

man. The landers are paid by the tuteworkmen. Besides these men, there are employed in the mine not less than 100 men, as tributers. These are paid so much in the pound, according as the pitch shall appear, when set, rich or poor. Having, Sir, given a brief outline of the underground work, I shall now return to the surface, or, what is in general termed, the grass-work. In this department of mining there are employed not less than 60 boys, girls, and women—some washing, some picking, some cobbing, some gicing, and others backing. Besides these, there are employed not less than two captains, or agents, required to superintend the underground work, or else killing, as it is termed, would be carried on to a great extent. Another captain is required to superintend the dressing of the ores. The agent is termed the grass-captain. There are also blacksmiths, masons, and carpenters constantly employed in these mines. Now, Sir, only consider the immense circulation of money in the vicinity of a small mine.

156 men, at £4 per month each.....	£624
12 shaft-men, at £6 each.....	72
8 landers, at £3 each.....	24
Pit-man, at £8.....	8
60 boys, at £1 10s. each.....	90
100 tributers, say £4 each.....	400
Masons, carpenters, and blacksmiths.....	40
Boys, girls, and women, at grass-work.....	100
3 agents.....	30
	£1368

Supposing, Sir, there were twenty such mines in Canada, they would give constant employment to nearly 9,000 men, women, and children, besides, it would cause a circulation of £26,760 monthly.

I am, Sir, Yours obediently,
A PRACTICAL CORNISH MINER.
Montreal, 1846.

TAKING OF MONTEREY BY THE AMERICAN TROOPS.

BALTIMORE, Sunday, 11 P.M.
The Southern mail has just arrived. We learn that the expected conflict between the American and Mexican forces, before Monterey, commenced on the 21st of September, and ended on the 23rd. Gen. Taylor, with 6000 men, arrived before Monterey on the 19th, and commenced preparations to assault the town. Gen. Worth commenced the attack on the 21st, in the rear of the Bishop's Palace, which was taken. The town was found to be fortified almost beyond belief, and so desperate was the resistance that the battle continued three days. A portion of the enemy's works was first taken, and then our cannon turned upon the town. The Mexican army numbered 11,000; the American, 6000. The Mexicans fought bravely; but on the 23rd, Ampudia sent a flag of truce to Gen. Taylor, offering to surrender the town on the condition that the Mexican army be permitted to march out in seven days. Gen. T. at first refused the request, but finally agreed to the terms. The only alloy to the gallant exploit of our army is the loss of 300 brave fellows killed, and 200 wounded.

Officers Killed—Lieut. Col. Watsor, of the Baltimore Volunteers; and Brevet Maj. Barbour, Brevet Maj. McCall, Capt. Morris, Capt. Firk, Lieuts. Irwin, Hazlet, Haskins, and Woods, all of the regular army. Also Capt. Williams, of the corps of Topographical Engineers; Lieut. Terret supposed killed.

Wounded—Major Lear, and Lieut. Graham, severely; Capt. Bainbridge, Capt. Lamotte, and Lieuts. Wainwright, Potter, and Russel. The latter were wounded slightly, Potter with leg off. Major Gen. Butler, of Kentucky Volunteers, wounded in leg.

Mortally Wounded.—Capt. Gillespie, of the Texan Rangers.

The Mexican loss is unknown, but supposed to be less than that of the Americans, owing to the cover of their fortifications, which were very strong. Gen. Taylor had his horse wounded, but was himself unhurt. At the first fire, he had a narrow escape from one of the enemy's balls. Gen. Taylor holds his head-quarters at Monterey, by agreement with the Mexican commander. An armistice has been declared, to continue in force eight weeks.—*True Sun.*

(From the London Railway Record)
RAILWAY NOTABILIA.

The lines between York and Newcastle, formerly the great North of England and the Newcastle and Darlington junction, are now consolidated under the powers of an Act of Parliament, and named the York and Newcastle Railway, the head quarters of the Company being at York, under the presidency of George Hudson, Esq., M.P.

There have been some festivities at Nottingham and Retford, to celebrate the passing of the Bill for the Sheffield and Lincolnshire Railway, intended, in connection with its adjuncts, to open up a direct communication north, south, east, and west.

The cutting of the first sod of the North Staffordshire Railway, on the 23rd instant, is to be celebrated by a *dejeuner*, a procession, and a ball.

A "smoking saloon" carriage has been started on the Eastern Counties' Railway. We have not seen it, but are informed that it is a very elegant affair. It was constructed by the Messrs. Adams of Fairfield works, Bow.

On the same line the Electric Telegraph is now in operation. One hundred and sixty miles of wires have been laid, and seventy instruments erected at the various stations, all of which are in active operation. The Telegraph is not completed along the Eastern Union line to Ipswich. The charges are lower than on any other line on which the Telegraph is in use.

NEW SYSTEM OF AUDIBLE RAILWAY SIGNALS.

Mr. Stansbury, of St. Matthew's Place, calls attention to the following system of Audible Railway Signals, which he proposes should be used in addition to the various signals already employed.

I. Let there be attached to every engine two steam-whistles of different and easily distinguishable sounds.

II. Let one whistle be sounded when the engine is on one line of rails, and the other when on the other line of rails, invariably: let them never be interchanged.

III. Let the appropriate whistle be sounded by every engine, day and night, along the whole route, at every mile post, or at every half-mile post, if necessary; and where lines unite or cross each other, still more frequently.

IV. Let there be a signal-man on every engine, whose sole business it shall be to make these signals, and observe them, and give the necessary directions to the engine-driver.

V. It would follow, as a matter of course, that two trains being found to be on the same line of rails, whether moving in the same or in opposite directions, both should be immediately stopped, and thus a collision prevented.

Mr. Stansbury adds the following remarks:—

1. It is submitted, that if this plan be adopted, no two trains can at any time be within a mile, or half a mile, of each other, without the conductors of both being aware of it; and, further, without their knowing whether they are on the same line of rails.

2. The whistle not in use might be closed under lock and key, to prevent its being

sounded by mistake on the wrong line of rails.

3. On dark nights, a lantern might be attached to each mile or half-mile post, if it should be found necessary.

4. There should be the means of crossing from one line of rails to the other, every few miles.

5. It is to be anticipated that persons residing near the line will become accustomed to the sound of the whistle; and, associating with it the idea of the security of millions of lives, will not feel themselves annoyed by it.

6. These signals are not intended to supersede any of those now in use.—*London Railway Record.*

A NEW NIAGARA.—There has been a new waterfall discovered in the river St. Louis. This cataract falls in the western part of Lake Superior, which has never yet been described by the geographer. It would appear that this new wonder is second only to the Falls of Niagara. The volume of water is immense, and the height of the fall is 150 feet.—*La Revue Canadien.*

There is no news of the *Great Britain*, now out eighteen days. The report we mentioned of its sailing having been postponed, is utterly without foundation.—*N. Y. Herald, Oct. 11.*

FOR CHARTER.—The fine fast-sailing Brig "ELIZA," Wm. STABB, Commander, burthen per register, 178 tons, will accept a Charter for a safe port in the United Kingdom, if immediate application be made to

W. H. LEAYCRAFT & CO.
No. 9, St. Nicholas Street.

October 13.

BANKRUPT SALE OF GENTEEL HOUSEHOLD FURNITURE.

ON FRIDAY, the 16th October instant, will be sold by Auction, at the House of Mr. ROBERT ALEXANDER WHYTE, a Bankrupt, adjoining Prentice's Brewery, DeSleury Street—Mahogany Sofas, Tables, Chairs, Chests of Drawers, Carpets, Common Tables, Chairs, Bedstead and Bedding, Looking Glasses, Curtains, Crockery and Glassware, Kitchen Utensils, &c. &c.—the whole nearly new.

Sale at ELEVEN o'clock, A.M.,
By order of THOMAS SEED, Assignee.
Oct. 15. W. E. BALL.

NOTICE.

WE the Undersigned hereby give notice, that application will be made by us at the next meeting of the Legislature to obtain a CHARTER for the purpose of CONSTRUCTING A BRIDGE ACROSS THE ST. LAWRENCE; say from the South side of said River to a point on St. Paul's Island (Isle St. Paul), and from said Island to the North bank with right of way across the said Island, and from the North bank of the River to a convenient terminus on the Canal.

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| H. STEPHENS, | ANDREW SHAW, |
| HUGH ALLAN, | JAMES GILMOTT, |
| JARON C. PIERCE, | WM. EDMONSTONE, |
| D. DAVIDSON, | MOSES HAYS, |
| WILLIAM DOW, | JOSEPH MASSON, |
| JOHN LEXMING, | ROBERT MACKAY |
| WM. LEUNG, | O. BERTHELET, |
| J. B. SMITH, | H. JUDAH, |
| J. FROTHINGHAM, | A. LAPOQUE, |
| JNO. YOUNG, | HART, |
| JOHN E. MILLS, | JOSEPH BOURRET, |
| L. H. HOLTON, | A. M. DELISLE, |
| D. L. MACDOUGALL, | W. ERMATINER, |
| BENJ. LYMAN, | W. C. MERELOTT, |
| R. CORSE, | JOHN J. DAY, |
| DAVID TORRANCE, | GEO. ELDER, Junr. |

Montreal, September 14, 1846.

POST OFFICE NOTICE.

THE DEPUTY POST-MASTER GENERAL being authorized to extend the Northern Mail Route in Upper Canada from the present terminus (Penetanguishene), to the SAULT STE. MARIE, the Public is informed that the FIRST DESPATCH will be from Penetanguishene, on the FIRST SEPTEMBER next. Letters for this Mail should be posted in Montreal on or before the 26th.

The communication is intended to be Monthly, leaving Penetanguishene on the 1st of each month; with this exception, that, commencing next Summer, during the months of June, July, August and September, it will be Semi-Monthly, and the despatch will be from Penetanguishene on the 1st and 15th of those months.

POST OFFICES will be established at the following places, viz:—

- OWEN'S SOUND,
MA TITOVANING (on the Grand Manitoulin),
LA. CLOCHE,
ST. JOSEPH'S, and
SAULT STE. MARIE,
General Post Office,
Montreal, 22nd August, 1846.