in securing the immense quantities of merchandize and effects removed from the vicinity of the conflagration. We regret exceedingly to hear that one soldier of the Guards had his leg broke, two others hurt, and that by a fall from the roof of a house. A young gentleman, recently arrived in town, was much hurt.

The members of the Fire Society and Mayor and Corporation were present and making every effort in their power; but the changes which have been so frequently made, for some years past, in the town authorities, have left them with very little power over the citizens. In fact there is no authority universally known and acknowledged, and meeting with that general assent and obedience, without which there can be no judicious, combined and effective exertion. Since the time of the old voluntary Fire Society, which was put an end to by Legislative interference, the management of the citizens at fires has become any thing but creditable to Quebec.

The fire-engines of the Artillery and Commissariat performed the most valuable service; the town engines that were in order, particularly Mr. Cazeau's, and the Alliance, were badly supplied with water, the tide being out, and no lines formed by the numerous spectators, to hand water from the river.

The number of buildings destroyed, as we make it as follows:—Stores, 3; Hotels, 3; Taverns, 3; Dwelling Houses, 5.—Total—14; in addition to which must be added an office occupied by H. W. Welsh, Esq.

We regret to hear of an accident having occurred to a fine young man, a stranger in Quebec, Mr. A. McGrotty, Junr., of Saint John, N. B., has in all probability lost his life. Mr. McGrotty, in company with another person, were occupied on the roof of the house of Mr. Pozer, and occupied by Mr. Thivierge, as the Mariner's Inn; he had taken a full bucket and emptied it on a part of the roof that was on fire, when in turning to give back another empty bucket, his foot slipped and he fell into the yard in the rear of the house. The unfortunate gentleman's skull was fractured. Mr. McGrotty came to Quebec in the Unicorn, on her last trip.

THIS MORNING'S MAIL.

ARRIVAL OF THE ACADIA, STEAMER.

The above named beautiful vessel, arrived at Halifax at seven o'clock on the afternoon of Thursday last, in the unprecedented short passage of ELEVEN days.

By this vessel we obtained regular files of London papers to the 3d inst. from which we have, notwithstanding the short period which has elapsed since their receipt, (9 o'clock this morning,) and the hour at which we went to press, made very copious extracts, embracing every thing of consequence.

These papers contain the intelligence of the Death of the Princess Augusta. This event occurred at Clarence House on the 22d September. She was in her 72d year. On the evening of the 1st inst. her remains were privately removed to Frogmore, where the body lay in state six hours. At seven on the evening of the 2d, her remains were removed for interment in St. George's Chapel.

The London papers contain the particulars of two great Fires which have occurred in the two principal Dock-Yards in Great-Britain, namely, Plymouth and Sheerness, the work, it is said, of incendiaries, in the pay, it is broadly hinted, of France. All the particulars furnished, we have extracted. There is no news from China.

France still appears to be in great bustle, making preparations for war, and her public journals threaten most dreadful things, but her government has made no positive demonstration of its intentions respecting the affairs of the east.

Intelligence had been received in London of the abdication of the King of Holland.

The only foreign news of consequence which our papers furnish, is an account of an insurrection in Portugal, and the bombardment and capture of Beyrout, by the Allies. The following paragraphs, detailing this affair, we take from the second edition of the London Shipping Gazette of the 3d inst.

A second edition of the Morning Herald supplies the following, through an extraordinary express from Paris:—

MOST IMPORTANT.

We have this moment received the following important communication from our correspondent at Paris:—

Paris, Oct. 2, Half past Eight, Friday Morning.

I hasten to inform you that the French government have received the following most important telegraphic dispatch:

MARSEILLES, Oct. 1. Half-past One.

Malta, Sept. 27.—The Prometheus, which left Beyrout the 20th, announces that, after a bombardment of nine days, which reduced the town to ashes, the Egyptians evacuated the town in the night, and the allies took possession of it.

The Oriental, which quitted Alexandria on the 24th, makes known that the firman deposing Mehemet Ali had been communicated on the 21st to his highness by the consuls-general of the four powers, who instantly struck their flags, and retired on board their shipping.

(Copy.) 'Director of the Telegraph Flocon.'

The above is the most important and alarming intelligence that could be received. As members of the French government have said if the treaty were executed a P'outrance, there must be war. I dare not say more to alarm the public mind, but I view it as much fatal news, and I have good reason to do so.

Captain Frayer has been dismissed from the command of the Steamer President, because, it is said, he did not succeed in beating the Acadia. If this is the line of conduct to be pursued by the proprietors of the New York line, we may expect to hear of new commanders being appointed each trip. The London papers deprecate the transaction in the highest terms, and a meeting held at Liverpool of the principal merchants, unanimously condemned the proceeding, as one calculated to jeopardize the lives of passengers, by forcing Captains to hazard the safety of their vessels in order to make speedy passages.

We were shewn a letter received by the mail this morning, dated London, the evening of the 3rd instant, which states that the Consuls of the four Allied Powers, left Alexandria on the 24th ult.

From the London Shipping Gazette, October 3.

ATTEMPT TO FIRE SHEERNESS DOCK-YARD.—Her Majesty's ship Camperdown, 120 guns, was attempted to be fired in the Basin last evening by some incendiary. The fire was discovered in the midshipman's berth, but was extinguished after burning a locker; but on further search a well-laid train was discovered in the warrant-officer's store-rooms, consisting of resin, oakum, and lucifer matches.

Our readers will find in the subjoined letter of our Sheerness correspondent, all the particulars of this diabolical act that had transpired up to half-past eight o'clock this morning:

SHEERNESS, Oct. 2, 11 30 P. M.

At 10 minutes before six o'clock, this evening, the inspectors of shipwrights went their usual rounds on board the different ships in docks and basin, to see all lights extinguished. Mr. J. Duff, visited H. M. ship Camperdown, a first rate and reported all lights out. The Camperdown lay in the fitting basin, close to the stern of the north and middle docks, in which were the Amazon frigate, and Achille, 2nd rate. The Carpenter of the Camperdown, Mr. Henty, whose duty it was to visit and report, followed Mr. Duff and he also reported all lights out. Mr. Henty having shortly afterwards recollected he had left his umbrella, he returned to the ship, and on going down on the lower deck he saw a dense smoke arising from the after cockpit, he ran down below, and found it proceeded from the midshipman's berth, on the larboard side. He saw the fire proceeding from the lockers. He immediately gave the

alarm, and with the assistance of Mr. Banes, one of the foremen of the dock yard, they succeeded in getting the fire under. The fire cask and buckets in the after cockpit were fortunately close to the cabin door, and they soon put the fire out. The alarm being given the gates were closed, with strict orders to prevent any person passing out. Captain Superintendent Sir John Hill, and all the respective officers, were shortly on the spot, and all the engines surrounded the docks and basin, and got ready to work. A strict search was made throughout all the ships. Mr. Henty declares that on his proceeding down into the after cockpit, on discovering the smoke, he heard a heavy footstep running across the cockpit, as though the person had nailed shoes; but being dark, he could not see any person. Upon examination of the Camperdown, the locker in which the fire broke out was found to contain a large quantity of tarred oakum, picked loose and mixed up with fir shavings and new birch brooms cut open, and immediately over the locker a quantity of hay and oakum was stowed between the shelf piece and beams, leading into the openings between the timbers. On further examination, in the fore part of the ship, they found stowed in the carpenter's store room, in one of the lockers, a large quantity of tarred oakum, pitch, tallow, rosir, brooms cut loose, and a number of lucifer matches, one of which had been lighted, evidently for the purpose of setting fire to the mass of combustible matter laid in the locker. Every precaution has been taken—none of the workmen were permitted to leave the dockyard until half past seven o'clock. One half of the shipwrights were retained with their respective officers, and all the military who were off guard were called into the yard, and stationed at every part to prevent any person leaving. Every precaution was taken to prevent further outbreak, and a strict enquiry to endeavor to find out the perpetrator of this base deed. An express was sent off to the Admiralty at 8 o'clock, P. M.; it was conveyed by Mr. Lusson, clerk to the Captain Superintendent, and will arrive in town about 4 o'clock to-morrow morning with the intelligence.

There is no doubt the perpetrator of the foul deed was surprised by the unexpected return of Mr. Henty. The following ships were in the docks and basin, close to the Camperdown:—

In docks—The Achilles and Amazon. In the basin—The Monarch and Cornwall. At the time the fire was discovered it was blowing a fresh breeze from N. W., taking the range of the three docks and roofs. If the Camperdown had taken fire, it must have communicated to the other ships, all must have been destroyed. Fortunately for the public interest, the design of the incendiary has been frustrated; had he succeeded, the whole of Blue Town would most likely have been burnt down, as they would not have been able to procure engines from any other source than the dock yard!—They would have been fully engaged for the protection of public property, and unavailable to the town.

The only accident heard of was to Mr. Lee, a police sergeant, who on going down on the orlop deck, fell down one of the scuttles, but fortunately did not seriously hurt himself—he is much bruised.

Our correspondent adds in a postscript to his letter, written at half past 8 o'clock this morning, that "A man has this moment been taken by order of the Captain Superintendent, on suspicion of being concerned in the above act."

From the Davenport Telegraph, September 27.

FIRE IN PLYMOUTH DOCK-YARD.

At 20 minutes past four, the police officer on duty near the three northern docks, which contained the Talavera, 72, the Minder, 72, fitting as demonstration ships, and the Imogene, 28, fitting for commission, suddenly observed smoke issuing from the bow port holes of the Talavera, which lay in what is called the stern dock. He immediately ran to the station at the gate, and Lieut. Williams, the superintendent, got out the engines, caused the bell to be rung, and was on the spot with a strong body of his men within a few minutes of the first alarm. The fire had meanwhile burst forth with tremendous fury, and caught the lightly constructed roof over the dock. It was at once seen that nothing could save the ship. The engine, with others which speedily arrived, were however, brought to play upon the burning mass, in the hope of so far checking its fury as to prevent the fire from extending to the Adelaide Gallery, and sheds, containing prepared timbers, deal, knees, &c., which stood in the immediate vicinity of the dock towards the east.

Every man exerted himself to the ut-