

familiar their acquaintance with the rules of Parliament, and the usages of the Constitution: but above all, how sound their faith in the magnanimity and honorable intentions of our brethren across the sea. These veterans would become guides to the Provincial Legislatures when questions of difficulty arose, and would embellish social life by the refinement of their manners, and the fruits of their large experience.

But, they would not all return. Some, it is to be hoped, richly endowed by nature, and improved by study, might win the favor of their Sovereign and the confidence of Parliament, and rise to the higher posts and employments of the State. If they did not, it would be because they were unworthy, and their countrymen could not complain—it they did, the free participation of North Americans in the honors and rewards of the Empire, would be proved and illustrated; and a field would be opened to our youth, which would enable them to view with indifference the prizes for which their republican neighbours so ardently contend.

Mark, my Lord, the effects which this system would have upon our Legislatures, and upon our people. Is there a young man in North America preparing for public life, who would be contented with the amount of study, and the limited range of information, now more than sufficient to enable him to make a figure in his native Province?—Not one—they would ever have before them the higher positions to be achieved, and the nobler field of competition on which they might be called to act. They would feel the influence of a more lively emulation—and subject themselves to a training more severe. Our Educational Institutions would improve—a higher standard of intellectual excellence would be created; and not only in society would the influence be felt, but in the Courts—the Press—and in the Provincial Parliaments, there would reign a purer taste, and a more elevated style of discussion.

These are a few of the advantages, my Lord, which I believe would flow from this concession. The views I entertain might be variously illustrated, and explained with more accuracy of detail; but I feel that your time is precious, and that once interested, your own vigorous understanding and acute perception, will enable you to master the subject. There are other topics, which, at fitting occasions, I may take the liberty to press upon your Lordship's notice; but in the meantime, beg you to believe, that, however crude my views may appear, or homely the style in which they are expressed, I have but two motives—a sincere desire to see your Lordship a successful Minister, and North America indissolubly connected with the British Empire.

My father left the old Colonies, at the Revolution, that he might live and die under the British flag. I wish to live and die under it too; but I desire to see its ample folds waving above a race worthy of the old banner, and of the spirit which has ever upheld it. I know North America well; and I am assured, that, while a feeling of confiding loyalty is very general, there is as universal a determination to rest satisfied with no inferiority of social or political condition. We must be Britons in every inspiring sense of the word: hence my anxiety to anticipate every generous aspiration—and to prepare the way for that full fruition of Imperial privileges, which I trust will leave to my Countrymen nothing to complain of, and nothing to desire. Should your Lordship, to whom, as a Colonist, I feel we are largely indebted, adopt my views, I shall be amply repaid—should you reprove my boldness, or question my sagacity, it will not lessen the sincerity with which I subscribe myself,

With much respect,

Your Lordship's obedient,

And very humble servant,

JOSEPH HOWE.

Nova Scotia, October, 1846.

FIRST ATLANTIC STEAM NAVIGATION.

To the Editor of Hunt's Merchants' Magazine.

I find in the English Gentleman's Magazine for June, 1845, vol. 23, page 659, the following singular announcement; and as erroneous as it is singular:—

"A cenotaph monument has been erected in Passage Church-yard near Cork, to the memory of

Captain Roberts, the commander of the President steamer," with the following inscription:—

"This stone commemorates, in the church-yard of his native parish, the merits and premature death of the first officer under whose command a steam vessel ever crossed the Atlantic ocean. Undaunted bravery exhibited in the suppression of the slave trade in the African seas, enterprise and consummate skill in the details of his profession, recommended him for that arduous service.

"Lieutenant Roberts, R. N., in accomplishing it, not only surpassed the wildest visions of former days, but even the warmest anticipations of the present.

"He gave to science triumphs she had not dared so hope, and created an epoch for ever memorable in the history of his country, and of navigation.

"The thousands that shall follow in his track, must not forget who it was that taught the world to traverse with such marvellous rapidity the highway of the ocean, and who, in connecting in a voyage for a few days the eastern and western hemispheres, has for ever linked his name with the greatest achievements of navigation, since Columbus first revealed Europe and America to each other.

"God having permitted him this distinction, was pleased to decree that the reaper of this great enterprise should be also its martyr. Lieutenant Roberts perished, with all on board his ship, the President, when, on her return voyage from America to England, she was lost, in the month of March, A.D. 1841.

"As the gallant seaman under whose guidance was accomplished an undertaking the result of which centuries will not exhaust, it is for his country, for the world, to remember him. His widow, who erects this melancholy memorial, may be forgiven, if to her these claims are lost in the recollections of that devotedness of attachment, that uprightness and kindness of spirit, which, alas! for three brief years formed the light and joy of her existence."

As far as this memorial hands down to posterity the good private qualities of the much-lamented and ill-fated commander, it may be very appropriate. But it is due to the fame of these United States, to historic truth, to science, and to navigation, that the following facts be duly recorded—facts, which, doubtless, his disconsolate widow was not acquainted with.

The first steam-ship which crossed the Atlantic ocean was built in this city, in April, 1819; she was named the *Savannah*, and to that city she sailed under the command of Captain Moses Rogers. On May 11th, she was visited by the then President James Monroe and his suite. She started about the end of May for Liverpool. When off the Irish coast, (it is a pity she did not put into Cork harbor) she was out of fuel, both coals and wood. She made the rest of her voyage with sails, until she got more coals.

From Liverpool she sailed up the Baltic to St. Petersburg, and from thence returned to Savannah; she was afterwards sold to some of our city merchants, and was finally lost on the shores of Long Island. Her log is still in existence, I believe in the museum at the Patent Office, Washington.

In Mr. Rush's "Memoranda of a Residence at the Court of St. James," (1845), 2d vol., page 130, will be found the following notice of her:—

"3rd July, the Savannah steamship arrived in Liverpool the 20th of June. She is a vessel of about 200 tons burden. Her passage was 26 days, worked by steam 18 days, was detained in the Irish Channel five days, until she got fresh coals. He laid in 1,500 bushels. Her engine is equal to a 70 horse power, and acts horizontally. Her wheels are of iron on the sides, and are moveable at pleasure. These particulars the captain mentioned, which I repeated in my despatch."

If these facts which stand out in such bold relief, were not in existence, the lamented Lt. Roberts would be entitled to all which is expressed on his monument, for he arrived in this harbor in the steamer *Sirius* in 1838, a few hours before the Great Western. But the same feat had been performed nineteen years before, by Captain Moses Rogers.

W. G.

[The foregoing communication is from William Goodman, Esq., the author of the "Social History of Great Britain," a curious, interesting, and instructive work.—*Ed. Merchants' Magazine.*]

It is admitted by a writer in the *Edinburgh Review* that looking at the savings to travellers on the railways in Great Britain during the years 1844-5, and comparing them with what travelling the same distance by slow coaches would have cost, the saving to the public in that one year amounts to nearly seven millions sterling.

WEALTH OF CHICAGO.

According to the Assessor's last return, the property in that city amounts to \$4,500,000. The taxes on the same are \$37,000. The population is 14,169.

SHIP BUILDING AT CHICAGO.

Mr. James Averil is building a very fine brig for Messrs. Hickson, Foster & Lunt. She is 115 feet keel, 120 on deck, 24 feet beam, 9½ feet hold, and will measure 250 tons.

Mr. George Allen is building a propeller for Mr. E. Bowen, which will be 150 or 170 tons.

Mr. Francis Jordan is building a topsail schooner for Messrs. Hentinger, Peterman & Keogh, which will measure about 180 tons.

Mr. George Allen has also contracted with Mr. S. N. Davis, and Capt. Wm. Reed, to build a schooner to be launched late in the spring, of about 150 tons.

This gives promise of busy times in the neighborhood of the dock-yards, from which, already, the sounds of the ship-carpenters' industry are heard. We are glad to see this increase in our marine. We want more vessels to take away our produce, and keep down the rates of freight, which were enormous this fall.

PROVINCIAL AND LOCAL INTELLIGENCE.

The Canada Land Company have resumed their system of disposing of their lands on lease. They considered at one time, says the *Montreal Gazette*, that they were parting with their lands too rapidly, and accordingly suspended it for about nine months, returning to the old system of cash instalments and the payment of the balance within five years. The result was that, after having doubled the population of the Huron District during the four years the leasing system was in operation, a return to the old one completely arrested the progress of settlement, and produced a complete stagnation in the district.—The new Montreal City (Bonsecour) Market was thrown open to the public for the first time on Monday morning last.—A Horticultural Society has been established in Montreal, of which Mr. Justice Day has been elected first President.—A public meeting, to address Lord Elgin on his assumption of the Government, is to be held in this city on Tuesday next. The requisition on which it is called is signed by men of all political parties.—The *Canada Gazette* contains a Proclamation announcing Her Majesty's assent to the following reserved Acts, passed during the last Session of the Provincial Legislature:—"An Act to incorporate a Company to extend the Great Western Railroad from Hamilton to Toronto;" "An Act to amend an Act passed in the eighth year of Her Majesty's Reign, intitled an Act to amend an Act passed in the sixth year of the Reign of His late Majesty King William the Fourth, intitled, an Act to incorporate the City of Toronto and Lake Huron Railroad Company;" "An Act for erecting a Suspension Bridge over the Niagara River at or near the Falls of Niagara;" "An Act to restore the rights of certain persons attainted for High Treason;" "An Act to incorporate the Wolf Island, Kingston and Toronto Railroad Company;" "An Act to incorporate the Peterboro' and Port Hope Railway Company;" "An Act to incorporate the Montreal and Kingston Railway Company."—The weather during the greater part of the week has been as mild as it usually is in the Fall, and a good deal of rain has fallen. This unusual mildness seems to be general, and is attracting a great deal of attention. The river in front of the town still remains unclosed, and there is no crossing for many miles below.—Statistics of crime in Montreal during the past year show that 4376 offenders have passed through the hands of the City Police. Of these a large proportion were for light offences. There is a decrease since last year of 901.