

NOTICE TO CORRESPONDENTS.

Will our CORNWALL friend be obliging enough to throw off the vis inertia for once, and commit to paper the facts he once narrated regarding the marriage of the Hero of the Windmill? He will perceive our object in making the request. No delay "an you love us, Hui."

"A CRICKET PLAYER" is rather severe on the "handsomest" man in Canada. We have always understood that he (the latter) prides himself more on his personal appearance than his acknowledgedly great talents; but we do not think that, although he avows himself ready for anything from "shying a copper up to manslaughter," he is so wickedly prone to the "killing" art as "A CRICKET PLAYER" would insinuate.

"JULIA'S" fragment has been received. The lines are beautiful and impassioned, and indicate the true soul of Poetry. We would gladly publish them, but fear the measure is too long for the columns of the "EXPOSITOR." If, however, we can possibly find room for them on some early occasion, we shall be delighted to meet the wishes of so ardent a disciple of the glowsy muse. It is one thing to compose harmonious rhymes, but very different to write poetry. "JULIA" does.

If, as we understand, an inquiry is being instituted into the arrangements of the Emigrant Department, there can be no necessity for the publication of P. BRENNAN'S second letter.—We are glad to find the Government are not insensible to public opinion in all things.

After the present issue of the WEEKLY EXPOSITOR no single numbers will be sold. They who desire the paper must subscribe to it, in which case they will be supplied with a file from the beginning. None of those, however, who receive a copy of the present impression, and have not given their names as subscribers, will have it continued to them, unless they signify their desire. All letters must be sent free to the Office, the address of which is given at the foot of the paper.

THE WEEKLY EXPOSITOR.

MONTREAL, THURSDAY, SEPT. 17, 1846.

REPEAL OF THE NAVIGATION LAWS.

The great guns of the Montreal Press are waxing warm on this subject, although indeed it is difficult to know against what particular object their fire is directed. The *Courier* comes out in all the majesty of his might, and congratulates himself on not being single-handed in the contest, but having for his allies all the talent of the City Press. This may be; but it is not talent, but plain unvarnished fact, that must be brought prominently forward. As the *Courier* justly remarks, "*Magna est Veritas, et prevalebit.*" It is difficult to determine whether the *Times* is one of the allies in question or opposed to the views of the *Courier*; for certes the former, while professing not to comprehend the arguments of his opponents, which he denounces as nonsense, is not much more comprehensible himself. It is, among other things, remarked by the *Times*, that Canada demands from England that her shipping shall be placed on the same footing with that of the United States, Germany, France, &c., while she (Canada) at the same time claims indulgences in the market of England which are denied to other powers. Now either our apprehension is very dull, or it is precisely because that protection has been withdrawn that the merchants of Canada seek—not as a demand, for that would be injudicious and premature—

but as a boon of compensation, the removal of what is universally felt to be a heavy restriction. Had Free Trade principles not been introduced,—had the protection hitherto enjoyed by the Canadian merchant and, through him, the grower of produce not been withdrawn, we should in all probability not have heard the question of the repeal of the Navigation Laws mooted.

Since it is admitted by the *Times*, as a strong presumption, that the day is not far distant when the British Government will accord this very privilege to the Colony, where can be the sin or danger to the empire in relinquishing what cannot more inconvenience her now than hereafter, yet what may be, and is, of the utmost moment to the prosperity of the Colony.

It is surely not a sound argument to maintain, as a reason for refusal, that the concession would be one without precedent. No concession made to public opinion, in the onward march of the science of Government, can have had a precedent in its more immediate sphere of action. There was no precedent when the Catholic Emancipation Bill, considered at one time far more difficult of attainment than can ever be the repeal of the Navigation Laws, was carried in despite of the fiercest opposition, and the loudest outcries of the press. Neither was there any precedent for the Reform Bill which became, notwithstanding similar prejudice and similar opposition, the law of the land. No nation, it is asserted, is permitted to invest its freight in foreign bottoms. No nation, we answer, only a few years back, doubted its own right to traffic in human flesh, yet Great Britain put an end to the system, and, through the action of an enlarged liberality, gave freedom, and wealth, and intelligence to an abused and stricken people. And what shall prevent her from removing the moral bond which fetters another portion of her people. Surely not because the thing is without precedent! England can well afford to do that which is without precedent, provided the course be not inconsistent with her dignity.

But there is even a greater reason why Great Britain should concede that, without the enjoyment of which we maintain, Canada—full of natural resources—of all the elements which constitute greatness in a country—can never be more than a mere Colony. It is admitted, by a morning paper, that the effect of the Navigation Laws is, in a great degree, defeated by the facility afforded for the passage, duty free, of Canadian produce through the States, and the subsequent shipment to England in American bottoms. This being the case, where is the policy of refusing to open the St. Lawrence to the flags of other powers?—of crippling the energies and indeed the prosperity of the Colony, by continuing an impost which can be so easily evaded.

Were the St. Lawrence opened to the flags of all countries, the effect would obviously be, to bring down the exorbitant charges of the British shipowner; nor can we perceive any reason why this should not be done. Nor, since it must be a consideration with the British Government to preserve a depot wherefrom to draft her seamen in time of need, should the competition be suffered to go to

such an extent as to drive the British ship owner out of the market. In order to prevent a ruinous opposition from crippling him, the lowest tariff should be named, and this to be regulated by the prices now charged for freight in American bottoms. In all cases, it would be imperative that British bottoms consenting to carry at the reduced tariff, should have the preference. This we offer as a mere hint which may be improved upon.

MORE PUBLIC ABUSE.

It appears that a Mr. Gordon, who had been some time in the Adjutant-General's office in Eastern Canada, has been removed without any complaint, and replaced by a Radical of the name of Phelan. This reminds us of the interregnum that supervened between Lord Sydenham's death and the arrival of his successor, when the Administration of the day fortified themselves on every point by giving situations right and left to the friends of their supporters, thus leaving nothing at the disposal of the unfortunate Sir Charles Bagot when he finally did arrive. We recommend Mr. Gordon to see Lord Elgin when he comes, and ascertain from him whether it is his interpretation of Responsible Government that officers in unimportant situations are to be turned away without ceremony, when no complaint has been preferred against them, their places being supplied by others.

TRAFALGAR-MOUNT CEMETERY.

In compliance with our promise of last week, we recur to this subject. It is anything but agreeable to be compelled to denounce any public enterprise whatever, and especially one undertaken with the views set forth in the Prospectus; but we have a public duty to perform, and this consideration must outweigh all others.

A petition has been handed to us so numerous signed by the householders of the City, that we cannot but infer the public feeling to be against the establishment of a burial place on the site proposed, and the reasons for this are so self-evident that it would be idle to seek to dispute them. A cemetery of the kind proposed may be a very desirable residence for the dead, but we cannot believe that the living will be much advantaged by it. There are several objections. The first and greatest is that it will tend to destroy the purity of the water of the Mountain springs, which in the heat of summer constitute the chief luxury of the citizens of all classes. The second, that it will unavoidably lead to the depreciation of property in the neighbourhood. And the third, that it will deface one of the most beautiful views in the island, that of the gently rising ground immediately at the foot of the Mountain.

It is in vain to advance that there is an instance—a pleasing one we admit—of the introduction of a cemetery into the heart of a city: we mean the spot where repose the bones of Abelard and Heloise, the *Pere la Chaise* of Paris. But beautiful and touching as it is to observe the neatly dressed groups of Parisians entering the consecrated ground,