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THE WHISPER OF SLANDER.

How graphically, yet terribly, are the effects of slander depicted in these few verses. The virus of this malignant vice is seen described in these lines with a painful faithfulness.—EDITOR SOK.

A whisper woke the air—
A soft light tone and low,
Yet barbed with shame and woe;
Now might it only perish there!
Nor farther go.

Ah me! a quick and eager ear
Caught up the little meaning sound!
Another voice has breathed it clear,
And so it wanders round,
From ear to lip—from lip to ear—
Until it reached a gentle heart,
And that—it broke.

It was the only heart it found,
The only heart 't was meant to find,
When first its accents woke;
It reached that tender heart at last,
And that—it broke.

Low as it seemed to other ears,
It came—a thunder-crash to hers—
That fragile girl so fair and gay—
That guileless girl so pure and true!

'Tis said a lovely humming bird
That in a fragrant lily lay,
And dreamed the summer morn away,
Was killed but by a gun's report.
Some idle boy had fired in sport!
The very sound—a death-blow came!

And thus her happy heart, that beat
With love and hope, so fast and sweet,
(Whirled in its lily too;
For who the maid that knew,
But owned the delicate flower-like grace
Of her young form and face?)
When first that word
Her light heart heard,
It fluttered like the frightened bird,
Then shut its wings and sighed,
And with a silent shudder—died!

BRITISH TRIBUTE TO AMERICAN ENTERPRISE.

Smile as we may at the boast and bluster of our Trans-Atlantic cousins, and ridicule as we may their foibles (and where is the nation that has not some prominent weakness), we must nevertheless admit that there is a spirit of enterprise, of determination, and of concentrated action in the body politic there which accomplishes great results, while other nations are debating and discussing possibilities and probabilities. Even Blackwood's Magazine is fain to concede, in a recent number, a large share of credit to the United States for the striking advancement made within a very few years in Wealth, Manufactures, and Commerce. We may sneer at its "lust of power," condemn its "flattering" operations, and discourage its aggrandizing propensities, but it makes headway notwithstanding, peopling the waste tracts of the great Continent in which it is the great ruling power. It can afford to give us long odds in any great undertaking. Whilst our Merchants and Capitalists

up through the Lake of Nicaragua?—BROTHER JONATHAN is the man to do it. Is the Pacific to be navigated by steam?—Away start American steamers, impelled by individual enterprise, on the track, whilst British Merchants are organising companies, treating with Government for charters, and building ships. Is a submarine telegraph considered desirable between the Irish coast and New York, to link the Old and New Worlds into closer communion?—Americans are the ones to satisfy us by scientific enquiry as to its feasibility and to take the initiative in its construction.

Is it desirable to join the Atlantic and Pacific Oceans by a railroad?—The Americans set about it and do it. Is the trade of the populous Empire of Japan to be opened?—Away goes an American squadron, and, despite the alleged impossibilities, carries out the object. Whilst we, to our disgrace be it said, cannot maintain a line of steamers to our important southern Colonies, they have two or three lines on each side of the Isthmus, with a fortnightly communication. With them "distance lends enchantment to the view," and thousands of miles are no objects in the race for progress and ultimate success. We have debated long on the formation of even a trunk line of railroad within our own possessions to connect the St. Lawrence ports with the Lakes and interior Towns of Western Canada, and the project is only now taken up in earnest, after years of deliberation. As for the idea of an extension of this line to the important seaport of Halifax, in Nova Scotia, despite the recommendations and pecuniary assistance of the Lower provinces and the vast advantages that would result from a closer union, we look upon it at home as a waste of capital, because some few hundred miles of waste country have to be traversed, although there are no engineering difficulties to overcome. Several years ago suggestions for facilitating communication through the Continent of America over British territory were laid before the public by Captain Syngé, R. M., Major Carmichael Smyth, and others, but the British Merchants and Colonists were too apathetic to entertain the idea—they did not see that it would pay.

The American settlements on the north-west Coast of America have acquired such a degree of extent and stability, as to render important closer communication with the Atlantic Cities. The long sea voyage will be obviated by smoother and secure routes across the Continent through their own territory. The Hudson's Bay Company, as we have already shown, is adverse to the existence of a free population in its territories. It seems that the transportation of the mails, and army and navy supplies, to California, costs the American Government annually about one million sterling. The amount of gold transmitted to the Atlantic States, from California, since its acquisition, is £15,000,000 (60,000,000), and the last year's supply was \$3,000,000: a sum equal to the whole specie basis of the Union in 1850. The resources of California are proved by the fact, that she exports more of her own natural products than the

Government. Colonel Fremont, one of the most experienced travellers over this district, and whose topographical surveys on behalf of the American Government are so well known, has just published the result of a winter's journey through the Continent. He reached California in the close of April last, having gone through by the central route, near the head waters of the Merced, and followed the same parallel of latitude nearly the sameway. He has clearly established that the winter condition of the country constitutes no impediment, and that the route is entirely practicable for the railroad.

The country examined was about three-fourths of the distance—from the Missouri frontier, to the mouth of the Kansas River, to the Valley of Parowan, at the foot of the Wahsatah Mountains, within the rim of the Great Basin, at its south-eastern bend—along and between the thirty-eight and thirty-ninth parallels of latitude. The whole line divides itself naturally into three sections, which may be conveniently followed in description. The first or eastern section consists of the great prairie slope, spreading from the base of the Sierra Blanca to the Missouri frontier, about 700 miles; the second, or middle section, comprehends the various Rocky Mountain ranges, and interlying Valleys, between the termination of the great plains at the foot of the Sierra Blanca and the Great Basin at the Parowan Valley at Wahsatah Mountains, where the first Mormon Settlement is found, about 450 miles; the third, or western section comprehends the mountainous plateau lying between the Wahsatah Mountains and the Sierra Nevada, distance of about 400 miles. The country examined was upon a very direct line, the travelled route being about 1,550 miles over an air-line distance of about 1,300 miles.

Several new and important passes were discovered in the Sierra between Walker's Pass and the Tejon, which will be of great utility to the overland emigrants. The Tejon Pass does not lead through the Sierra, but from the Tulan Valley into Los Angeles. The Indians here were found more civilized and the country well watered and cultivated. It is, however, hilly and waggons could not be brought through. Colonel Fremont has recently got back to Washington, where he is preparing the maps, plans, and descriptions of his surveys for his Government. He sums up a recent communication on the Pacific railroad in these words:—

It seems a treason against mankind, and the spirit of progress which marks the age, to refuse to put this one completing link to our national prosperity and the civilisation of the world. Europe still lies between Asia and America. Build this railroad and things will have revolved about: America will lie between Asia and Europe; the golden vein which runs through the history of the world will follow the iron track to San Francisco; and the Atlantic trade will finally fall into its last and permanent road, when the new and modern Chryses throw open their gates to the thoroughfare of the world.

There is no doubt this railway will be made by

A RELIC OF ANTIQUITY.

We copy the following from the Sherbrooke Gazette:

November 20, 1844.

This is the solemn day—I must now die; This is the sixteenth day since we left the ship. All have perished, and on the bank of this river I die. So farewell—may future posterity know our end.

JOHN GRAY.

The above was found in the sand, several feet below the surface, on the bank of the Missisquoi river, one half a mile above the village of Swanton, Franklin Co., Vermont, a few miles from Benson's Point, on Lake Champlain. It was written in the Elizabethan style, on brown paper, and enclosed in a leaden pipe.

Mr. Walton—Recently I was in the neighbourhood where the above mysterious manuscript was found, and the statement in reference to its discovery seeming to be authentic I obtained a copy, which I forwarded to the Gazette. The date is far back, and otherwise there is some mystery pertaining to the document. It is possible that at so early a period an English vessel had found its way up the St. Lawrence, and that "John Gray" was the last of its adventurous crew? Could some antiquarian obtain and afford any light in relation to the matter?

Your's truly,

A. J. PARKER.

Danville Shipton, August 5th 1854.

In connection with the foregoing we (Sherbrooke Gazette) may mention that we have had in our possession for twenty years a hatchet which was found about 10 ft. beneath the surface of the ground in Montpelier, Vermont, by Mr. Am. Geylard, our former partner, while sinking a well on the bank of the North Branch some 30 rods from its confluence with Onion River. It was of rude construction, and when found, covered with rust. The Valley of Onion River, at Montpelier, has all the appearance of having been once a lake extending some 5 or 6 miles below the town. How this hatchet came to be deposited where it was found, involves as great a mystery as the document sent us by Mr. Parker. At the same depth with the hatchet rotten leaves and branches of trees were also found. Supposing this spot to have been once the bed of a lake, how many years would it require for the floods of the river to deposit earth to the depth of ten feet? This hatchet was sent to the Natural History Society of Vermont, at Burlington, two or three years since.

UNLOOKED FOR RICHES—SINGULAR OCCURRENCE

Dr. P. Bonine, a Physician of this city, died last week at the hotel where he boarded. He was a very old man, of parsimonious disposition, had few acquaintances, and we believe, not a single intimate. For many years he had an office on Market-Street, between Thirtieth and Fourteenth-Street, where he spent his whole time, when not at meals doing apparently little business at home. A great deal of money was found in his