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# THE CANADIAN FAMILY HERALD.

FIVE SHILLINGS PER ANNUM.]

VIRTUE IS TRUE HAPPINESS.

[SINGLY, THREE HALF PENCE.]

VOL. I.

TORONTO, SATURDAY, AUGUST 21, 1852.

No. 37.

## Poetry.

### USE THE PEN.

Use the pen! there's magic in it,  
Never let it lag behind;  
Write the thought, the pen can win it  
From the chaos of the mind;  
Many a gem is lost for ever  
By the careless passer by.  
But the gems of thought should never  
On the mental pathway lie.

Use the pen! seek not that others  
Take a higher flight than thine,  
Many an ocean cave still smolders  
Tears of price beneath the brine;  
But the diver finds the treasure;  
And the gem of light is brought  
So thy mind's unbounded measure  
May give up some pearl of thought.

Use the pen! the day's departed  
When the sword's wound he felt away,  
Wicked by the lion-hearted,  
Strong in battle! Where are they?  
All unknown the deeds of glory  
Done of old by mighty men—  
Save the few who live in story,  
Chronicled by sage's pen.

Use the pen! the soul above us—  
By whose light the chemist's art  
Stamps the forms of those who love us,  
Showing us their counterpart—  
Cannot hold so high a power  
As within the pen's end lies,  
When, with genius for its dower,  
It daughter-creates the mind.

Use the pen! but let it never  
Slender write, with death-black ink,  
Let it be thy best endeavour  
But to pen what good men think:  
So thy words and thoughts securing  
Honest praise from wisdom's tongue,  
May, in time, be an enduring  
As the strains which Homer sung.

J. E. CARPENTER.

## Literature.

### THE NORTH-WEST WHALE FISHERY—SURVEY OF THE PACIFIC SEAS.

#### SPEECH OF MR. SEWARD.

MR. PRESIDENT,—Some years ago, when ascending the Alabama, I saw a stag plunge into the river, and gallantly swim to the western bank, while the desponding sportsman, whose rifle he had escaped, sat down, to mourn his ill-luck, under the deep magnolia forest that shrouded the eastern shore. You, sir, are a dweller in that region, and are, as all the world knows, a gentleman of cultivated taste and liberal fortune.—Perhaps, then, you have been that unfortunate hunter. However that may have been, I wish to converse with you now of the chase, and yet not of deer, or hawk, or hound, but of a chase upon the seas; and still not of angling or trolling, nor of the busy toil of those worthy fishermen who seem likely to embroil us, certainly without reluctance on our part, in a controversy about their rights in the Bay of Fundy, but of a nobler sport, and more adventurous sportsmen, that Izaak Walton, or you, or Daniel Boone, or even Nimrod, the mightiest as well as most ancient of hunters, ever dreamed of—the chase of the whale over his broad range of the universal ocean.

Do not hastily pronounce the subject out of order or unprofitable, or unworthy of this high presence. The Phœnicians, the earliest mer-

cantile nation known to us, enticed themselves by selling the celebrated Tyrian dye, and glass made of sand taken from the sea; and they acquired not only these sources of wealth, but the art of navigation itself, in the practice of their humble calling as fishermen. A thousand years ago, King ALFRED was laying the foundations of empire for Young England, as we are now doing for Young America. The monarch whom men justly have surnamed the Wise as well as the Great, did not disdain to listen to OENEE, who related the adventures of a voyage along the coast of Norway "so far North as commonly the whale hunters used to travel;" nor was the stranger suffered to depart until he had submitted to the King "a most just survey and description" of the Northern Seas, not only as they extended upward to the North Cape, but also as they declined downward along the South-east coast of Lapland, and so following the icy beach of Russia to where the River Dwina discharges its waters into the White Sea, or, as it was then called, the Sea of Archangel. Perhaps my poor speech may end in some similar lesson. The incident I have related is the burthen of the earliest historical notice of the subjugation of the monster of the seas to the uses of man. The fishery was carried on then, and near six hundred years after, by the Basques, Biscayans, and Norwegians, for the food yielded by the tongue, and the oil obtained from the fat of the animal. Whalebone entered into commerce in the fifteenth century, and at first commanded the enormous price of seven hundred pounds sterling per ton, exceeding a value in this age, of ten thousand dollars. These were merry times, if not for science, at least for royalty, when, although the materials for stays and hoops were taken from the mouth, the law appropriated the tail of every whale taken by an English subject to the use of the Queen, for the supply of the royal wardrobe.

In 1646, the Portuguese reached the Cape of Storms, and, in happy augury of an ultimate passage to India, changed its ill-omened name to that of "Good Hope;" and immediately thereafter the States of Europe, especially England and Holland, began that series of voyages, not even yet ended, in search of a passage to the East, through the floating fields and mountains of ice in the Arctic Ocean. The unsuccessful search disclosed the refuge of the whales in the bays and creeks of Spitzbergen. In 1575, a London merchant wrote to a foreign correspondent for advice and direction as to the course of killing the whale, and received instructions how to build and equip a vessel of two hundred tons, and to man it exclusively with whale-hunters of Biscay. The attraction of dominion was stronger in that age than the lust of profit. The English now claimed Spitzbergen, and all its surrounding ice and waters, by discovery. The Dutch, with truth, alleged an earlier exploration, while the Danes claimed the whole as a part of Greenland, a pretension that could not then be disproved; and all these parties sent armed forces upon the fishing ground, less to protect their few fishermen, than to establish exclusive rights there. After some fifty years, these nations discovered, first, that it was absurd to claim jurisdiction where no permanent possession could ever be established, by reason of the rigors of climate; and secondly,

that there were fish enough and room enough for all competitors. Thenceforward, the whale-fishery in the Arctic Ocean has been free to all nations.

The Dutch perfected the harpoon, the roll, the line, and the spear, as well as the art of using them. And they established, also the system which we have since found indispensable, of rewarding all the officers and crews employed in the fishery, not with direct wages or salaries, but with shares in the spoils of the game, proportioned to skill and experience. Combining with these the advantages of favourable position, and of frugality and perseverance quite proverbial, the Dutch even founded a fishing settlement called Smeerenburg, on the coast of Spitzbergen, within eleven degrees of the North Pole, and they took whales in its vicinity in such abundance that ships were needed to go out in ballast to carry home the surplus oil and bone above the capacity of the whaling vessels. The whales, thus originally attacked, again changed their lurking place. Spitzbergen was abandoned by the fishermen, and the very site of Smeerenburg is now unknown. In the year 1496, Sebastian Cabot, in the spirit of that age, seeking a north-western passage to the Indies, gave to the world the discovery of Prima Vista, or, as we call it, Newfoundland and the Basques, Biscayans, Dutch, and English, immediately thereafter commenced the chase for whales in the waters surrounding it.

Scarcely had the colonists of Massachusetts planted themselves at Plymouth, before the sterility of the soil and the rigor of the climate forced them to resort to the sea to eke out their own subsistence. Pursuing the whales out from their bays, in vessels of only forty tons burthen, they appeared on the fishing ground of Newfoundland in the year 1630. Profiting by nearness of position and economy in building and equipping ships, and showing, also, in the bounties with which England was then stimulating the whale fishery, they soon excelled all their rivals, on the Newfoundland waters, as well as in Bassin's Bay and off the coast of Greenland. Thus encouraged they ran down the coasts America and Africa, and in the waters roving between them they discovered the black whale, a new and inferior species, yet worthy of capture, and then stretching off toward the South Pole, they found still another species, the sperm whale, whose oil is still preferred above all other. And thus they enlarged the whale fishery for the benefit of the world, which since that time has distinguished the two branches of that enterprise geographically by the designation of Northern and Southern fisheries. In 1775 the fisheries were carried on by the Americans, the English, the Dutch and the French. The French employed only a small fleet, the Dutch a larger one, of 125 sail. The English had only 30 ships, while the Americans had 132 vessels in the Southern fishery, and 177 in the Northern fishery, manned with 4,000 persons, and bringing in oil and whale-bone of the value of \$1,111,000. This precociousness of American Naval enterprise, elicited from Burke, in his great speech for conciliation to the Colonies, a tribute familiar to our countrymen, and perhaps the most glowing passage that even that great orator ever wrote or spoke.

"Look at the manner in which the people of New England have of late carried on the whale fishery. Whilst we follow them among the tumbling mountains of ice, and behold them penetrating into the deepest recesses of Hudson's Bay and Davis's Straits, whilst we are looking for their beneath the Arctic circle, we hear that they have pierced into the opposite region of Polar cold—that they are at the antipodes, and engaged under the frozen Serpent of the South. Falkland islands, which seemed too remote and romantic an object for the grasp of national ambition is but a stage, and resting-place in the progress of their victorious industry. Not is the Equatorial heat more discouraging to them than the accumulated winter of both the Poles. We know that whilst some of them draw the line and strike the harpoon on the coast of Africa, others run the longitude, and pursue their gigantic game along the coast of Brazil. No ocean but what is vexed with the fisheries, no climate that is not witness of their toils. Neither the perseverance of Holland, nor the activity of France, nor the dexterous and firm engagement of English enterprise, ever carried this perilous mode of hardy enterprise to the extent to which it has been pushed by this recent people—a people who are still as it were in the gristle, and not yet hardened into the bone of manhood."

But Britain did not conciliate. The Revolution went on, and the American whale-fishery perished, leaving not one vessel on either fishing-ground.

Yet it is curious, Mr. President, to mark the elasticity of our countrymen in this, their favorite enterprise. A provisional treaty of peace between the United States and Great Britain was concluded on the 30th of November, 1782. "On the 3rd of February, 1783," (I read from an English paper of that period,) "the ship *Bedford*, Captain Flores, belonging to Massachusetts, arrived in the Downs. She passed Gravesend on the 4th, and on the 6th was reported at the Custom House in London she was not allowed regular entry until after some consultation between the Commissioners of Customs and the Lords of the Council, on account of the many acts of Parliament yet in force against the rebels of America. She was loaded with 587 barrels of whale oil, and manned wholly with American seamen, and belonged to the Island of Nantucket. The vessel lay at the Horsley Downs, a little below the Tower, and was the first which displayed the thirteen stripes of America in any British port.

Nevertheless, the lost vantage ground was not easily or speedily regained. The effort was made against protection, against exclusion in foreign markets, and against bounties by the English Government equivalent to forty dollars per man employed, or fifty per cent. on the value of every cargo obtained—bounties not occasionally nor irregularly offered, but continued from 1750 to 1824, and amounting in the aggregate to three millions of pounds sterling. Nor was this all. These bounties enhanced with additional inducements, were offered to the Nantucket fishermen, on condition of their abandoning their country, and becoming inhabitants of the adjacent British Islands. It seemed, indeed, that a crisis in this great national interest had come. Happily there was, on the French side of the Channel, at least, one unwearied friend of America, as there were many watchful enemies of England. LAFAYETTE wrote several letters to Boston, and arrested an immigration from Nantucket to the British colonies, and islands, already on the eve of embarkation, and then addressed himself to the French monarch and his Court. France saw at once the danger of a transfer of so great a number of seamen, together with the very secret part and mystery of whale hunting, to her hereditary and relentless enemy. The good but ill-fated Louis XVI equipped six whal-

ing vessels, with American harpooners, on his own account and offered a bounty of nine dollars per man, payable by the Royal Treasury, to every American fisherman who should emigrate to France. In a whole year, only nine families containing thirty-three persons, accepted this offer; and therefore the King, in compliance with LAFAYETTE's first advice, adopted the expedient of discriminating in favor of American cargoes of oil and whalebone in the French market. The American whale fishery began to revive, and in 1787, 1788, and 1789, it employed an average of 122 vessels. But it still labored under the pressure of competition, stimulated by bounties both in England and in France. In 1790, the Great and General Council of Massachusetts appealed to Congress for protection to this great interest of their Commonwealth. Mr. JEFFERSON, the Secretary of State, submitted an elaborate reply, which, while it was liberal in its spirit, nevertheless closed with the declaration, that "the whale fishery was a branch of industry so poor as to come to nothing with distant nations who did not support it from their treasures—that our position placed our fishing on ground somewhat higher, such as to relieve the National Treasury from giving it support, but not to permit it to derive support from the fishery nor relieve the Government from the obligation to provide free markets for the productions of the fishery, if possible."

The enterprise had not yet languished into life, when the French Revolution of 1789 occurred, which involved Europe, and ultimately the United States, in wars that swept the latter, as well as the French and Dutch, from all the fisheries, and left them in the exclusive enjoyment of Britain, who achieved in those wars her now established pre-eminence as the conqueror of the seas. At their close, the British had 146 vessels in the Northern whaling ground, which captured no less than 133 whales, and thus obtained 13,590 tons of oil and 438 tons of whalebone; and fifty-six ships in the Southern whale fishery equally successful. The Americans now re-entered the game, and the tables were speedily, and, as we think, permanently, turned in their favor. In 1824 the British became discouraged, and withdrew their bounties; and in 1842 they had no more than 18 vessels in the North fishery, which captured only 24 whales. The Southern fishery declined still more rapidly; so that, in 1845, not one British whaler appeared in the South Seas. Since that time, all nations have virtually abandoned this "hardy form of perilous industry" in favor of the Americans. The entire whaling fleet of the world, in 1847, consisted of about 900 vessels, 40 of which belonged to France, 20 to Bremen and other ports in Northern Europe, 20 to Now-Holland and other British Polynesian Colonies, and all others, more than 800 in number, with a tonnage of 240,000 tons, belonging to the United States. The capital thus employed exceeded twenty millions of dollars, and the annual productions of the fisheries amounted to thirteen millions of dollars. With the decline of this enterprise in Great Britain, her commercial writers began to discountenance whale fishing altogether; and while they now represent it as a new gambling adventure, they endeavor to stimulate the people of Continental Europe to substitute vegetable oils for those procured in the sea.

Mr. President, pray consider the cost, time, dangers and hazard of the whale fishery. Each vessel with its outfit is worth \$30,000, and carries thirty able-bodied seamen, and is afloat on a single voyage one or two, perhaps three years. It finds the whale always above the sixtieth

degree of latitude, and can remain there only during the brief Polar Summer of three months. The whole time may elapse without a whale being seen. When discovered, every stage of his capture is toilsome, and attended with multiplied dangers to the assistants, increased by the shoals, the ice, the storms and the fogs, which protect the animal against his pursuers. The statistics are absolutely frightful to a landsman or a common seaman. In 1819, of sixty-three British ships sent to Davis's Straits, ten were lost. In 1821, out of sixty-nine, eleven were lost. Of eighty-seven ships that sailed for Davis's Straits, in 1830, no less than eighteen were lost, twenty-four returned clean, while not one of the remainder had a full cargo, and only one or two half-fished.

Pray consider, now, Sir, that the great triumph of the American fishermen was achieved, and is still sustained, not only without aid from the Government, but practically also without aid from the capital or enterprises of general commerce; and, indeed, to quote the nervous language of JEFFERSON, "with no auxiliaries but poverty and rigorous economy." The whaling fleet of the United States, in 1846, consisted of 739 vessels. Of the thirty States, only five—New Hampshire, Rhode Island, Connecticut, Massachusetts and New York—were represented; and all of them, except New York, are the States least blessed in fertility and climate. New Hampshire, having only a single port, sent only one vessel. Rhode Island, one of the three most diminutive States, equipped fifty-two. Connecticut, a small State, sent out one hundred and twenty-four. New York, with her extended territory, vast wealth, and stupendous commercial establishments, sent only eighty-five; and all the rest proceed from that State, inferior to many others in extent, wealth, and commerce, but superior to them all in intellectual and social development—Massachusetts.

Wealth does nothing, patronage does nothing, while vigour does everything for the whale fishery. In Great Britain, London resigned it in favor of those poor and obsolete towns, Hull in England, and Peterhead, in Scotland, as soon as the Government bounties ceased. So of the 85 vessels which, in 1846, represented New York in the fishery, only one went up from the port of New York, the commercial capital of the State and of the Continent, while no less than eight proceeded from Cold Spring, a mere nook in the mountains which crowd toward each other just above the city, as if to prevent the waters of the Hudson from their destined meeting with the tides of the ocean. All the others were sent from New Suffolk, Greenport, and Sag Harbor, inconsiderable villages or hamlets on the outward coast of Long Island. Massachusetts exhibits the same case. Boston finds more lucrative employment for her capital in spindles, in railroads, and even in her fields of ice and granite; and so leaves the profits and toils of the whale-fishery to Freetown, Falmouth, Sippican, Wareham, Plymouth, Holmes' Hole, Fall River, Provincetown, Fairhaven, New Bedford, and Nantucket, towns which but for their pursuit of the whale fishery, would scarcely have been honoured with designation on the chart or names in the gazetteer. Most wondrous of all, Nantucket is a sandy island, fifteen miles long, and three miles broad, capable of maintaining by agriculture only one hundred persons, and yet it was the cradle of the whale fishery; and neither any town in America, nor in England, nor even in France, has ever successfully established or at all maintained the whale fishery, without drawing, not merely its knowledge of whale-hunting, but the officers and crews of its vessel, chiefly from that sandy shoal thus rising above the surface of the sea.

Need I dwell here on the whale fishery as a source of national wealth and an element of national force and strength? The number of those who are actively afloat in the pursuit ranges from 15,000 to 20,000, while twenty times that greatest number of persons are indirectly engaged in the culture of hemp and the manufacture of cordage, the building of ships, furnishing their supplies, manufacturing and preparing the oil and whalebone, in sending them to market, and in the various other occupations incidentally connected with the trade. The wealth thus acquired leaves all the resources of the country untouched. Dr. Franklin cheered the fishermen of his day with the apothegm that whosoever took a fish out of the sea always found a piece of silver in his mouth, and our experience has confirmed its truth, although it is now rejected by the commercial writers of England.

We are the second in rank among commercial nations. Our superiority over so many, results from our greater skill in ship-building, and our greater frugality at sea. These elements were developed in the fisheries, and especially in the Northern fishery. We think that we are inferior to no nation in naval warfare.—The seamen who have won our brilliant victories on the ocean and on the lakes were trained and disciplined in this, the severest of all marine service; and our naval historians agree that it constituted the elementary school of all our nautical science. What, then, would compensate us for the loss or for the decline of the whale fishery?

Mr. President, I have tried to win the favor of the Senate toward the National Whale Fishery for a purpose. The whales have found a new retreat in the Seas of Ochotsh and Anadir, south of Behring's Straits, and in that part of the Arctic Ocean lying north of them. In 1833, Captain Ross, in the whale ship *Suipior*, passed through those Seas and through the Straits, braving the perils of an unknown way and an inhospitable climate. He filled his ship in a few weeks, and the news of his success went abroad. In 1849 a fleet of 161 sail went up to this new fishing ground; in 1850, a fleet of 141, and in 1851, a fleet of 145. The vessels are manned with thirty persons each; and their value, including that of the average annual cargo procured there, is equal to nine millions—and thus exceeds by near two millions the highest annual import from China. But these fleets are beset by not only such dangers of their calling as customarily occur on well-explored fishing grounds, but also by the multiplied dangers of shipwreck resulting from the want of accurate topographical knowledge—the only charts of these seas being imperfect and unsatisfactory.—While many and deplorable losses were sustained by the fleets of 1849-50, we have already information of the loss of eleven vessels, one thirteenth part of the whole fleet of 1851, many of which disasters might have been avoided had there been charts, accurately indicating the shoals and headlands, and also places of sheltered anchorage near them. These facts are represented to us by the merchants, ship-owners, and underwriters, and are confirmed by Lieutenant Maury, who presides in this department of science in the navy, as well as in the labors and studies of the National Observatory. We want, then, not bounties nor protection, nor even an accurate survey, but simply an exploration and reconnaissance of these seas, which have so recently become the theatre of profitable adventure and brave achievement of our whale hunters. This service can be performed by officers and crews not belonging to the navy, in two or three vessels which already belong or may be added to it, and would continue at most only throughout two or three years.—Happily, the measure involves nothing new, untried or uncommon. To say nothing of our recent search for the lamented Sir John Franklin, nor of our great exploring expedition under Captain Wilkes, we are already engaged in triangulating a coast survey of the Atlantic shore. Charts, light-houses, and beacons, show the pilot his way, not over that ocean and among its inland lakes. The absence of similar guides and beacons in the waters now in question, results from the fact, that the Pacific coast has but recently fallen under our sway, and Behring's Straits, and the seas they connect, have not until now been frequently navigated by the seamen of any nation. Certainly somebody must do this service. But who will? The whalers cannot. No foreign nation will, for none is interested.

The constitutional power and responsibility rests with the Federal Government, and its means are adequate.

California is near this fishing ground. Her enterprising citizens are already engaged in this pursuit, and henceforward the whale hunters of Nantucket must compete with a new rival possessing the advantage of nearness to the scenes of their labor. California, therefore, joins Massachusetts in this reasonable demand.

Mr. President, the small exploring fleet thus proposed would be obliged to quit the Northern seas early in September, and could not return to them until the succeeding June. I propose that it should spend that long season in performing a service not dissimilar under milder skies, in that part of the Pacific Ocean and its adjoining seas, which is usually traversed by vessels sailing from New York and San Francisco to China and the Indies. Remember, Sir, if you please, that not only has no Asiatic prince, merchant, or navigator, ever explored this one of all the oceans, the broadest and most crowded and crowned with islands, but that they have forbidden that exploration by European navigators, who have performed whatever has been done at the peril, and often at the cost of imprisonment and death. We have made no accurate survey, for we have only just now arrived and taken our stand on the Pacific Coast. We are new on that ocean—nay, we are only as of yesterday, upon this continent, and yet maps and charts are as necessary to the seafaring man on that ocean as on any other; and just as necessary on every ocean as monuments and guides are to him who traverses deserts of sand or wastes of trackless snow.

Lieutenant Maury informs us that every navigator of those waters is painfully impressed with a sense of surrounding dangers—they exist, and yet the only charts that have been made fail to indicate in what forms or in what places they will appear. So imperfect is our topographical information, that a large island called Ousima, supposed to be thickly inhabited and highly cultivated, lies in the fair way to China, and yet no vessel has ever touched or gone around it. It would repay ten-fold the cost of the whole exploration, if we should find on that island a good harbor and a friendly people. Honknan's charts of these passages are the best. But these are of old dates, and although they have been corrected from time to time, yet they are very imperfect. The shoals in the China Sea, the Sea of Japan, and the Straits of Gaspar, are represented to us by navigators as being formed of coral, a mixture of animal and vegetable organization, and therefore increasing rapidly in magnitude as they approach near to the surface of the waters. It is particularly necessary to explore and note the shoals and islands lying between the coast of Palawan, on the China Sea, and that of Cochin China, and also the shoals in the vicinity of West London, Prince of Wales, and Paulo Sapata Islands. The perils existing there oblige ships going up and coming down through those seas, against the monsoons, to beat at disadvantage, while an exploration would probably disclose eddies and currents which allow of straight courses, which now no one dares pursue then. Clements Strait and the Cammata Passage are filled with the same dangers. Again, the great outlet, from the China Sea into the Pacific Ocean, by the Balce, and adjacent passages between the Islands of Luconia and the coast of China and Formosa, need to be surveyed, although the islands are generally well designated on the maps. Then proceeding northwardly, a regard to the safety of the whaler demands that the islands between the coasts of China Japan, and from them to the Loo Choo Islands, and so on to the Russian possessions, and along them eastwardly to the Behring's Straits, should be surveyed. The last attempt to perform that duty was made by a small Russian fleet, which was captured and destroyed, while its officers and crew were imprisoned by the Japanese. Lastly, as we advance eastwardly in the very track pursued by our whalers and Chinamen, we encounter islands, and many shoals imperfectly defined, and especially the Bonin Islands; while prudence requires a careful reconnaissance also of the Fox Islands, which, although lying somewhat northwardly of the passage, might, if well known, afford shelter in case of inclement weather. This reconnaissance in a

temperate latitude is demanded by the merchants, underwriters and navigators, in all our Atlantic as well as in our two Pacific ports, and the argument for it rests on the same foundation with that which supports the proposition for the more northwardly exploration.

## CANADIAN FAMILY HERALD.

TORONTO, C. W., AUGUST 21, 1852.

### FEMALE EDUCATION.

In a previous number we made a few incidental remarks on Female Education while noticing the Examination of Adelaide Academy, an Institution established in Bay street, with a view to a successful and thorough prosecution of this paramount work. Happily we need not here discuss the importance of female education. This, in itself an exhaustless theme, has been conceded on all hands so far as to render a recurrence to first principles, altogether unnecessary. Nor need we again revert to the institution already named, as so well fitted to carry out the desired end. We wish at present only to congratulate our readers upon the progress of the good work throughout society at large. We have passed the first stage. The necessity of female education is not now discussed, when the topic is introduced, but the kind of education adapted to the development of the female faculties, and the best means to apply the kind of instruction fixed upon. These are now the points of consideration and it is well that the subject be calmly pondered. Whether shall it be Common School or High School education? Shall it embrace not only the simple elementary branches, that may fit one to move respectably in a subordinate sphere of life, or shall it combine with these, the practical elucidation of the Sciences? Shall the female mind be prepared and consolidated by a thorough graduation in Mathematics, to grapple with abstruse speculations? Or, with a due regard to the affections and finer feelings of Woman, shall the female faculties be drawn out and refined by disquisitions on Poetry, Music, and the Fine Arts? Shall it be considered more conducive to the best interest of society, that a musical problem from Mozart be preferred to a problem from Euclid, or that the development of a Poplar tree on the sewing frame, shall supersede the digestion of a popular treatise on Astronomy? Shall it be considered more in keeping with the wants of the age that the female fingers be trained to paint a lily or a butterfly, or that the mind be prepared by a sound and judicious study of Botany and Entomology to unfold the varied mysteries of the one, or expatiate on the beauties of the other. We speak not now of accomplishments, but of sober study. The one point being settled to the satisfaction of society, then comes the grave question,—How is the education fixed upon, to be conveyed? Is it conformable to the dictates of prudence that boys and girls be left to pursue their studies in one school-room, or must the girls be separated from the noisy, boisterous, and sometimes even ruthless merriment of the boys, that they may be surrounded by more refined and gentler associations. These are important considerations for all, in reference to the mode of teaching. We would, on this point, simply ask,—What lesson does nature meditate?—How do we find boys and girls circumstanced in eve-

ry-day life,—do they belong to respective groups of society, separated by a broad line of demarcation, or are they to be found mixed up indiscriminately, in the palace, as well as in the humble hut? In whatever way nature has arranged them, we would say, in this way they will be best educated. Nature has said, these two portions of the social fabric go to make up one whole. Their aim in life is one—mutual comfort, mutual affection, and mutual relationship. They are nourished by the same food, affected by the violation of the same organic laws, elected by the same hopes fascinated by the same fairy creations of nature; why then should they be separated in their system of education? why should not their sympathies and their affections, and their mental faculties be alike developed in the society of each other as they are when under the parental roof. What would be thought of the parents who would isolate the several members of their family by putting the daughters in one department of the building and the sons in another, allowing them to see each other, perhaps through the window as they walked in the garden, or as they went to Church on Sunday, there to occupy separate pews, or separate standing places, as is the custom in the churches of Eastern Europe. Why, they would be looked upon as insane, or at least doing all in their power to subvert the well being of society. But we find no such dreamy theorizing, happily, in that society in which our Queen is the centre. We find that from infancy to youth the different members of a family enjoy each others society, and find their greatest comforts there, until the time when the dictates of reason and nature demand that their most endeared affections be centred in their own respective homes. But are they even here isolated—no, the very reverse;—that filial affection which so sweetened the swiftly passing moments in their parental home, is brought more vigorously into play to animate and gladden that home in which they are at once the bulwark and the centre; and according as that affection has been developed in early life, will it in its matured state be more elevated and ennobling. This seems somehow the lesson which nature furnishes, and as such should not be subverted in our mode of conveying instruction if we wish to be successful. We will look at other elementary points in next number.

#### MRS. EMMA BOSTWICK'S CONCERT.

On Monday Mrs. Bostwick will give another concert in the Temperance Hall, the programme of which will be found in another column. We are personally sorry that Mrs. Bostwick has not had an opportunity of displaying her musical talents in that Hall which has been graced by the "Queen of Song," the Swan of Erin, and all these other charmers, whose sweet warblings have delighted their happy audiences, but, the World's Fair Panorama has monopolized that spot for the present. We trust that, should Mrs. Bostwick favour us with another visit, the walls of that noble building shall reverberate with a universal and enthusiastic appreciation of her high qualities. But, Mrs. Bostwick comes not alone: Mr. Henry Appy, the distinguished violinist, is at the summit of his profession. He has, in fact, hitherto been considered a musical prodigy. Mr. Eben and Mr. Herrold are each celebrated in their own way, so that, had we but the Hall, we have the elements of a great concert. We hope the house will be filled.

#### PANORAMA OF THE WORLD'S FAIR.

We but repeat what we have frequently expressed when we state that we regard Panoramic representations as a very happy and effective means of communicating topographical knowledge. In the Panorama of the World's Fair now exhibiting in St. Lawrence Hall, the topographical department is confined to a small spot which was however invested with sufficient interest to concentrate on it the admiring gaze of the World's Intellect. This magnificent exhibition will remain in town another week, that all who have not yet seen it may have an opportunity of doing so. As might have been expected it has already been visited by crowded audiences, and nearly all have expressed their highest admiration with the panorama as a work of art, and as giving a very appreciable idea of the greatness of the original.

Mr. Eldon Hall, the demonstrator of this great Panorama has kindly sent us a copy of an illustrative work he has published, giving details of this ever memorable Fair. The book seems carefully written and gives a very fair account of the whole proceedings. It contains besides a "portrait" of the Yacht America, the glory of America, and which won the challenge cup, which the author modestly says "will hereafter be a noble monument, of America's first claim to the supremacy of the ocean!"

#### Excursion Party.

A Temperance Excursion party from Hamilton, numbering upwards of 250 of the sons and daughters of Sobriety, arrived in town on Monday forenoon by the steamer Ocean Wave. The Hamilton Brass Band in their uniform was in attendance, and made a very creditable display. The Panorama of the World's Fair was the principal attraction. Shortly after 7 o'clock they started again by the Ocean Wave for Hamilton, seemingly much delighted with their day's pleasure.

#### W. E. LOGAN, ESQ.

[From the Pilot.]

W. E. Logan, Esq., Provincial Geologist, has just received a beautiful bronze medal, accompanied by a letter bearing the autograph of His Royal Highness Prince Albert, for his valuable services rendered to the Exhibition of Industry of all Nations. The medal, which is bronze, is about 2½ inches in diameter, and bears on one side the effigies of the Queen and her Royal Consort, and on the other three beautiful figures, intended to represent Fame crowning Industry in the presence of Commerce. Above is the motto:—

"Pulcher et ille labor palma decorare laborem."

The whole is a well deserved prize to a gentleman whose exertions on behalf of the Exhibition were as untiring as they were unostentatious. The following is a copy of the letter:—

SIR,—I have the honor, as President of the Royal Commission for the Exhibition of 1851, to transmit to you a medal that has been struck by order of the Commissioners, in commemoration of the valuable services which you have rendered to the Exhibition, in common with so many eminent men of all countries, in your capacity of juror. In requesting your acceptance of this slight token on our parts of the sense entertained by us of the benefit which has resulted to the interests of the Exhibition from your having undertaken that laborious office, and from the zeal and ability displayed by you in connexion with it, it affords me much pleasure to avail myself of this opportunity of conveying to you this expression of my cordial thanks for the assistance which you have given us in carrying this great undertaking to a successful issue. I have the honor to be, very respectfully yours,

ALBERT.

W. E. Logan, Esq., F. R. S.

#### THE WEDGE OF GOLD.

The old adage,—it is not all gold that glitters—is of almost unlimited application, and, like Franklin's famous Whistle story, has found a place in our colloquial dialect, altogether irrespective of any reference either direct or indirect, to its original signification. It enjoys this ramified sphere in consequence of the many little disappointments, that are ever recurring in our social state—the blighted hopes, the vanishing of our most highly cherished visions, or the dissipation of our fondest day dreams. There are many persons possessed of an ardent, sanguine temperament, who are ever inclined to look at the sunny side of nature, whose vision peers continually beyond the dark lowering cloud that may impend scowlingly for the moment, to the bright and sunny region, which has just been dimmed by the momentary elemental strife. The transient gloom may cast its dark portentous shadows around; but these are not dense enough to obscure the lustre which the brilliancy of the past, and the pleasing anticipations of the future have concentrated in the mind of this class of our fellow-beings. With such persons I have the most intense sympathy. I would endeavor in all circumstances, to look upon all around with that bland, benignant smile, which universal nature bestows on all without exception; and leaving all abstract speculations to men of a philosophic turn of mind, I consult my own feelings by portraying the current events of life as they present themselves to my own observation, relying only upon my own mental and bodily vision, and responsible only for the use I make of it. After this declaratory exordium, I hasten to recount a—Gold story—as I am fully satisfied that every thing in the slightest way connected with gold will pass for current coin at a time, when the universal scramble for the precious metal is snapping asunder the varied and delicate links which bind society together.

You must wander with me,—in imagination at least,—to Harwich, a little town situated on a jutting point of land in the estuary of the River Stour, in the north-east corner of the county of Essex. In this ancient seaport there is a class of persons called druggists, whose occupation chiefly consists in dragging that part of the German Ocean, which sweeps their shores, for all the debris which results from the numerous shipwrecks that occur at certain seasons of the year among the coasting vessels, when the wind suddenly chooses round to the west. One day, a few years ago, while one of these craftmen was pursuing his wonted avocation, he picked up a bar of metal, which, from its appearance on examination, was pronounced to be an ingot of silver,—undoubtedly a lucky hit.

The news of the affair soon spread, and amongst the rest of the visitors, was an acute, calculating young gentleman, who, after a very careful inspection of the prize, was convinced that it was a "Wedge of Gold," and in order to turn his knowledge to some practical account, he offered £40 for the Wedge, secretly hoping to realize a little fortune by the transaction.

A bargain was at once struck, and the young man in the utmost exhilaration of spirits, carried off the foundation shed its liveliest radiance in his countenance, as he moved hurriedly along to his private residence, dreaming of the flash he would shortly make in the world by this fortunate speculation. A smart brig was on the stocks, he might become part owner, with the provision that he should be Captain. A few trips to the West Indies might enable him to live at home in comfort on his accumulated wealth. He would build a residence in the country, where he would devote his time to literary and scientific pursuits; an election would come round, he might stand as one of the representatives of the ancient borough; he



would undoubtedly be elected, and then by his knowledge of both mercantile and naval affairs, he would be sure to make a palpable sensation in the House; ere long he would be knighted and called to the Cabinet, and then—to think of Sir Richard Langley coming down to address his constituents—but hold, I have gone too far—I have promised to deal only with realities, so that I will not further unravel the varied network of brilliant thoughts that a luxuriant fancy so speedily created. Had his fascinating conceptions been realized, no one would more readily have recounted them; but alas! the brittle fabric was rudely torn asunder.

In the buoyancy of his mind he shewed the precious metal to a sea captain of his acquaintance, and the captain without a moment's hesitation pronounced it "a pig of zinc" worth about 7s. 6d. This was rather a stunner to the radiant youth; but as inherent individuality manifests itself most powerfully in its rising superior to every difficulty, so he shewed, that although he might by inexperience be led into a scrape, yet he had a certain quality of mind—which could again extricate him from his unhappy position.

His resolve was taken. He went away with rather a demure expression to the dragger, and represented to him that the Custom House authorities had somehow heard of the affair and were making preparations for a seizure. In such a predicament he considered it better that the transaction should be so far annulled, that the marine should take back the ingot, and return the money, so that when the officers came the prize might be given up without hesitation.

This ingenious device had the desired effect, and Sir Richard had the satisfaction of getting back his £40, which he no sooner gained once more in his possession, than with a cunning leer, he walked off fully convinced by this one experimental lesson that "its not all gold that glitters."

P.

Arts and Manufactures.

THINGS TO BE DISCOVERED.

It is only five years since the first piece of gutta percha was introduced into our country, and it was introduced into England but a very short time before that. Nothing was known about it at all then, in comparison with what is known now. Its usefulness for many purposes is beyond calculation, for it has qualities different from all other productions, and is fitted for some purposes which no other substance can supply.

India rubber also possesses qualities, and is applied to purposes, for which there is no substitute. Liebig considers that we are vastly indebted to glass, cork, india rubber, and platinum, for our modern advancement in chemical science. This is true, and we have no substitutes for these substances. We are not yet acquainted with all the useful substances in the vegetable world; we believe there are new and useful products yet to be discovered in our forests and prairies. With all the extent of country which we possess, and the vast amount of forest standing grand and dark in many of our States, pitch appears to be the only gum produced in our country, and no dye-woods but that of the yellow oak bark, is gathered for public use. India rubber and gutta percha are foreign products; gum arabic, gum shellac, gum copal, &c., are foreign products. Logwood, red wood, the best quality of indigo, cochineal, lac—in fact about all our dyes are foreign products.—Is our country, with all its varieties of climate, and soil, so barren that we have to send abroad for almost everything we need, except food, wood, and leather? We believe that too little attention has been given to our native products; we may be mistaken, but this is our opinion. Some useful discoveries of new substances may soon be made in our country, if our people, especially our planter, who are so intelligent and observing,

would devote some of their time in making experiments and examinations with the object in view of adding new home products to the markets of our country.—Scientific American.

"The Ocean Wave."

This vessel commenced her trips on Thursday last. She is one of the handsomest, if not the handsomest, boat of her class, which has been turned out by the St. Mary's Foundry, whose work is so admirably known on the Upper St. Lawrence, by the performance of the "Jenny Lind." The following are the dimensions of the "Ocean Wave": Length, 175 feet 6 inches; beam, 24 feet, or over all 44 feet; with 10 feet 6 inches hold. Her engine, which is very powerful, is of 45 inch cylinder; 10 feet 6 inch stroke, 39 feet wheel; and 5 feet nine inches face. The accommodations are in some respects different from the plans of preceding boats. Thus, the ladies' cabin, on the lower deck, is dispensed with, in consequence of its being found that this part of the steamboat is rarely used, and that ladies prefer the accommodations of the state room. Instead of the old-fashioned ladies' cabin, a smaller apartment is fitted up on the saloon deck, with a separate entrance by stairs from the main deck, and a door into the saloon. The space usually occupied by the ladies' cabin will be converted into a very pleasant lounge, for smoking or other purposes. The stern is enclosed, but there are large openings for air, so that this part of the vessel bids fair to be a favorite resort. The saloon has a very pretty appearance. The roof is arched and groined, and the windows, being of shades of different coloured glass, throw a variety of shades into the compartments. The state rooms are exceedingly convenient and well ventilated, and the most of them open on the guard with a door. Thus the passenger will always have air at will.—The carpets, and the rest of the furniture, are of the best description, and the whole appearance of the saloon is that of an elegant drawing room.

THE NEW YORK CRYSTAL PALACE.

We understand that this work will go on; the Company is to have the Building ready by the 2nd of May, next year, at "Reservoir Square," in this city. Some important regulations have been adopted to carry out the objects of the Society, and for this purpose, some discordant elements have been removed. A number of designs have been presented for the building, but only two are worth looking at, they are—the English one by Paxton, and the American one by Bogardus—we have had an opportunity of looking at both plans, and we must say, that the one of Mr. Bogardus is far the best in every respect—in beauty, grandeur, originality, strength, simplicity, and economy. If erected, as it should be, it will be an honor to our country. It is in the Doric style of architecture, and is of a circular form, with a tall tower in the centre, rising grandly above all. The whole area of 400 feet in diameter will be embraced at one glance, while the changing points of beauty, owing to its form, and the regularity of its columns, will be like a panorama to visitors. And one grand element in the calculation—a truly American one—is, that after it has accomplished its object in the Exhibition, it can be taken down in parts, and fitted up into a number of public or private dwellings. All the parts are so cast and fitted, that they can be taken to any part of the world, and will all dovetail together. This is a very different feature from the London Crystal Palace. Whatever the projectors of this Crystal Palace may do for the improvements of the arts, it will add to their reputation if this noble design be adopted by them.—Scientific American.

OSTRICH FEATHERS.

"A fashion," said a descendant of Abraham—a dealer in feathers—to us one day, "travels in circuits, and generally performs a revolution every ten or twelve years." He found out that feathers had their regular duties to perform in the fashions in about the periods stated, hence he kept a sharp look-out for those of good quality during the intervals. The finest feathers, and those which are most prized, once belonged to that rascal mangled fowl, more valuable than a hundred Shanghai barn fowl—the ostrich.—The finest feathers are plucked from tame ostriches, not from wild ones, as is generally supposed. It will

no doubt be useful information to some people to be informed how to clean such feathers. This is done by squeezing them with the hands in strong soapuds and then rinsing them in clean water; this is for white plumes. After being washed they are run through a very weak solution of the sulphate of indigo, and afterwards exposed to the fumes of sulphur in a tight box, the same as is done by milliners when sulphuric straw hats. After exposure to the fumes of sulphur they are hung upon cords to dry. To color such feathers, they are tied up loosely in cotton bags, in such a way as the fumes will not be lengthened, and then held in the kettle along with the dyestuff. Scarlet can be done with cochineal, tartar, and the chloride of tin, in a kettle with boiling water. It takes about half an hour to color. Yellow can be coloured with the chloride of tin, and yellow oak bark. Green can be coloured with Indigo, and the sulphate of indigo. Black can be coloured with a little copperas, blue vitriol, fustic and logwood.—The fibres of these feathers are cut by drawing them over the edge of a blunt knife, between the thumb and finger. This is a secret in the art of dressing them. In these countries from which these feathers come, they are submitted to a bleaching process by the natives. They are exposed to the sun and dew for two or three weeks, and carefully washed with soap and pipe-clay.

HOT SUMMERS.

The excessive heat which prevails at present gives some interest to the following account of remarkably hot summers:—"In 1132 the earth opened, and the rivers and springs disappeared in Alsace. The thine was dried up. In 1152 the heat was so great that eggs were cooked in the sand. In 1160, at the battle of Bela, a great number of soldiers died from the heat. In 1216 and 1277, in France, an absolute failure of the crops of grass and oats occurred. In 1303 and 1304, the Seine, the Loire, and the Rhine and the Danube were passed over dry-footed. In 1393 and 1394 great numbers of animals fell dead, and the crops were scorched up. In 1440 the heat was excessive. In 1538, 1539, 1540, 1541 the rivers were almost entirely dried up. In 1556 there was a great drought over all Europe. In 1615 and 1616, the heat was overwhelming in France, Italy and the Netherlands. In 1646 there were 58 consecutive days of excessive heat. In 1678 excessive heat. The same was the case in the first three years of the eighteenth century. In 1718 it did not rain once from the month of April to the month of October. The crops were burnt up, the rivers were dried up, and the theatres were closed by decree of the Lieutenant of Police. The thermometer marked 36 degrees Reaumur, (113 of Fahrenheit.) In gardens which were watered, fruit trees flowered twice. In 1723 and 1724 the heat was extreme. In 1746, summer very hot and very dry, which absolutely calcined the crops. During several months no rain fell. In 1748, 1751, 1760, 1767, 1778, and 1789, the heat was excessive. In 1811, the year of the celebrated comet, the summer was very warm and the wine delicious, even at Susens. In 1818 the theatres remained closed for nearly a month, owing to the heat. The maximum heat was 35 degrees (110 75 Fahrenheit.) In 1830, while fighting was going on on the 27th, 28th, and 29th of July, the thermometer marked 36 degrees centigrade (94 75 Fahrenheit.) In 1832, in the insurrection of the 5th and 6th of June, the thermometer marked 35 degrees centigrade. In 1835, the Seine was almost dried up. In 1850, in the month of June, on the second appearance of the chloera, the thermometer marked 34 degrees centigrade. The highest temperature which man can support (at a certain time varies from 40 to 45 degrees (104 to 103 of Fahrenheit.) Frequent accidents, however, occur at a less elevated temperature."—Galignani's Messenger.

SINGULAR PHENOMENON.—A very curious incident took place in the vicinity of Lyons, France, which is worth being noticed. A regiment of lancers were returning to their barracks during the rain, when the Colonel, looking at his soldiers, remarked, amidst the fog, that all the lances of his men were surmounted with a light of a blue color. It was electricity, and an immense danger threatened the whole regiment, when with remarkable presence of mind, he suddenly ordered all his soldiers to point their lances in the ground

and immediately, as if by enchantment, a terrible detonation took place—the electric fluid had disappeared into the air. Fortunately, the wool of the handle was not a conductor of electricity.

**Agriculture.**

**The Tomato.**

Professor Bagnard, of France, says of this vegetable, "it is deemed very healthy and an invaluable article of food."

Dunglison says:—"It may be looked upon as one of the most wholesome and valuable esculents that belong to the vegetable kingdom."

A writer in the *Farmer's Register* says:—"It has been tried by several persons with decided success. They were afflicted with chronic cough, the primary cause of which, in one case, was supposed to be diseased liver, in another, diseased lungs. It mitigates and sometimes effectually checks a fit of coughing."

The method most commonly adopted in preparing this fruit for daily use, is to cut them into slices, and serve with salt, pepper, and vinegar, as you do cucumbers.

To stew them, remove them ripe from the vines, slice up, and put them in a pot over the stove or fire, without water. Stew them slowly, and when done, put in a small piece of good butter, and eat them as you do apple-sauce. Some add a little flour bread, finely crumbed, or a couple of crackers pulverized.

**Flat Roofs.**

All the new houses which have been built in New York recently, have what are termed flat roofs; that is, the roof is nearly level and slants but slightly from one side to the other. The old huge peaked roofs are fast disappearing; we wonder how they ever came into use. The inventor of them must have been a man full of conical ideas. The flat roofs are covered with tin and well painted. If a fire takes place in a building, it is easy to walk and work on the flat roof, so as to command the fire if it be in the adjacent building; this cannot be done on peaked roofs. Flat roofs are cheaper and more convenient in every respect. We advise all those who intend to build new houses to have flat roofs on them. It is far better to have a flush story at the top of a building than a peaked crumpled up garret which is only comfortable for travelling on the hands and knees.—*Scientific American.*

**Oriental Sayings.**

As an Eastern Philosopher was one day taking a walk with his scholars, they came to a place where two labourers were quarrelling with one another. You have neither understanding nor conscience cried the one at the top of his voice, "Nor have you," bellowed the other, still louder, being gifted with a stronger voice. "You are a cheat!" screamed the former, "and you have a heart full of deceit, from which justice and all that is right is ever banished," bellowed the latter. The Philosopher, who had stood still, and for some time listened to the contending parties, turned to his scholars and said, "Do you hear, those men speak the language of Philosophy?" "Philosophy!" replied one of the scholars, somewhat astonished, "why! I hear nothing but contention and abuse." "What!" said the Philosopher, "do you not hear them every moment repeat the words, understanding, conscience, justice, heart, right and if that is not the language of philosophy, I do not know what is." "It may indeed be the language of philosophy," replied another of the scholars, but what need is there, in order to philosophize to bellow at the top of the voice, and to mingle with it not a small portion of abuse. That arises, replied the teacher, quite earnestly, and with a significant look at his young scholars, because each one sees only the fault of the other, and not his own. O how many there are in this

world like them! The greatest evil of a man, continued the teacher, is pride. In a son proud, then he is not obedient to his parents; a proud subject, ceases to be a good subject. A proud father loses his parental affection and kindness; and a proud friend his friendship. Many a king has lost his throne through pride, and their subsequent misfortunes were but the fruits of this rotten tree. My young friends, you, who strive for wisdom, depart not for one moment from the heavenly, for it is in itself pure, and enlightening, and in order to keep the same in its purity, you must always be careful to avoid selfishness; if you banish not this from the bottom of your hearts, pride will spring from it, which is the root of all evil. How was it that our forefathers were virtuous and kind? Just because they suppressed selfishness, hence humility became easy to them, which is the foundation of all virtue. IL

**Miscellaneous.**

**NEW PROJECT FOR A MONUMENT**—It has been suggested that a monument should be erected, by subscription, to mark the spot where the steamer *Henry Clay* was run ashore in flames, and her passengers perished. The idea seems to us worthy of being seriously entertained. Of all the monuments we ever read of there is none which convey a more important lesson. The dreadful sacrifices of human life, amidst terror and suffering, which has just occurred, will, after a while, in the course of events, be forgotten by the community. The punishment of those by whose act it was caused will also at length fade away, with the other events of the day, from the recollection of men. A monument erected on the spot would keep alive, through centuries, the remembrance of both, and serve as a perpetual admonition to every steamboat navigating the Hudson between New York and Albany.

"I would have it constructed," said the friend by whom it was mentioned to us, and who is an artist, "so that it would last as long as the shores on the river. I would have its foundation laid deep in the bed of the river, near the railway, and as it rose in the water, I would have it consist of one massive stone for each of those who were lost, taking care that each stone might be distinguished from the others by those who passed by. The summit might be crowned by the representation of a flame, to signify the cause of the disaster. The position of the monument, with its base in the water, would sufficiently indicate the other element by which the passengers perished."—*N. Y. Post.*

**NOBLE CONDUCT OF A NEWFOUNDLAND DOG.**—The dog Rolla, belonging to Mr. Adams, 66 Courtland St., on Sunday last performed one of those heroic deeds of humanity for which the Newfoundland breed is remarkable. An interesting little boy, about ten years old, while playing near the water at Hoboken, lost his balance and fell in. The tide sweeps along the shore there with great rapidity, and the little fellow in a few moments was carried apparently beyond the reach of human assistance. The lad it seems could swim a little, but just as his strength was giving way, the dog, at a short distance from the spot, quick as thought dashed through the crowd, leaped into the water, and in a minute more, had the boy by the collar, secure between his teeth. To bring him ashore back to that peculiar spot, however, was an impossibility, owing to the force of the current; so that the only hope was to make a point of land some distance ahead, (between Jersey City and Hoboken,) and for that quarter Rolla steered his course, amidst the applause and excitement of the spectators. On went the noble animal, bravely buffeting the tide, and careless of the shouts of applause, all the while keeping the boy's face out of the water. He reached the goal at length with his precious burthen, safe and sound, but a little frightened; and no sooner had he laid him down than the noble animal sunk exhausted on the sand. He was instantly surrounded by a numerous crowd of people, who had been eye-witnesses of the scene, vying with each other in showing kindness to the heroic animal that had thus risked his own life to save that of a helpless human being. Some idea of the labor performed by the dog is had in fact that the entire distance he had to swim is said not to be less than 4 miles!

**Biographical Calendar.**

|         |      |  |
|---------|------|--|
| Aug. 22 | 1435 | Richard III. of England, killed.             |
|         | 1742 | William Whiston, died.                       |
| " 22    | 1505 | Sir William Wallace, executed.               |
|         | 1623 | Geo. Villiers, 1st Duke of Buckingham, born. |
|         | 1703 | Baron Cuvier, born.                          |
|         | 1813 | Alexander Wilson, died.                      |
| " 24    | 1522 | Sir William Herschel, died.                  |
|         | 1690 | Col. Wood, died.                             |
|         | 1770 | William Willerforce, born.                   |
|         | 1770 | Chatterton, died.                            |
|         | 1841 | Theobald Hook, died.                         |
| " 25    | 1819 | James Watt, died.                            |
| " 25    | 1625 | Lope de Vega, died.                          |
|         | 1676 | Sir Robert Walpole, born.                    |
|         | 1819 | Prince Albert, born.                         |
|         | 1840 | Louis Philippe, died.                        |
| " 27    | 1743 | James Thomson, died.                         |
|         | 1776 | H. G. Niebuhr, born.                         |
|         | 1827 | Hon. George Canning, died.                   |
| " 28    | 1645 | Grotius, died.                               |
|         | 1749 | Goethe, born.                                |
|         | 1811 | Dr. John Leyden, died.                       |

Sir William Wallace, a celebrated Scotch patriot and hero, was the younger son of Sir Malcolm Wallace, of Ellerslie, in Renfrewshire, and born in 1270. He possessed great strength and undaunted courage; and, being indignant at seeing his country enslaved by Edward I, King of England, he resolved to undertake its liberation. Having, when only nineteen years of age, slain the son of Selby, English Governor of the Castle of Dundee, he was compelled to fly to the woods, where he soon collected around him a small band of followers, with whom he gained several skirmishes with the English. His success soon brought many others to his standard, and he was named by his army, Regent for John Balliol, who was, at this time, prisoner in England. Earl Warrenne, having collected an army of about 40,000 men, to meet Wallace, a battle took place on the 11th of September, 1297, at Cambus-Kenneth, on the banks of the Forth, in which the English, under Warrenne, were totally defeated. Wallace now retreated, by marching into England, and ravaging the Northern Counties, from which he returned laden with spoils. Edward was, at this time, in Flanders, but immediately on hearing of the defeat of his general, he returned to England, and collected an army of 80,000 infantry and 7000 cavalry, with which he entered Scotland. Wallace had resigned the regency, on account of the jealousy of some of the nobles, so that the army which was now opposed to Edward was commanded by the Seneschal of Scotland and Comyn of Badenoch, while Wallace held only a subordinate command. A battle, fought at Falkirk, 22nd July, 1298, resulted in the complete defeat of the Scottish army, which was followed by the submission of nearly all the kingdom. Wallace, meantime, betook himself to his old haunts, continuing to harass the English till the year 1305, when he was betrayed by a pretended friend, (Sir John Menteith), into the hands of Edward, by whom he was condemned to death as a traitor; which sentence was executed, by his being beheaded and quartered, at London, on the 23rd August, 1305.—*Albion.*

**Advertisements.**

**NOTICE.**

NOTICE is hereby given that a BY-LAW is now under the consideration of the Council of the City of Toronto, to open and extend BEECH Street from its present termination, at Parliament Street, until it reaches Seaton Street. And also to open and continue Berkeley Street, until it shall reach that part of Beech Street which is intended to extend from Parliament to Seaton Street. Of which all persons are required to take notice and govern themselves accordingly.

Clerk's Office,  
Toronto, Aug. 11, 1852.

CHARLES DALY.

**IN THE TEMPERANCE HALL**

**MRS. EMMA G. BOSTWICK,**

Of New York, respectfully informs the citizens of Toronto, and her friends, that her second and **LAST GRAND CONCERT**

Will take place on **MONDAY** evening, August the 23rd assisted by

Mr. **HENRY APPY**, the distinguished Violinist, Solo Violinist to the King of Holland.

Mr. **FELIX J. EBEN**, the celebrated Flutist; **HERR HEROLD**, the eminent Pianist, pupil of Mendelssohn.

**PROGRAMME:**  
**PART I.**

1 Solo—PIANO FORTE—"Etude caractéristique"..... Chopin.  
And a song without words,..... Mendelssohn  
EXECUTED BY HERR HEROLD.

2 Solo—"Spring time is coming," written and composed expressly for Mrs. E. G. Bostwick. Words by J. Howard Wainwright. Music by..... G. Bristol  
SUNG BY MRS. EMMA G. BOSTWICK.

3. Solo—VIOLIN—6th Concerto by do Beriot.

EXECUTED BY MR. HENRY APPY.

4. GRAND CAVATINA—"Casta Diva," Norma..... Bellini.  
Sung by Mrs. Emma G. Bostwick.

5. Solo—FLUTE—Grand Fantasia on a Russian Air..... Heintzeyer.  
Executed by Mr. EREN.

**PART II.**

6. Solo—PIANO FORTE—"Gallop di Bravoura,".....Schulhoff.  
Executed by Herr Herold.

7. Solo—"The Skylark,"..... Hutton.  
Sung by Mrs. Emma G. Bostwick.  
FLUTE OBLIGATO by Mr. F. J. Eben.

8. Solo—VIOLIN—Fantasia, "Sur L'opera"—Anna Bolena, par.....Alard  
Executed by Mr. Henry Appy.

9. Scotch Ballad—[by particular request]—"Twas within a Mile of Edinburgh Town,"  
Sung by Mrs. Emma G. Bostwick

10. Solo—"The Merry Zingara,"..... Roffe.  
Sung by Mrs. Emma G. Bostwick.

Tickets \$1, to be had at the Music and Book Stores, at the Hotels, and at the door on the evening of the Concert. Doors open at 7 o'clock—Concert to commence at 8 o'clock.

**PROVINCIAL EXHIBITION.**

THE Local Committee of the Provincial Association of Upper Canada, being desirous of affording every facility to persons who may visit Toronto at the Exhibition of the Association, to be held on the 21st, 22nd, 23rd, and 24th of September next, intend keeping a record of all Houses of Entertainment in the City and Environs, as also the extent of accommodation each possesses, and the charges for the same.

Inkeepers, Boarding House keepers, and those intending to keep Houses of Entertainment during the Exhibition, will therefore be pleased, at their earliest convenience, to furnish the undersigned with the required information.

W. B. CREW,  
Secretary Local Com. P.A.U.C.

Toronto, 9th Aug., 1852.

81s 1x



FROM DARNUM'S MUSEUM NEW YORK!

**ST. LAWRENCE HALL**

**AFTERNOON & EVENING:**

**FOR ONE WEEK MORE!**

**MONSTER PANORAMA of the CRYSTAL PALACE.**  
UNPARALLELED ATTRACTION!

Proprietor.....Mr. P. T. DARNUM.  
Chief Artist..... Sig DELAMARE.  
Manager and delineator..... D. FISCHER.  
Two Exhibitions Daily, at 3 o'clock & 8 o'clock, P.M.  
Admission only 1s 3d; Children under 10 years of age 7d.

**Now Open for One Week more**

The brilliantly patronized *Progressive Mirror* of the World's Fair, comprising the whole exterior and interior of the renowned CRYSTAL PALACE; the Royal Procession; the grand opening by Queen Victoria and the British Court; superb view of the whole Navy; the Navy in all its parts; the American Division; the whole Transcript; the British Division; the Canadian Department; the Canadian Agricultural and Mechanical Courts. The whole preceded by a bird's-eye view of the Crystal Palace and the West end of London, and ending with a superb Picture of the Yacht America, and Royal Yacht Squadron of Great Britain off Cowes.



Crown Lands Department,

Quebec, July 20, 1852.

NOTICE is hereby given, that the School Lands in the Counties of Bruce, Grey and Huron, are now open for sale to actual Settlers on the following terms, viz:—

The price to be Ten Shillings per acre, payable in Ten equal Annual Instalments, with interest the first instalment to be paid upon receiving authority to enter upon the land. Actual occupation to be immediate and continuous; the land to be cleared at the rate of five acres annually for every hundred acres during the first five years; a dwelling house, at least eighteen feet by twenty-six, to be erected; the timber to be reserved until the land has been paid for in full and patented, and to be subject to any general timber duty thereafter; and a License of occupation, not assignable without permission, to be granted, the the sale and the license of occupation to become null and void in case of neglect or violation of any of the conditions; the Settler to be entitled to obtain a Patent upon complying with all the conditions; not more than two hundred acres to be sold to any one person on these terms.

CASH ADVANCES made on all Goods and Property sent for immediate Sale.

Toronto, April 5, 1852.

SLADDEN & ROGERSON

21-



Crown Lands Department.

CROWN LANDS DEPARTMENT.

Quebec, 6th August, 1852.

NOTICE is hereby given that the future Sales of Crown Lands will be at the prices and on the terms specified in the respective localities mentioned below:

West of the Counties of Durham and Victoria, at Seven Shillings and Six Pence per acre, payable in ten annual instalments, with interest, one tenth at the time of Sale.

East of the County of Ontario, within Upper Canada, Four Shillings per acre; in the County of Ottawa, Three Shillings per acre; from thence, 1<sup>st</sup> of the St. Lawrence to the County of Saguenay and south of the St. Lawrence in the district of Quebec, east of the Chaudiere River and Kennebec Road, One Shilling and Six Pence per acre, in the District of Quebec, west of River Chaudiere and Kennebec Road, Two Shillings per acre; in the District of Three Rivers, St. Francis and Montreal, south of the St. Lawrence, Three Shillings per acre; in the District of Gaspé and County of Saguenay, One Shilling per Acre in all cases, payable in five annual instalments, with interest one fifth, on time of Sale.

For lands enhanced in value by special circumstances, such extra price may be fixed as His Excellency the Governor General in Council may direct.

Actual occupation to be immediate and continuous, the Land to be cleared at the rate of five acres annually for every hundred acres during five years, and a dwelling house erected not less than eighteen feet by twenty-six feet.

The timber to be subject to any general timber duty that may be imposed.

The Sale to become null and void in case of neglect or violation of any of the conditions.

The settler to be entitled to obtain a Patent upon complying with all the conditions. Not more than two hundred acres to be sold to any one person.

**NOTICE!**

THE DIRECTORS of the LUNATIC ASYLUM hereby give Notice, that in consequence of peremptory instructions which they have received from the Executive Government, requiring them to continue their expenditure for the maintenance of the Institution within the limits of the Parliamentary Grant for that purpose, they are compelled to close the doors of the Asylum against the admission of all patients, excepting such as have the means of bearing the full amount of their own expenses.

Provincial Lunatic Asylum. }  
Toronto, July 26, 1852. } 79s-31

**SLADDEN & ROGERSON,**

AUCTIONEERS AND

GENERAL COMMISSION MERCHANTS,

YONGE ST., TORONTO.

April 6, 1852.

21-

THE Undermentioned now prepared to receive every description of Goods and Property for immediate or future SALE BY AUCTION, or on private terms, at the Premises on Yonge Street.

SLADDEN & ROGERSON.

April 6, 1852.

21-

**D. MATHIESON'S,**  
**CLOTHING, TAILORING,**

GENERAL Clothing and Dry Goods Warehouse Wholesale and Retail, No. 13 King Street East

Toronto, Nov. 2nd, 1852.

10-



