

let it continue in the glass 24 hours, then take a pen-knife, or other bright iron, dip it into the acid, and if it is copper it will change the exterior of the iron to a copper color. It frequently happens that these ores are too deep for the eye to discover, but if there is much ore underneath there will be frequently a gozen to be seen. Gozen has the appearance of a stone burnt in the fire, and is full of small holes; or, to be more particular on gozens, it has much the appearance of a coal partly burnt in a smith's forge, but in color it has the appearance of old rusty iron. I have in my possession gozen which came about 70 miles above a certain town in Canada, which has all the appearance of copper gozen, and I am informed that it is in great abundance.

2nd. Silver ores. These are also of various colors. I have assayed some that were very rich, and in color red as a brick; but others gray and black, and some the color of a pure dollar. Besides, silver is frequently found intermixed with other ores, such as lead and copper, and not unfrequently in flakin and gozen. I have assayed gozen which contained 15 grains avordupoise in an ounce, that is 1120 ounces in a ton, and so hid was the silver that not a particle could be seen without its passing through the crucible and test. Silver ores will cut with a knife, and the part cut will appear red.

3rd. Tin is either of a black or rusty color, and is known by washing it on a shovel, and if bruised down very fine, and varied properly it will throw off a water the color of milk.

4th. Lead ore is of a uniform color, much the same as when it is smelted, and is very coarse and flakey; this is called potters lead. Some is very fine in its grain, and hard; this is silver lead.

5th. Antimony ores are much the color of lead, but if you apply to it a red-hot iron it will melt with flux.

6th. Manganite is very valuable. It is obtained at a cheap rate, sells high, and is easily exported by being pulverised, and sent in barrels as flour. Manganise is in most cases easily discovered. Much of it has a good deal the appearance of what is called a clinker, taken from a blacksmith's forge, and when newly broke it will stick to the tongue. It is often discovered in small particles in mole-hills, sometimes in fields newly ploughed. After rain, if you discover any signs of it, sink a hole, and if it gurgles up the hill you will see a black stain. Follow on that stain by sinking another hole, and you will soon discover the place where it is, its value is known by the strength of its gas, or more correctly by putting it through a certain process, and then the application of muriatic acid, which process is unnecessary for me to explain.

If, sir, this should meet with the same reception as the first, I will, in my next, give an account of a Cornish Mine in order to show the number of persons employed.

I am, sir, yours obediently,  
A PRACTICAL CORNISH MINER.

Montreal, Sept. 19, 1846.

THOMAS CAMPBELL A NEWSPAPER WRITER.—On coming to town (in 1802), it would appear that Campbell commenced writing for the newspapers, under the auspices of Perry, of the *Morning Chronicle*. He was not very successful, nor could it be expected: experience must have been wanting. A knowledge of the political topics of the time and the art of rapid composition, those essentials in writing for the mass, were not qualities with which Campbell was endowed. Great knowledge of literature, care in the choice of words, and slowness in composition, were impediments in concocting the ephemeral article of

a newspaper. In no department of the multifarious literature of the metropolis could the poet have been employed with less effect. He must have been an utter stranger to the tact which, in the newspaper contest of that time, when politics ran high, must have been more than ever demanded; he had none of that positive acquaintance with men and things, connected with political affairs, which can be obtained at the seat of government alone. Political knowledge was not then diffused as widely as it is at present, and the duties of an adroit writer in a London newspaper were not to be acquired in the country. It suffices that the poet was unsuccessful, though Perry retained him for some time to aid in filling up the poet's corner of his paper.—*New Monthly Magazine*.

A TRILATERAL RAIL.—Since the first introduction of wrought-iron rails for railways, by Birkenshaw, much ingenuity has been exerted to discover a form which, with a minimum of metal, should give a maximum of stability and strength. Considerable difference of opinion exists as to the best form of rail in use at the present day, each particular rail having its advocates. A rail has been patented by Mr. Wheeler which bids fair to dispose of this question, its advantages being of so positive a character as to establish its superiority in all those points so essential to the perfection of railways. The following substantial advantages are claimed for this form of rail over those heretofore employed. Great strength, and impossibility of the rail curling or springing at the end. Greater steadiness, from the character and position of its bearing upon the continuous sleeper. Increased safety, inasmuch as wheels with deeper flanges can advantageously be used on this rail. Greater durability, arising, firstly, from the form of the rail itself; secondly, from its having three bearing surfaces available in succession. While the alarmists are so loudly predicting a probable deficiency and greatly enhanced cost of iron, it is of no small importance to manipulate that material into the most advantageous form. Railway companies are also well aware that everything tending to increased durability of their permanent way is of the utmost importance to their interests, and may, in the long run, prove a remedy for the depreciative consequences of rivalry and competition.—*Mechanics' Magazine*.

EARTHQUAKES.—A letter from Lucca states that about one o'clock on the 12th instant two smart shocks of an earthquake were felt in that city, the second being far the stronger. The great bell of the principal tower was heard to toll; the bells in the houses vibrated; chimneys, and several statues in gardens, were thrown down; but happily no lives were lost or persons injured.—Three shocks of an earthquake were felt in the canton of Vaud, on the morning of the 17th instant. The effects were more violent at the towns of Morges and Yverdon. At the last-named place, by the second shock which took place, walls were split, and part of the ramparts towards the salt magazine thrown down. The trees are described as having been agitated as in a tempest, although the wind was perfectly calm. Bells were set ringing, and men and animals were upset. The whole population rushed into open air, fearing to be buried in the ruins of their houses. The modulation seemed to run from east to west.—*Dublin Paper*.

PRESERVATION OF FLOWERS.—As you are fond of having flowers in your room, and as your present garden is so far from your house, you will, perhaps, be glad to know how to preserve cut flowers as long as possible. The most simple rules are, not to put too many flowers in a glass, to change the water every morning, and to remove every decayed leaf as soon as it appears, cutting off the ends of the stems occasionally, as soon as they show any symptoms of decay. A more efficacious way, however, is to put nitrate of soda in the water; about as much as can easily be taken up between the fore-finger and thumb, put into the glass every time the water is changed, will preserve cut flowers in all their beauty for above a fortnight. Nitrate of potash (that is, common saltpetre), in powder, has nearly the same effect, but it is not quite so efficacious.—*Mrs. Loudon's Lady's Country Companion*.

The New York Mail received this morning brought no intelligence of moment.

The next Mail for England, to leave Boston on the 1st of October, will be closed at the Montreal Post Office on Monday, the 28th inst., at Seven o'clock, p. m.—Newspapers must be posted by Five o'clock.

**IN BANKRUPTCY.**

BY AUCTION.

EXTENSIVE SALE OF VALUABLE LUMBER, &c.—At the Timber Yards of Messrs. JOHN KELLY & Co., BLEURY Street, HARMONIE Street, and CORTE Street, on SATURDAY and MONDAY, the 26th and 28th September instant, will be sold, without reserve, in Lots to suit purchasers, viz. —

Deals—Cherry Wood—Oak—Battens, tongued and grooved—Pine Boards—Black Walnut—Cedar Logs—1 and 6 in. Plank—Work Benches—Scantling—Window Sashes, finished and unfinished—Doors and Frames—Vice and Frames—Stair Strings and Steps—Morticing Machines—Hand Screws—Planes—Saws—Augurs—Axes—Adzes—Patent Scales, &c. &c.

ALSO,  
One capital Carriage Horse,  
One Lumber Wagon,  
Three Common Carts,  
One Stanhope,  
Two Sets Harness.

To be put up at TWELVE o'clock on SATURDAY.

CONDITIONS OF SALE.—Cash, on delivery in the yard. A deposit of £2 10s. will be required from all purchasers, which amount will be forfeited if the Timber, &c. purchased, is not removed within twenty-four hours after the second day of sale.

Sale each day at TEN o'clock.

GEORGE WEEKES, } Assignees.  
JOHN G. DINNING, }

**IN BANKRUPTCY.**

In the matter of JOHN KELLY & CO., Contractors and Carpenters, Montreal, BANKRUPT.

NOTICE is hereby given, that the undersigned have been duly appointed Assignees to administer the Estate of the said Bankrupts.

GEORGE WEEKES, } Assignees.  
JOHN G. DINNING, }

Montreal, 19th September, 1846.

**RIVER DU CHENE BRIDGE.**

TENDERS for the CONSTRUCTION of a BRIDGE across the RIVER DU CHENE, in the District of Quebec, in accordance with the Plans and Specifications to be seen at the Office of JOSEPH LAURIE, Esq., M.P.P., Quebec, and at the Department of Public Works, in Montreal, will be received until THURSDAY, the FIFTEENTH day of OCTOBER next, to be addressed to the undersigned, and endorsed, "Tender for River du Chene Bridge."

The Tenders are to state a bulk sum for the erection of the Bridge, complete, and a certain rate per Cubic Yard for the embankment and approaches; also, to give the names of two responsible persons who are willing to become security for the due performance of the Contract.

By order,  
THOMAS A. BEGLY,  
Secretary.

Department of Public Works, }  
Montreal, Sept. 15, 1846. }

**NICOLET BRIDGE.**

TENDERS, addressed to the undersigned, and endorsed "Tender for Nicolet Bridge" will be received until THURSDAY, 15th OCTOBER, at, for the CONSTRUCTION of a BRIDGE across the RIVER NICOLET, in accordance with the plans and specifications to be seen at the Office of LOUIS CRESSÉ, Esquire, Mayor, Nicolet, and at the Department of Public Works, Montreal.

Blank Forms of Tender may be had at the above named places, and no Tender will be received unless in accordance therewith.

By order,  
THOMAS A. BEGLY,  
Secretary.

Department of Public Works, }  
Montreal, Sept. 15, 1846. }

**NOTICE.**

WE the Undersigned hereby give notice, that application will be made by us at the next meeting of the Legislature to obtain a CHARTER for the purpose of CONSTRUCTING A BRIDGE ACROSS THE ST. LAWRENCE; say from the South side of said River to a point on St. Paul's Island (the St. Paul), and from said Island to the North bank with a cut of way across the said Island, and from the North bank of the River to a convenient terminus on the Canal.

H. STEPHENS,  
HUGH ALLAN,  
JASON C. PIERCE,  
D. DAVIDSON,  
WILLIAM DOW,  
JOHN LEEMING,  
WM. LUNS,  
J. B. SMITH,  
J. FROTHINGHAM,  
Jno. YOUNG,  
JOHN E. MILLS,  
L. H. HOLTON,  
D. L. MACDOUGALL,  
BENJ. LYMAN,  
R. CORSE,  
DAVID TORRANCE,  
ANDREW SNAW,  
JAMES GILMORE,  
Wm. EDMONSTONE,  
Moses HAYS,  
JOSEPH MARSON,  
ROBERT MACKAY  
O. BERTHELOT,  
H. JUDAN,  
A. LAROCQUE,  
B. HART,  
JOSEPH BOURET,  
L. M. DELILLE,  
W. ERVINGTON,  
W. C. MERRITT,  
JOHN J. DAY,  
Geo. ELDER, Junr.

Montreal, September 14, 1846.