

NOTICE TO CORRESPONDENTS.

THE COMMISSIONER OF CROWN LANDS seems to be exceedingly indignant at the presumption of the Editor of the *Expositor* in laying bare the abuses of his office. Either he or Mr. Bouthillier have a horror of the very idea of the paper falling into the hands of their clerks, who may very naturally be led to look with some degree of contempt upon these well-paid lazy officials—who do but little, yet always contrive that that little shall be wrong. "The Commissioner of Crown Lands will not take these papers," appears on an envelope enclosing those numbers of the *Expositor* which contain charges of peculation in the department. Of a verity Mr. Papineau is wrong. He should not reject that advice which it is his duty to the public to act upon. But if, like the ostrich, he and Mr. Bouthillier (and we confess we do see some resemblance to that not very bright bird), fancy that by not reading those strictures which the long admitted infamy of conduct of their department render imperative, the public will not see them because they cannot see themselves, they may one of these days find their Augean Stable thoroughly cleansed, and themselves expelled, amid the mass of corruption that will be cast forth from it. Mr. Papineau should take example from the Receiver General, who likes the *Expositor* so well, that he has expressed a desire, which we have complied with, to have it sent to his private residence. That the Receiver General is a man of sense.

ALEXANDER MATHIESON has addressed to us a long communication, in reference to the anecdote which appears in the *EIGHT YEARS IN CANADA*, touching the obstruction upon Lord Durham of the Minister going to Luncheon. At present we will content ourselves with remarking that, in the book form in which the work in question will later appear, the error as to the steamer on board which the circumstance happened, and which was pointed out to us long before Alexander Mathieson's letter reached us, will be duly corrected. We do not, however, think it of much consequence whether the affair occurred on board the *Coburn* or the *Highlander*—or on the *Upper Lake*, or between Cornwall and the Coteau. It did occur, and, of course, the apologist of Mr. McNaughton has his version of the story, while the writer of the *EIGHT YEARS IN CANADA* has his. The corrected account which will appear in the book, has been supplied to us, as far as locale is concerned, by a gentleman confessedly of the highest standing in the city. Of the manner and nature of the intrusion alluded to, the opinion of the author has been framed on the statements of others. By the way, where does Alexander Mathieson obtain the *Expositor*? We have made enquiry, and there seems to be no such name on our list. This is hardly fair. We cannot afford to supply a whole generation with one copy of the paper. It requires careful nurture, and if this periodical so much interested Alexander Mathieson, why does he not subscribe to it?—We should like to know who Alexander Mathieson is.

ALL PARTIES desiring to subscribe to this paper may obtain it from the first number, including the *EIGHT YEARS IN CANADA*, on forwarding the amount of the subscription.

What has become of the CORNISH MINER? We should like to hear from him.

The address of our friend is changed, as he will perceive, according to his desire, from Cornwall to Martintown. Will he also bear us in mind.

THE

WEEKLY EXPOSITOR.

MONTREAL, THURSDAY, Nov. 12, 1846.

"LONDON RAILWAY RECORD."

This important journal, which disseminates throughout Great Britain, and indeed throughout the world, the most correct and interesting information in regard to railways, has, in its

number of the 10th October, noticed at some length, the account given in the *Expositor* of the final meeting held by the Stockholders in regard to the St. Lawrence and Atlantic Railway.

When we commenced the publication of the *Expositor*, which our London contemporary admits is conducted with "ability and vigour," we had certainly expected that, placing it at the very low price we did, the *Expositor*, as advocating the interests of Railway Stockholders, would have been supported by every individual holding a share. But we regret to say that not only has this not been the case, but few of these who have actually subscribed to the paper, comply with the terms of publication with any thing like cordiality or a desire to uphold what cannot but conduce most materially to the furtherance of their own objects.

We certainly deem that nothing can be more advantageous to the interests of the stockholders in the St. Lawrence and Atlantic Railway, than the notice which has been taken of their views, prospects, and exertions by a journal enjoying such high influence among English railway capitalists, as the paper which has so largely quoted from our columns; nor is it, under these circumstances, expecting too much that the *Expositor*, which is the medium of communication with those whose influence may induce the English capitalist to embark in railway speculations in Canada, should be supported by every shareholder.

All we will add here is, that if the paper does fall through, it will not be from any absence of effort of our own to sustain it. We have been the more zealous in the task, less from a regard to our own personal interests, than from an earnest desire to secure those who contributed to its establishment.—There are stockholders enough in Montreal alone to give to the "*EXPOSITOR*" as a Railway and Mining Intelligencer, that stability which a journal of the kind should possess—and we cannot yet abandon the expectation that they will do that for their own advantages which they might be inclined to deny to the paper itself.—We shall see.

PORTLAND AND ATLANTIC RAILWAY.

"From a new paper recently started at Montreal, under the title of "*The Weekly Expositor and Railway and Mining Intelligencer*," (and which, from the few numbers yet come to hand, seems to be conducted with ability and vigour,) we gather some interesting details of the Portland and Atlantic Railway. A few extracts will be interesting in this country. The article referred to is a report, or rather sketch, of a meeting of the proprietors, held on the 22nd of August, in Montreal.

The Hon. Mr. MOFFATT who presided, after stating that the meeting had been called in pursuance of the notice required by law, intimated its object to be, to ascertain whether the sense of the proprietors was in favour of the prosecution or abandonment of an enterprise which, he was happy to say, had been so successful since the meeting of the 10th inst., on the Champ de Mars, as to have received an accession of encouragement in a further disposal of shares amounting to upwards of 1,400.

The Report was then read. The following are its main points:—

Since the meeting of proprietors held on the

30th ult., 1,410 shares have been subscribed of the Company's stock, conditionally on the work being immediately commenced. The Directors have gratefully to acknowledge the strenuous assistance rendered to them by the Committee appointed at the last meeting to secure additional subscription; and they are happy in stating their belief that the information thus conveyed to the public has produced a thorough conviction of the vital importance of the railway, and of its decided claims to be regarded as a profitable investment for capital, independent of all other motives for its formation.

The present position of the Company's subscription list is, 3,964 shares held in Canada; 1,000 subscribed on account of future contracts in England, by the scrip-holders there; and 1,983 held by scrip-holders in Great Britain; giving a total of shares, 7,957.

Of this number, the Directors regard as available for the immediate prosecution of the work, 3,964 shares held in Canada; 650 shares subscribed in England; 750 shares of those subscribed on account of future contracts; making a total of 5,364 shares, or £268,200.

The shares held by scrip-holders in England the Directors do not feel warranted in taking into an account of their available means, inasmuch as these parties can relieve themselves of future liability by forfeiture of their first instalments. But, at the same time, the Directors would express their confident hope that the very different auspices under which they now meet the proprietors will remove that anxiety to withdraw from the enterprise which has, for some time, been manifested in England, and they consequently anticipate a considerable increase to the amount thus stated as now available.

Independent of the English scrip-holders, they have ample means to construct from fifty to sixty miles of the railway. That this portion of the road would, in their opinion, be productive in itself, and would enable the Directors to obtain sufficient means to complete the work to Sherbrooke—a point about thirty miles from the boundary line—and which, if once attained, the Directors feel sufficient confidence in the now awakened feeling in Montreal and the adjoining districts to believe that the additional amount required to complete this great work will be eventually subscribed.

A resolution, authorizing the Directors to proceed, was carried by acclamation.

Some remarks were made by the Honble. Mr. Harwood, of Vaudreuil, the object of which seemed to the meeting to be that the stockholders in England had not been sufficiently informed on the subject of the enterprise in which they had embarked their capital, and that this had been, in a great degree, the reason why they had evinced so much anxiety to back out of all connection with the St. Lawrence and Atlantic Railway.

The Honble. Mr. Moffatt contended that this was not the cause, but rather that it had been in consequence of the panic which had pervaded all England, from the overgrown working of the railway system, in that country. This alone he believed was the true reason of the anxiety of the English stockholders to withdraw from the obligations they had contracted in this scheme.

Mr. GALT felt it incumbent on him to offer an observation to the meeting. He had been the party deputed to act as the agent of the corporation in England; and so far from withholding any information from the Directors or Stockholders there, he had been on all occasions most solicitous to afford it. Mr. Galt's brief explanation was received with much cheering from the meeting.

"And thus (says the local editor,) has commenced an enterprise which, up to the moment of the determination to take action upon it, had agitated the minds of the great bulk of the population of Montreal with alternate hope and fear—hope that the good sense of those who had not joined in the great and national undertaking would eventually overstep the barriers of prejudice, and awaken to a proper appreciation of the advantages to be derived from it—fear that some petty interest or influence would blind them to the importance of the project, and thus take from it that strength which is to be found in combination and union alone. But the Rubicon is passed, and it is in vain to look back upon the