

You talk of the mines of Australia—
They're wealthy in gold without doubt,
But ah! there is gold on the farm, boys,
If only you'll shovel it out.
The mercantile trade is a hazard,
The goods are first high and then low,
Better risk the old farm a while longer,
Don't be in a hurry to go.

The great, busy West has inducements,
And so has the busiest mart,
But Wealth is not made in a day, boys,
Don't be in a hurry to start!
The bankers and brokers are wealthy,
They take in their thousand or so—
Ah! think of the frauds and deceptions;
Don't be in a hurry to go!

The farm is the safest and surest,
The orchards are loaded to-day,
You're as free as the air of the mountains,
And monarchs of all you survey.
Better stay on the farm a while longer,
Though profits come in rather slow;
Remember, you've nothing to risk, boys;
Don't be in a hurry to go!

Waterloo Advertiser.

CANADIAN HISTORY.

Memoirs of the Richelieu.

No. 4.—ST. JOHNS.—(Continued.)

Immediately after the capture of Fort St. Johns, Montgomery pushed on to Montreal, which he triumphantly entered, a little after it was evacuated by Carleton and his garrison. Without loss of time, he hurried down the St. Lawrence in pursuit, but met his death under the cliff of Cape Diamond in a foolhardy attempt to take Quebec by a *coup de main*. Arnold—the notorious Benedict Arnold—then fell back on Montreal with a portion of the American army. He was thence forced to flee and make for St. Johns with the enemy in full pursuit. Gen. Sullivan, who was stationed at Sorel, was also driven up to St. Johns. Here both the American generals were desirous of making a stand, but their troops absolutely refusing, they retreated precipitately to Isle-aux-Noix in boats, and soon after crossed the lines. The British pursued them no further than St. Johns.

After that event, the Americans chose Ticonderoga as their northern base of operations, and after properly fortifying it, they turned their attention to the construction of a fleet, by means of which they could more easily reconnoitre Lake Champlain and the head waters of the Richelieu.

Sir Guy Carleton, afterwards Lord Dorchester, resolved upon doing the very same thing. He strengthened the works of St. Johns, which he chose definitively as his frontier base, and lost no time in getting ready a large number of boats for lake service.

All through the summer of 1776, from June to October, the banks of the quiet river at Iberville and St. Johns resounded with the hammer and anvil. Seven hundred seamen from the war vessels at anchor under the cliffs of Quebec had been chosen to man the fleet that was building there. Among their officers was no less distinguished a personage than Lord Exmouth, (Edward Pellew) who after learning almost his first lesson in naval warfare on the fresh waters of Lake Champlain, was destined many years later to rise to the highest rank among British Admirals.

Early in October, one ship, 18 twelve-pounders; two schooners, 26 six-pounders, (both together;) a raft, six twenty-four pounders and twelve six-pounders; a galley, seven nine-pounders, and 24 gun boats, each with a piece of field ordnance, sailed from under the guns of fort St. Johns, bound for Lake Champlain. The expedition was commanded by Captain Pringle, and Governor Carleton was also on board as military superintendent.

When Arnold, who commanded the American fleet, heard of this movement, he fell back from his position near Rouse's Point to the narrow channel between Valcour's Island and the west shore of the lake, a little above Plattsburg. Here, with a force of three schooners, two sloops, eleven galleys, and twenty-one gunboats, he awaited the arrival of the British.

About noon on the 11th, the engagement commenced between the foremost vessels, and soon becoming general, raged till night-fall. Notwithstanding their numerical inferiority, the Americans fought well, but conscious of their weakness, they resolved to escape Southward in the darkness. This they succeeded in effecting, but a portion of the fleet was overtaken at Schuyler's Island, in the course of the next day and on the 13th one of the vessels was captured. Arnold barely escaped by running his galley into a creek on the eastern shore, whence he marched in safety to Crown Point. On the approach of Carleton this post was also evacuated. The British fleet then made some demonstrations against Ticonderoga, but as the season was far advanced, it gradually withdrew down the lake, till it reached its winter quarters at St. Johns.

In the summer of 1777, St. Johns was again the scene of war-like preparation. But this time it was a land force that concentrated there. Burgoyne had superseded Carleton, and was preparing a mighty expedition destined to crush out the American revolution. A force of seven thousand men of all arms was collected under his command. Numerous transports were built, and immense supplies of stores and ammunition were brought together.

On the 1st of June, this imposing army left St. Johns for Lake Champlain, driving every thing before it. We need not follow it any farther, as its fate is well known. For three months it was the terror of the Americans, but it met with a first check at Stillwater, Sept. 19th, and was finally "bagged" at Saratoga, October 17th, 1777.

After this eventful year, nothing more is heard of Fort St. Johns for more than a quarter of a century. It still retained its garrison, more or less supplied, till the war of 1812, when it was again placed on its former footing. No events of any importance, however, happened there during that brief campaign, Montreal having been chosen as the military base and the troops *echeloned* from Laprairie to Chambly. The American General Hampton, instead of following the line of the Richelieu, made direct for the St. Lawrence, and was met at Chateauguay by De Salaberry. This celebrated officer there avenged the capture of St. Johns, at which he was present and taken prisoner by the Americans in 1775. In 1814, when Gen. Wilkinson advanced along the Richelieu, the British, instead of waiting for him at St. Johns, confronted him at Lacolle and forced him to retreat to Plattsburgh.

It is chiefly since 1815, that St. Johns began to settle rapidly. Its advantageous position on the river, its proximity to the frontier, its being the junction of three different railways, to which, let us hope, that a fourth will shortly be added, renders it one of the most important and interesting inland towns of Lower Canada.

As a military position it enjoys special advantages. It is the key to the immense plateau leading up to Montreal. In the claims of forts, proposed by Col. MacDougall, to guard the approaches to that metropolis, it would be the strongest, because the most exposed.

During the Fenian invasion, it was used as a depot for the advance guard of the army, and for this reason, it is most probable that it will always retain its ancient and time-honored garrison.— *St. Johns News*.

Fontainebleau and its History.

Of all the residences of the rulers of France there is not one so full of royal beauty and so fraught with romantic historic interest as Fontainebleau. When we think (if the suppositions be not apocryphal,) of its being the residence of King Robert the