

and decorating with wreaths and garlands of flowers the tomb of some loved father or mother, or brother or sister, or child or friend, it cannot be denied that the air of the environs of this picturesque abode of the dead is too often impregnated with the seeds of disease lurking in the damp exhalations from a fattened ground, yielding up all the corruption of the corpses it contains.

That the public feeling is against the Mount-Trafalgar Cometary is, as we have before remarked, evident from the petition preferred against it, and we therefore cannot but think that an energetic expression of the public voice through the proper channel will meet with the attention it deserves.

BRIDGE ACROSS THE ST. LAWRENCE.

We copy below the remarks of the *Economist* on the subject of a Bridge which it is proposed to erect connecting the Island of Montreal with the Main Land. We sincerely wish so stupendous an enterprise all the success it deserves, but we cannot but record our doubt of the practicability of the undertaking. A bridge may be begun and finished, but, subject as the pile would be, at each breaking up of the winter, to the tremendous action of the moving ice, the effects of which are too often seen, we do not believe that any foundation can be built strong enough to resist its violence. It might probably escape injury the first or even the second year, but unless a dam be constructed above it (and this would in itself be a herculean task) there can be no security for continued immunity from danger. We confess we should like to hear the opinion of an old officer of Engineers who has been any time quartered in Montreal:—

Twenty years ago, the project of a bridge across the St. Lawrence, to connect the island of Montreal with the main-land, would have been scouted as absurd and impracticable; nay, twenty months ago, there were few, even amongst our most energetic and enterprising citizens, who bestowed a thought on the subject, or would have predicted, even if they had, that a very few years would see the completion of that magnificent undertaking.

Yet such, we trust, will prove the case. The opinion is every day gaining ground, that the project is not only feasible but highly expedient for the interests of the city; and already many of our respectable inhabitants who are both able and willing to assist in carrying it into execution, are awaiting in a state of anxious expectancy public action on its behalf. The initiative only remains to be taken; and surely, after what has been done in reference to the Portland Rail-Road, and other matters of public interest, some men will be found amongst us of sufficient spirit to bring the project before the public.

Many of our readers will agree with us, that the present is peculiarly the moment for constructing the Bridge in question. The Directors of the St. Lawrence and Atlantic Rail-Road, must soon determine on the terminus of that Rail-Road. If there is to be no Bridge (we put the matter in the plainest view possible,) the terminus must be made on the opposite side of the river. If there is to be a Bridge, the Directors, we presume, will not hesitate to consult their own interests, and the wishes of the public by making the terminus somewhere in the city.

We hardly think it necessary to point out the great disadvantages of the former of these

alternatives, or the exceeding desirableness of the latter. No proprietor of real estate would wish to see Montreal translated, from the site it now occupies, to the opposite bank of the river; and yet, this is what in effect will take place, by a process of sure decay on the one side, and of rise and rapid progress on the other, if the terminus of the two contemplated Rail-Roads, the Portland and the Burlington, is not placed within the city, by the instrumentality of a Bridge,—we bid the landlords look to it in time.—Should a general exodus take place from the island, the merchant may remove his goods, and the professional man his chattels, but they cannot take their lands or their houses on their back as Eneas did his old father Anchyses, and so leave the ruins of their Troy. Without a Bridge, the Rail-Road to Portland is a nullity as far as the landed proprietor is concerned; nay, we fear in respect to him, it will make bad worse; we repeat, we bid him look to it in time.—Of all men living in Montreal, there are nonewhose interests are more deeply implicated, than his, in the construction of a Bridge.

Really, the inhabitants of this city should shake off the apathy which is so eminently characteristic of them, and if convinced, as we believe most of them are now, of the truth of our remarks, zealously address themselves to the execution of the project in question. Our respected member, Mr. Moffatt, who we regret to find does not participate in our belief of the practicability of constructing such a Bridge, will do all in his power to advance their views if they would prefer having the terminus of the Rail-Road placed opposite the town. We believe, the island of which he is the proprietor above St. Helens, will be placed at the service of the public on certain reasonable conditions. At the same time, for the consolation of those who view this contingency with alarm, we must state our belief, that the gentleman referred to, although Chairman of the Board of Rail-Road Directors, and although not disposed to subscribe towards the expense of a preliminary survey of the river, with a view to the construction of a Bridge, will not offer any effectual or fatal opposition to that work should the public determine on executing it; and thus procure, as thus we maintain they will procure, the terminus of the Rail-Road to be made in the present City of Montreal.

Once more, we bid our landed proprietors look to it in time.

WORKING COPPER MINES.

The following letter has been addressed to us by one who seems to be much more conversant with the mineral productions of the country than our Geologists. If it really be, as he has stated to ourselves, that copper is to be found in abundance, not merely on Lake Superior, but in various other parts of Canada, the suggestions offered in his letter cannot too soon occupy the attention of the Government. He has promised other communications on the subject, and we doubt not they will prove of interest to those who are lending their attention to this new branch of Canadian speculation:—

TO THE EDITOR OF THE WEEKLY EXPOSITOR.

SIR,—As the press is the principal medium through which information is communicated to the public, you will, if you think the following remarks worthy of a place in your widely-circulated paper, oblige a constant reader by giving them insertion. Much has been said in favor of Railroads and Free Trade. Each have its friends and its foes. Some view them as good things and others as evil. But the subject to which I would wish to draw the attention of the inhabitants of Canada is of a different kind, though to the speculators, it will be like all other things,—more or less a speculation. The subject to which

I refer is that of exploring and working the Mines of the Province of Canada, not only in the vicinity of Lake Superior, but throughout the length and breadth of the United Canadas.—Being myself a practical miner, and having given the subject a little consideration, I think I can make it appear (at least so it seems to me) that it is a subject of vital importance to every inhabitant of Canada. It is not a visionary scheme, but a reality which would infuse new life and energy throughout the whole Province. It would greatly augment its wealth and increase its population, and if the Canadian Government were to pass a Bill for that purpose, and throw open the mineral treasures of Canada, they would confer a boon on the whole population. But, sir, as these assertions will require some degree of proof, I will at once state a few reasons in order to establish the fact.

1st. It would be a means of enriching the Government by causing a great ingress to the Province. Persons would be found to work the mines and pay certain dues to the Government, according as the contracting parties should agree, and in a few years the Government would derive many millions from this source alone.

2nd. It would cause a great circulation of money. Men of capital in Britain, instead of going as they now do, to explore and work the mines of Cuba, Columbia, and many other unhealthy parts of the world, would send it to the more genial climate of Canada.

3rd. It would greatly increase labor. Thousands would soon find employment in a sphere which at the present time is almost if not altogether unknown in this country; and it is a source for labor unlike almost every other, as it gives permanent employment to the young and to the old—to the boy—to the man—aye, to the father, the son, and the daughter.

4th. It would greatly increase traffic, both on the canals, which are now almost completed, and on the railroads, which are soon expected to commence; and this would be another source of revenue to the Government by means of additional tolls, and a source of profit to the speculator in the railroads.

5th. It would tend greatly to augment the population of Canada. It is not a conjecture but a fact too well known in this country, that the greatest number of emigrants pass in a very short space of time, from this to the United States, and if it be asked for what reason, the answer can be given at once. Canada has no employment for them during a long five or six months' winter; but let her mines be put in operation, and then, instead of going to the United States, they will settle themselves and families in the Province, and become a source both of wealth and strength to the community.

Governors and Ministers of this Colony, who hold the reins of the public good in your hands, you who stand at the helm to guide and direct the affairs of this Colony, it is to you that the working classes have principally to look for future employment. Your canals are nearly completed—the people are already complaining of heavy taxation, and numbers are looking with a melancholy aspect at the prospects of railroad and other conjectured accumulating evils. It is yet in your power to prevent much evil. Throw open your mineral treasures to the capitalist—make the best bargain you can, and then I believe you will benefit the whole community.

I am, Sir, yours obediently,

A PRACTICAL CORNISH MINER.

Montreal, Sept. 14, 1846.

LAKE SUPERIOR COPPER MINES.

We have had an opportunity of conversing with Mr. Cunningham, who has recently returned from that region, on the subject of the Copper Mines on Lake Superior. This gentleman describes the northern shore as being extremely rich in its veins, yielding 100 ounces of silver to an hundredweight of copper, and 75½ per cent of the original ore. The expenses of uncovering and boring are £12 for every 5½ fathoms at the metallic base.

During his sojourn in that region, Mr. Cunningham was exposed to much hardship and privation.