

His father meant that he should be a clergyman, but finally yielded to the bent of nature, which made him a sailor. While a boy at school, he walked twelve miles to get his first view of the sea. As a midshipman in the English navy, he was at the battles of Copenhagen and Trafalgar, and at New Orleans. In 1801-2-3 he was in Australian explorations. In 1818 he commanded one of two vessels that attempted the northeast passage to India. Next year he commanded an overland expedition from York Factory. In one of its journeys he traveled 856 miles while the mercury was frozen. He returned in 1822, married, and in 1825 was placed at the head of another overland arctic expedition. He left England while his wife was dying, she insisting upon his departure, and giving him a silk flag to be raised as a token of success. She died the next day. This time he traveled 374 miles along the Arctic coast. In 1827 he returned to England, and in 1828 married Jane Griffin, now Lady Franklin. In 1829 he was knighted, next year he served in Greece. From 1836 to 1843 he was Governor of Tasmania, where he was very popular, and showed much zeal for education and science. In 1845 he started on his last expedition to the Arctic Ocean, with the *Erebus* and *Terror*. His vessels were seen by civilized men on July 6, 1845, and never again; they were then in the middle of Baffin's Bay. In 1848 the British Government sent three expeditions to find him, in 1850 the Government sent three, Lady Franklin in two, Henry Grinnell, of New York, one, and two were got up by public subscription, in 1852 there were two expeditions, one under Sir Edward Belcher, in 1853 was Dr. Kane's second Grinnell Expedition, Lady Franklin sent a steamer and sailing vessel; two vessels were sent in aid of Belcher, and Dr. Rae started for an exploration of Boothia. Dr. Rae had evidences of the fate of the Expedition, as he found corpses and graves, and learnt something about them from the Esquimaux. Capt. McClintock, R. N., Commander of the *For*, a screw steamer sent out by Lady Franklin, found, on King William's Island, a record signed by the captains of the *Erebus* and the *Terror*, stating that they had abandoned their vessels April 22, 1848, and were trying to make their way to the Great Fish River. Sir John Franklin had died on the 11th of June, 1847.

—It appears that the untimely decease of the son of Sir Edmund Head has caused very considerable grief, and that, too, in a wide circle. Among other illustrations of this, we may mention that the lamentable event is referred to in the letter of a correspondent in the *New York Times* and written from Heidelberg, and dated on the 20th of October last. The passage is as follows:—

"The reception here of the news of the death of young John Head, son of the Governor General of Canada, has produced upon his numerous friends in Heidelberg no less sorrowful an impression than in Canada, where he was so much and so justly beloved. I speak not only the honest opinion which resulted from my personal acquaintance with him, but also the feeling of all who knew him, when I say that he had no superior hero in talent, or unaffected kindness of heart. Although it would have been very natural, owing to his position and abilities, had he held his head high among his comrades, he never showed the least vanity or haughtiness. His sympathies were more with the Americans than the English, I believe; and his simplicity of life, and disregard of rank in himself and friends, could be profitably imitated by many republicans. It is not for me to describe his manner of life here;—suffice it to say, he was a rare instance of industry and application—indeed, we used to think he studied too constantly, and, especially, too much at night. And his eccentricities of thought and speech (not always the evidence, but often the concomitants of genius) endeared him still more to his friends, who would have been many, had he given more time to the social pleasures which he sacrificed to his scholarly zeal.

"Agassiz, who was in Heidelberg not long ago, brought letters of introduction to Mr. Head, from which it may be seen that, young as he was, he had already achieved a reputation worthy of respect. He was favored for years with the society, instruction and friendship of Sir Charles Lyell, the Geologist, and had he lived, would no doubt have reflected new light upon the name of his distinguished friend. While here, he was pursuing the more abstruse mathematics with great pleasure and zest.

"Sir Edmund Head cannot be displeased to hear that so many hearts beat in sympathy with his loss, and so many, unknown to him, are yet bound to him by a common love for the great and good qualities of his twice noble son."

—We translate the following from the *Mondeur Beige*. "We possess in Belgium not only the senior of the military men of Europe and of the entire world but even the Nestor of humanity. It would be necessary to go back to the biblical times to find the trace of a longevity so extraordinary as that of Captain Alexander-Victorian-Narcissus Viroux, who has just been put on the pension list by a royal command of the 16th September, 1859. What makes it more wonderful is that Mr. Viroux, born at Chimay the 3th of November, 1709, and who will consequently have attained the age of one hundred and fifty years the month of next month, took the strange fancy of entering the service the 10th of October 1830. But the independence of his country called him, and in spite of his one hundred and twenty-one years, he did not hesitate to fly to her defence. The military staff pleasing him as he felt young and vigorous, he remained in its service. He attained the rank of Captain. It is only

in the last few days that he felt the desire of retiring to the place wherein he first saw the light of day. The air of Chimay is pure, and those who breathe it generally arrive at a very advanced age."

—Having information that an extensive Landslip had taken place at St. Hilaire, the writer went yesterday to visit it. He met Sir W. E. Logan on the Grand Trunk Ferry boat at 7 o'clock A. M., en route for St. Hilaire, with the same object in view, and so we proceeded together. It was a fine Indian Summer morning. One more pleasant could not have been desired. We reached St. Hilaire at about 8 o'clock, where Major Campbell, M. P., who was first to bring news of the event to town, kindly undertook for us the office of guide. The slip, or subsidence took place near the right bank of the Richelieu, about 3½ miles below the railway bridge, but by walking some distance along the railway, and then crossing some fields, we were enabled to reach it by a shorter cut. The land in this neighborhood is generally flat. We approached the site of this slip, walking in a northerly direction on the highest table land in the vicinity, until we came suddenly upon it; when an extraordinary spectacle arrested our attention and made us pause. We were on the brink of an enormous basin or pit, caused by the sinking of about 50 acres of land, as near as we could estimate without measuring, to the depth of about 30 feet! Habnans in the vicinity, drew upon their imaginations for a greater depth than this, but the hard fact of measurement would not support excited fancy. It is, however, quite unnecessary to exaggerate. The dimensions which the writer has given, are quite sufficient for a great hole. Parts of two farms have sunk. Standing on the brink of the basin where we approached, the visitor might be led to think that, as of old, the earth had opened her mouth to receive the surface. The bottom presented a strange appearance, one in some particulars, difficult to account for. In places the surface had quite disappeared, in others the newly ploughed furrows were visible, in others, the turf, and in others, one saw parts of fences. All over the bottom, as it were, at regular intervals are numerous pyramids or cones, having somewhat the appearance of dividing walls, with their strata lying horizontally. Between these the surface has sunk. They evidently stand in their natural position, but they may have moved from their original places. They run for the most part across the direction the slide has taken, and how large portions of the earth that has disappeared, got under them, or around them, it is not easy to imagine. These cones are of blue clay, and they appear to have cleft the earth, which has sunk on each side of them, as it were by a wedge. The surface earth lies in very irregular forms, in the basin. It is thrown on its back, on its side, and, indeed, in every direction. The subsidence commenced on Monday last, about 9 o'clock P. M., as we gathered from the only eye-witness we could discover, a habitant, who lives close by, named Veaugele. It was not until Wednesday that Major Campbell saw it; and on Thursday he brought word of the event to the city. The main subsidence occupied about half an hour. The force of the pressure may be imagined when it is stated that the soil is here quite stiff and clayey; and the force may be perceived by examining the rough manner in which it has swept past projecting points in the gully, some of which are pretty well greased with soft clay. Trees and fences were carried along. If houses or cattle had been on the site they also would have been carried away. One tree is planted in the middle of the river. A stout and nearly new bridge across a stream that ran at the bottom of the ravine has disappeared nearly altogether, a little fragment only remaining. The road is of course impeded for all kinds of vehicles, and the village gossip runs that a wedding party was stopt on Monday night. Ascending and walking in a south easterly direction we see the marks of another similar slip, in years past, in an opposite direction. Much of the land in the ravine will be filled up and ultimately improved, but the farmers who have had the patch of fifty acres taken out of the level on the table land, much of which was ploughed and well fenced, may put it down to part loss, unless they borrow a lesson from people about Niagara Falls, and charge a ground fee to the curious who go to see the show. A lake was rapidly forming above the packing in the old ravine, which will soon become deep, and quite extensive, until it works its way over the new deposit, a great part of which it will no doubt carry away. Such is a general sketch of this singular phenomenon from a cursory examination. Undoubtedly in due time we shall have an exact scientific description from Sir W. E. Logan, with measurements and bearings precisely taken.

A land-slip of somewhat the same nature, but of more serious character, occurred in the spring of 1840, on the River Maskinongé, leading into Lake St. Peter. It blocked up the river, and carried away forest trees, farmstead horses, cows and sheep. It was ably described in a paper read before the Geological Society of London in 1842, by Sir William Logan.—*Montreal Gazette*.

—The *Victoria Bridge* was, on the 24th instant, opened and that day the first train of cars crossed over the St. Lawrence, an event which is to be numbered among the most interesting of our history. The trip over the bridge took 12½ minutes. The party consisted of about 40 gentlemen among whom were the Hon. Mr. Cartier, premier of Canada, and Mr. Blackwell of the Grand Trunk Company.