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# THE CANADIAN FAMILY HERALD.

FIVE SHILLINGS PER ANNUM.]

VIRTUE IS TRUE HAPPINESS.

[SINGLY, THREE HALF PENCK.

VOL. I.

TORONTO, SATURDAY, DECEMBER 4, 1852.

No. 22.

## Poetry.

### THE POET'S POWER.

Ay, seen the Poet's Power,  
Darken with doubt his glory,  
Hurt thou the spirit-spell he wreaveth o'er thee.  
Till earthly bowd thus heart in youth's warm hour  
Grow hard as sinner's hour,  
Booming the Poet's Power!

Yet know the Poet's song  
Rocks holy thy spirit's spinning,  
But sods to Heaven's high throne, and thence returning,  
Gladdens the heart to which its strains belong.  
A rich reward still earning—  
The Poet's hallowed song.

Wo when the Poet's word  
No more man's soul awaketh,  
Nor on his clouded eye faith's vision breaketh!  
Wo when the world's cold heart no more is stirred,  
Though trumpet-tongued it speaketh—  
The Poet's prophet-word!

Welcome the Poet's Power,  
Nor deem he idly dreameth;  
The light that on his heaven-borne spirit streameth,  
Is but a ray of truth from Eden's tower.  
When Love this earth redeameth,  
How vast the Poet's Power!

Garz.

### THE BRITANNIA TUBULAR BRIDGE.

Notwithstanding the lengthened accounts of this great undertaking that have appeared from time to time in our columns, we are tempted to dwell upon it yet once more. On our recent journey from Balmoral to Windsor, the Queen, Prince Albert, and several of their children made a detour for the purpose of visiting it. The following particulars are extracted from a report of this journey of inspection.

There must surely be some mystical influence about that little island of Anglesea, that the desire to link it to Great Britain has called forth the two most wonderful engineering triumphs of the century. One would fancy that alarm had been felt lest it should, some dark stormy night, drift away down the channel, or perhaps float over, with an easterly gale, to Ireland; or coalesce with the Isle of Man, and make that ancient kingdom once more formidable. It certainly is a remarkable testimony to the indomitable spirit of this country that, to comprehend a little island in our general system of uninterrupted land traffic, we should thus bridge over an arm of the sea, and, at an enormous cost, construct works to which the greatest architectural achievements of ancient times are mere child's play. The truth seems to be, that as in agriculture a wealthy territorial aristocracy has placed at the command of practical men the experimental results of amateur farming; as in our marine we have yachting, and for the improvement of our horseflesh, racing and hunting, so though in a larger and grander sense, the mechanical genius of this country has a fancy development and a favourite arena for display. What Lord's grounds are to the cricketer, or Woolwich marshes to the artilleryman, or the floor of the House to the statesman, or what the boards of old Drury once were to the great tragedian, such is the Menai Strait to the civil engineer. The extraordinary beauty of the scenery enhances the splendour of his achievements, and the blue hills and rubbing water, the variegated banks of the Strait, the broken outlines of his mountainous horizon softened by distance, mansions and humbler dwellings gleaming in the sunshine, and ships gliding along with the current, all shed their influences on his triumphs. For the last generation Telford hung his graceful iron web across the Strait, and it remains an enduring monument of his genius; but these were

days of ordinary and slow locomotion, and it was reserved for Robert Stephenson, the son of the man who more than any other founded our iron highways and put steam power into harness, to show what in our times engineers can do in carrying out that vast railway system with which their professional fame is now so indissolubly associate.

The way in which the Britannia tubular bridge was first suggested to Mr. Stephenson's mind forms a most instructive portion of its history, and may fairly claim a place in this narrative. When the Chester and Holyhead Railway was first formed, the plan contemplated for crossing the Strait was a splendid iron bridge on two arches, the proportions of which may be conceived when it is stated that, whereas the span of the central arch of Southwark Bridge, the largest of the kind in the world, is 240 feet, Mr. Stephenson proposed that the span of each arch in this instance should be 450 feet. The cost was to be £200,000, and in consideration for so large an outlay at such a point, the Government of Sir R. Peel consented by an act unprecedented in the history of English railways, to pay £20,000 a year during seven years, for the transmission of the mails. This arrangement still hold, but unfortunately for the company, the Admiralty objected to the bridge as likely to obstruct the navigation of the Strait, and the consequence was that (his bridge plan being condemned) Mr. Stephenson, as engineer, found himself in what Yankees call a "regular fix." The idea of an iron tube then occurred to him, but the expense of constructing it was so enormous that, it is said, could he have been permitted to fill up the Strait with a solid embankment of masonry 1,850 feet long, 160 feet high, and containing about 5,000,000 cubic yards of material, he would have found it cheaper and far easier to do so. This will give some idea of the strong necessity under which the Britannia bridge was projected, of the magnitude of an undertaking which left such a preferable alternative, and of the difficulties which Englishmen will surmount in the prosecution of enterprises to which they have committed themselves. The Chester and Holyhead Company constructed this great tube at a cost of £700,000, and they receive from Government the annuity of £20,000 for seven years, granted to them in consideration of a design involving only a £200,000 outlay. The original shareholders have never had a penny of dividend upon their shares, and the packet service to Dublin, which they formed in connexion with their line, after having been brought by them to the highest perfection, is still entirely dependent for its support on the passenger traffic across the channel. The mail contract, having been exposed by the Government to public competition, was given (perhaps rightly in principle) to the Dublin Steampacket Company, without any reference to the enormous cost of the great tube. Will that cost be eventually covered, and this marvellous enterprise, in the long run, compensate those engaged on it? Let us hope it may. Puxton has been laying out a park close to the bridge which looks as if a new town were intended to be formed there—a sort of Brighton for the busy tail-worn population of Lancashire. That will help somewhat; and, should Ireland ever prosper, the company must share her improving fortunes.

The Royal party left the Pearyn Arms at half past 9 o'clock, in carriages, and proceeded by the turnpike road to the suspension bridge. Standing at the north end of the Britannia tube, and looking along the Strait towards Telford's great work, for some minutes nothing could be seen of the illustrious travellers; and the salutes fired from different points on either shore, the echoes of which were prolonged among the hills, alone indicated that they were com-

ing. It was a magnificent October morning, the night-mist being lifted up like a veil from the face of the landscape, and the mountains, with Snowdon chief among them, being clear and well defined to their horizon to the remotest summits. The tide was flowing nigh through the Strait, covering everything that it was desirable to conceal, and even threatening two or three little houses perched upon level rocks in the channel. The faint sound of a cheer reaching the tube indicated that the Queen was crossing the suspension bridge, which is about a mile off, as the crow flies: Straining the eyesight at that distance the Royal carriage could just be seen, four in number and diminished to a size appropriate to Queen Mab's rather than Queen Victoria's stable. A louder cheer welcomed the arrival of Her Majesty in Anglesa, then, after a few minutes waiting, the scarlet-coated outriders were observed heading the cortege, which received as it passed along, the greetings of the peasantry picturesquely grouped at different points. It went on to Llanfair station, which is three quarters of a mile from the north entrance of the tube, and there, on alighting and entering the train, the Royal party were received by a guard of honour belonging to the Welch Fusiliers, the regiment which was appropriately at Bangor and other points in the principality have performed the military duties attendant on the Queen's visit. The Fusiliers exhibit at their head, with characteristic Cambrian pride, a very fine white goat, presented to them some years ago by Her Majesty. At Llanfair station Mr. Stephenson met the Royal party, and it was arranged that Her Majesty should go through the tube in the state carriage detached from the engine, and drawn by men, while Prince Albert, the Prince of Wales, and a portion of the suite would ascend to the roof of the tube and walk along to the Welch side. This was accordingly done, but before the Royal party separated, some little time was spent by Her Majesty and the Prince in conversation with Mr. Stephenson, who explained to them on the spot the mechanical principles on which the bridge was constructed—the strength, the distribution of the material, and the leading details by which so vast an undertaking was successfully completed. A train had passed through to Holyhead only a few minutes before the arrival of travellers, and it is a pity that they lost the opportunity which this afforded for seeing what is, perhaps, the most wonderful sight connected with this marvellous work. Looking through the tube, which is 1,850 feet long, you see the firebox of the engine gleaming as it advances from the other extremity. You hear the throb of the locomotive, and the reverberation of the iron, the shriek of the steam-whistle startles you with its almost demoniacal expression; and, as you listen and gaze, a mass of sound gradually accumulating to a perfect hurricane, wells upon the ear, while the brightening glow of the furnace, and the majestic progress of the engine fill the eye and impress the imagination. It is a fine and impressive sight to see an express train sweep by, but the effect is ineradicable a hundred fold, in the Britannia Bridge, and should be tested by all who visit it. While the Queen passed slowly through the tube to the Caernarvonshire end, the Prince accompanied by Mr. Stephenson, traversed the roof in the same direction. It is slightly curved to allow the water to run, and reminds us very much of the deck of a vessel, or the top of some giant omnibus without a "knee-board." The view from it is magnificent, and no description can do it justice. Arrived at the south, or near end of the bridge, the Royal party descended to the water's edge, and surveyed from beneath the gigantic proportions of the whole structure. This gives by far the best and most imposing conception of its true magnitude. For like St. Peter's at Rome,

and other master-pieces of architecture, as just are the relations of each part to the other, and so severe and simple the style in which the whole has been designed, that at a distance the stupendous dimensions are not appreciated, and except from beneath there is no way of inspecting it as a whole close at hand. There you can look it and see what it is. To attempt any description of it now would be useless, for as far as it can be described it has a ready been, and those who have not visited it are sufficiently familiar with its form through the medium of illustrations, but there are some striking facts with regard to it that may be mentioned, and that will help to give an idea of what a personal inspection can alone enable one fully to appreciate. When the best method of raising the tubes was first discussed some thought that it should be done as speedily as possible—that the hydraulic presses should be set in action without any attempt to support by packing underneath the lift, which they accomplished, and that any risk from the failure of tackle in having each tube suspended without support should be encountered. In this way the lifting might have been done in 24 hours, whereas it took three weeks.

Mr. Stephenson after due consideration adopted the safe course. He made the six feet lift of the press occupy a period of three hours, and the raising and packing underneath was carried on so simultaneously that the tubes were never for a moment left without support. The bursting of the press a few days after operations were commenced, proved the wisdom and necessity of his caution. Had he not exercised it, the Britannia bridge would never have been completed, and it was no doubt with feelings of justifiable pride that he yesterday showed to Her Majesty and the Prince the fractured cylinder, which has been placed on a pedestal near the bridge,—a monument of the prudent skill which watched over its construction. Another illustration of what this work is, may be drawn from the fact that the chains used to raise the tubes were 10 inches square, or about the thickness of a man's body, and that notwithstanding that enormous strength, in the process of lifting, stretched an inch and a half, returning to the old size when the pressure was withdrawn. The elasticity of iron was known previously, but had never been tested on so grand a scale before, and it certainly does give a tremendous impression of this bridge to know that the most massive wrought iron could give in the progress of it almost like India rubber. Not only did the chains yield but through the iron wall of the cylinder, 10 inches thick, the water oozed like perspiration wrought out from its pores by the enormous power exerted. Of the strength of the tube Mr. Stephenson gives the following satisfactory assurances:—He states that a line-of-battle ship might be suspended from the central point between either pair of towers, without injury to the structure, that it would bear at those points a pressure of 5,000 tons; and that, although sawn completely through, a railway train could still be run across with perfect safety. He maintains that it is more rigid than the ordinary permanent way of earthwork, and further, that it is stronger for the work it has to do than the rails in use on the different lines throughout the country.—Mr. Stephenson explains with great clearness how this wonderful strength of the Britannia bridge, which is double that of the Conway, arises; but the account of it would involve mechanical details more intricate than seems appropriate in such a narrative as this, and the bare statement is therefore given. On leaving to resume their seats in the train the Royal children took with them several bits of stones and brick as mementoes of their visit, and Prince Albert, turning to Mr. Stephenson, said to him "It is a stupendous work, and an honor both to you and to the company." In his recent work "on metal work, and its artistic design," Mr. Digby Wyatt alludes to the Britannia bridge as possessing the highest merits for the severe grandeur and noble simplicity of its style. An inspection of it more than confirms the justice of his encomiums. The vastness of its proportions, the absence of all attempt at frivolous ornamentation, the grave character of the outline forms, and the gigantic scale of the dimensions, uninvaded by any extravagance, all lead the mind of the spectator back to the sombre and stately relics of

Egyptian architecture. The huge lions that guard the entrance are in harmony with such associations, and if on closer inspection the mysterious sphinx-like air of response is found wanting, perhaps a wakeful looking animal best befits our times, when everybody is compelled to keep his eyes as wide open as possible, and when even the Pyramids would not be tolerated, unless they could be put to better service than the safe custody of mummies.

## CANADIAN FAMILY HERALD.

TORONTO, C. W., DECEMBER, 4, 1852.

THE FAMILY HERALD.

This number completes the first volume of the *Herald* and I take this opportunity of publicly thanking its respected contributors for their generous and ever welcome productions. To Alquis I am deeply indebted for his carefully compiled BIOGRAPHICAL CALENDAR, and for the INDEX to this volume which he has kindly supplied. To R. for his many interesting ORIENTAL SAYINGS, to C. for his NATURAL HISTORY, to the esteemed contributor of the GEMS, to P., and to all others who have helped us on through the revolution of the year.

The first number of the second volume will not be issued until the first Saturday of January 1853, in order to make a fair commencement with the year. Some slight alterations may be made in its arrangement, but the Family Herald will be found true to the principles upon which it started, and will commend itself to every family as one of the best, most pleasing and most instructive family papers in the Province. I have only to request that all desirous to commence the Second Volume will communicate the same to the Publisher, 54 Yonge Street; and that those who have not been called upon for their subscription for the 1st Volume, will be kind enough to remit before the end of the year. All money sent will be at the risk of the publisher. The Second Volume will be the same price—5s. paid in advance. An early attention to the latter part of this brief notice will oblige the

EDITOR.

### THE EMPIRE OF JAPAN.

In our brief sketch of this interesting country we reached the period at which the irrevocable idea of isolation was passed, a law which excluded all other nations from intercourse except the Dutch, who had through the intervention of William Adams, the English Pilot, obtained this privilege. Macfarlane says that Japanese tradition concurs with the early Dutch writers in representing the crisis as having been precipitated by the pride, rapacity and sensuality of the religious orders. "It is said that even the native converts were astonished, and grew impatient, when they saw that their spiritual fathers aimed not only at the salvation of their souls, but had an eye also to their money and lands, and that their pride was so great that they refused the prescribed marks of respect to men of the highest hereditary rank." . . . "Their neophytes with all the zeal of a recent conversion, not only told their countrymen that so long as they continued their heathen worship they had nothing to expect but eternal damnation, but they even proceeded to insult the donzes or priests, to overthrow their idols and pull down their temples." Persecution, as a necessary result, followed this outrage; but on these matters we do not love

to dwell. The part which the Dutch took in the war of extermination was very discreditably to themselves whatever extenuation may be urged. According to the most moderate estimate, there fell on both sides in this war of creeds 40,000 men,—although it is stated at perhaps double that number,—and so enraged were the authorities that over the vast common grave at Firando, this impious inscription was raised,—"So long as the sun shall warm the earth, let no christian be so bold as to come to Japan; and let all know that the King of Spain himself, or the Christian's God, or the Great God of all, if he violate this command, shall pay for it with his head." The Dutch, although they meanly assisted in this wholesale destruction, did not profit by it as they had imagined, for they were looked upon as a despised set of traffickers, and as the Portuguese religion was believed to be christianity, the Dutch were obliged to declare that they were not christians in order to escape being involved in a common ruin with the Portuguese. Yet mistrust and jealousy increased from that time, and in 1641, only two years after the expulsion of the Portuguese, the Dutch were ordered to quit their comfortable factory at Firando and confine themselves to the small islet of Desima, there to undergo an almost perpetual imprisonment. This little artificial islet is about 600 feet in length and 240 in breadth. It is shaped like a fan, and is joined to the island and town of Nagasaki, by a small stone bridge, at the end of which is a strong Japan guard house, with soldiers constantly on duty, to see that none enter or come out without license. In the harbour thirteen high posts are placed at regular distances from each other with small wooden tablets affixed to them, on which is the government order prohibiting any boat or person to pass the said posts or come near the Dutch quarters under a severe penalty. The whole islet is fenced in and surmounted with a double row of iron spikes, and they are subjected to a most debasing species of surveillance, at all hours, and are condemned to live a life of celibacy, no female being allowed to arrive on board the annual vessel. Such is the miserable state to which the Dutch reduced themselves by their anxiety to outstrip the Portuguese in the race for the monopoly of the trade of Japan. The slight connection which England has had with that Empire has been of a far more honorable kind, and would almost induce the hope that if the English could by any means be represented at Court as being now entirely free from any connection with any of the European nations, the memory of Adams might still operate as a charm to grant them that freedom of intercourse which America now seems to demand. The two letters which Adams wrote,—and from which we have already made several extracts,—were conveyed to London and submitted to the "Worshipful Fellowship of the Merchants of London, trading to the East Indies."—This was the original title of that powerful association known as "The Honorable East India Company."—The letters attracted considerable attention, and Captain John Saris, in command of the ship *Clove*, with the royal commission, and presents from King James I., to the Emperor of Japan, came to anchor in the bay of Firando on the 11th June, 1613, scarcely two years after the date of Adams's letters. Captain Saris immediately put himself in communication with Adams, and several most jovial

meetings ensued with the King of that Island. In the month of August, General Saris, accompanied by Adams, set out for the Imperial court at Jeddo, and through the admirable diplomacy of Adams, a commercial treaty was granted to the English, giving "free license to the King of England's subjects, Sir Thomas Smith, Governor, and Company of the East India Merchants, for ever, safely to come into any of the ports of the Empire of Japan, with their ships and merchandise without hindrance to them or their goods; and to abide, buy, sell and barter, according to their own manner with all nations, and to tarry so long as they will, and depart at their pleasure." Their goods were exempt from all manner of customs duties, and they were privileged to build houses in any part of the Empire, and all English subjects were exempted from the summary process of Japanese law. Three years afterwards these privileges were somewhat modified, and in 1823, after having expended about £40,000 in endeavoring to form a trade, the East India Company abandoned the project, perhaps prematurely. But it was well that they had been long quit of the Empire before the terrible persecution, civil war, and slaughter took place. It would have been a bitter reflection had they in any wise participated in that dread calamity, and thus tarnished the noble name of the good English pilot. In 1873, fifty years after the abandonment of the trade, an English ship was sent to attempt a revival of intercourse, but the fatal law had previously been passed and the first question that was put by the Japanese was—"Is not the English King married to a daughter of the King of Portugal?" It so happened that Charles II had married the Portuguese Infanta, Catharine of Braganza twelve years before, and the Dutch having communicated the fact to the Japanese; this alliance with a hated nation was so decided a barrier to a renewal of intercourse, that the English were peremptorily told they must sail with the first fair wind. It was thought by the East India Company that this effort at a renewal of commerce was thwarted almost entirely by Dutch jealousy. In 1791 another unsuccessful attempt was made, and again in 1803. In 1818 Captain Gordon, of the British Navy, entered the bay of Jeddo, in a little brig of 65 tons, but he was not more successful. Various expeditions have been made by Russia with a similar intent, but not with more success. Now, however, the growth of the whale fishery in the Pacific, has caused more frequent resort to the coasts of this empire, and in 1846, the United States made an attempt to open negotiations with the Court of Japan. The *Columbus*, of ninety guns, Commodore Biddle and the United States frigate *Vincennes*, arrived in the bay of Jeddo, on the 20th of July, but after some attempt at diplomacy, they received the same determined answer—"No trade can be allowed with any foreign nation except Holland." It has become a question whether any nation barbarous or civilized can isolate itself from all other nations, and shut her ports and harbours, either as ports for commerce, or havens of refuge for the unfortunate mariner, who may be buffeted by storms in those dangerous seas. The general opinion is that no nation can be allowed to do so, to suit its own immediate purposes, and the United States have determined that as Japan, upon the high road of nations, the Empire cannot be longer left as an impediment. Negotiation seems to

them unavoidable and for this purpose they have fitted out a large fleet, which was expected to sail about the first of this month, under Commodore Perry. The following is given as the force of the squadron:

VESSELS.	TONS.	GUNS.	MEN.
Vermont, 3000 tons.	-	26	800
Mississippi, steam-frigate.	1,700 tons.	-	375
Snouquehanna, do	2,000 tons.	-	350
Princeton, do	1,200 tons.	-	180
Alleghany, do	1,100 tons.	-	180
Saratoga, sloop-of-war, 1st. class.	-	22	180
St. Mary's do do	-	22	190
Vincennes do do	-	22	190
Racco, frigate Macedonian.	-	22	450
Brig of war, Porpoise.	-	10	120
Storeship Southampton. 32-lb guns.	-	4	-
Do. Lexington. do	-	4	-
Do. Talbot. do	-	4	-
Total number of men	-	-	3,045

To the above total of the ship's companies are to be added 700 marines, which, with the complement of the storeships, officers, scientific corps, and others attached to the expedition, will make an effective force of 4000 men, and above 330 guns, mostly heavy ordnance. The steamers are each to mount a couple of Paishian shell guns of the largest calibre, placed on revolving trucks, so as to sweep the horizon. These guns are intended to be used for the discharge of shells of 68 and 120 lbs. each and long 42", making 22 guns to each steamer. Each ship is provided with two brass 24-lb. field pieces, to be used for shells or canister shot. The Mississippi will be the flag ship of Commodore Perry. The *Racco* Macedonian is to carry twenty 8 inch and two 10 inch shell guns, the latter mounted on railways. The sloops of war and the brig *Porpoise* are to mount long 32 pounders. The *Vermont* will mount long 42's on her lower deck, long 22's on her second tier, and short 18's on her upper deck. The expedition is to carry out a magnetic telegraph, a locomotive and railway cars, and many other productions of modern civilization, that are doubtless intended to "astonish the natives."

Such is the most recent attempt to repeal the law of 1637. We hope that the negotiations will be conducted with prudence, although we have little faith in any such attempts to force a commerce. No end however allowed, can justify the despatch of this fearful amount of destructive force, if more is intended than merely to act on the defensive while negotiations are pending. We would not wish to see America bending in lowly subjection to a heathen emperor for liberty to trade with his subjects, neither would we wish to see that great power so regardless of that noble declaration of which they are so justly proud, "that all men are created equal, and are endowed by their Creator with certain inalienable rights,—life, liberty, and the pursuit of happiness" seeing that the Japanese has equally the same right that the American has to take this as his charter. It has been too much the practice for nations to go forth on their civilizing expeditions with the sword in one hand and the Bible in the other; but such was not the course adopted by the primitive Christians, and St. Paul himself lived to say that all Asia had heard the Gospel. Was Elijah the Tishbite a fabulous being, or did he verily pray, "that it might not rain upon the earth, and it rained not for the space of three years and six months. And he prayed again and the heavens gave rain. Was it actually true that a heathen ruler sent for the Apostle Peter to hear from his lips the way of salvation, and that Paul in a vision saw a man of Macedonia who beckoned unto him to come over and help them? If these are facts, and who can successfully dispute them, what kind of a miserable commentary

on these passages is this Japan expedition, and the expectations it has already excited. The November number of his "*Charleston Gospel Messenger*," S. C. a work published under the superintendence of the Bishop of the Looses, says, page 234,

"It is the government which is jealous both of the extension of commerce and the introduction of the Christian religion as endangering its own stability. It is possible, though at present not at all probable, that this jealousy may be overcome. Should this be brought about in the course of God's providence (that is by this expedition,) and we have seen things as strange in our day, the Church ought to be ready for the emergency. A Bishop and a corps of twenty or thirty priests and deacons should be sent at once to take possession of the country in the name of Him who has commanded us to 'preach the Gospel to every creature. It seem to us that Japan would be the finest missionary ground under the sun."

Now this is just the old Portuguese absurdity over again. Xavier and his companions were contented to teach the people and to convert them to their own faith, but they were speedily followed by others who could not conscientiously apply to themselves the words of Paul, "I have coveted no man's silver, or gold, or apparel" and consequently they were very justly turned adrift. But all the experience of the past has not read a lesson to this "Protestant Episcopal Register" for the first thing they conceive necessary is to take possession of the country and then go to work to make the people believe that all is done for their benefit.

Literary Notices.

BLACKWOOD for November.—New-York: Leonard & S. Ott. Toronto: T. Maclear.

The contents of this venerable Monthly are: The Golden Age, a Poem; Kate Stewart, a true Story, conclusion, Fictions for French Firesides; The Restraintive Limits of Foreign Countries, My Novel, or Varieties in English Literature; The Pilgrimage of Flagellants; Queen Mary, A Moral from Walter; and The Holidays. These are all written in the usual attractive style. Blackwood announces the publication of the first volume of a new work from the pen of Sir Archibald Alison, entitled "*The History of Europe from the fall of Napoleon in 1815 to the accession of Louis Napoleon in 1852*" It differs from his former great work in so far as that its "heroes are not the commanders of armies, but the leaders of thought; the theatre of its combat is not the tamed field but the peaceful forum."

THE ANGO AMERICAN MAGAZINE.—December.—Toronto: T. Maclear.

This number completes the first volume of Maclear's new Monthly, and it is only justice to say that each succeeding number has excelled its predecessor in its selections, style of arrangement, and quality of paper. We have not yet become reconciled to the absurdities in the Editor's Shanty, nor even has a perusal of his latest issue superinduced a more favorable impression regarding the chronicles of *Dreep Daily*; but this number contains several well written articles, Forest Gleanings, and the Duke's Daughter, from the pen of Mrs. Trail, will be read with pleasure by all. The illustrations in this number are: A Fashion Plate; Bust of the Duke of Wellington; and, A View of Port Hope. These Engravings are very well executed and

are very far superior to anything that appears in Harper, as far as execution is concerned. In the next number Mr. Maclean contemplates commencing a history of the American War. We hope that it will be written with that enlightened liberality of feeling, and that freedom from local or national prejudice which such a work demands.

**TRAVELER'S REVIEW.**—October. New York: Leonard & Scott. Toronto: T. Macfar.

The contents of this number are Joseph de Maistre; Life and Letters of Mr. Justice Story; Japan; Traits of the Jewish Peasantry; Cholera and Quarantine; Pard's Life of Marie de Medici; Representative Reform; Artillery and Ships of War; The Slave Trade and Free Trade. Some of these papers are most ably written.

**HARPER'S MAGAZINE.** December. — New York: Harper & Brothers. Toronto: A. H. Armour & Co., and G. Fletcher.

This number commences the sixth volume of Harper's Magazine, which the publishers say has already reached a circulation of more than 100,000 copies monthly, and is increasing. It opens with a sketch of Washington city by Anne R. Lynch, very elaborately illustrated. Australia and its Gold, by Alfred H. Guernsey is also well illustrated. Napoleon Bonaparte by Abbott is continued, accompanied by six engravings. There is one other illustrated paper—a biography of Daniel Webster, with two portraits of the great Statesman, taken at different epochs. His birth-place, residence at Marshfield, Webster at Marshfield, and Marshfield Farm. In all there are upwards of 40 illustrations in this number, exclusive of the engravings; but they are unmeaning productions, the off-shoots of a depraved mind. This of course forms a very appropriate time for new subscribers, and the very fact that 100,000 people buy the book, and some 600,000 read, may induce many more to follow in the fashion.

**SPECTATOR BRITISH ELOQUENCE.** New York: Harper & Brothers. Toronto: A. H. Armour & Co.

The best recommendation of this book will be given when we say that it embraces the best speeches entire of the most eminent orators of Great Britain, for the last two centuries; with sketches of their lives, an estimate of their genius, and notes critical and explanatory, by C. A. Goodrich D.D. This book consisting of 950 pages beautifully printed will afford more real pleasure in its perusal than can be appreciated by any mere comparison with the literature of the day. We have here some of the noblest treasures of eloquence ever given to the world, collated, and introduced, with biographical sketches of the orators, and rendered doubly interesting by the critical and explanatory notes so judiciously prepared. We have entire speeches from Brougham, Mackintosh, Canning, Curran, Erskine, Fox, Sheridan, Burke, Pitt, Chatham, and others, which dignify humanity. We have four speeches of Erskine, which are warmly recommended to the general student; his arguments in the cases of Lord George Gordon, of the D and of St. Asaph, of Hardy, and of Hadfield. "As specimens of acute and powerful reasoning, enlivened occasionally by glowing eloquence, they are among the finest efforts of genius in our language. Such productions, as Johnson said of a

similar class of writings, are 'bark and steel' to the mind." There is also his Indian Chief, a passage which verges more toward poetry than anything in our language. But this is only one of the noble names which this book contains, and which we hope will become a household work throughout the country. We warmly congratulate Dr. Goodrich on the success of his labours. He has conferred a lasting benefit on his country. May he long live to enjoy the sweet and pleasing reminiscences with which such a labour will ever refresh the mind.

#### GENE.

**BLASPHEMY TO BE PUNISHED BY THE JUDGE.**—Undoubtedly that Religion which vents itself in blasphemy or sacrilege maliciously shocking the religious feelings of society, is not a moral sin simply, but a proper crime, as it is a fertile source of commotion and insubordination. Hence it is just that States should by law prohibit and punish such offences against religion. It is plain, however, that they may not justly reckon a man a blasphemer merely because he utters opinions which the neighbourhood or the public regard as blasphemous. The crime consists in the design and mode of utterance, and is committed only by one who from positiveness to those around him, or with unjust regardlessness of their feelings, defames, ridicules, or insults the object of their faith or worship. For in a true juridical view, it is not the uttering of false religious opinions that is criminal, but the uttering of religious opinions, whether true or false, with a design to give pain, and in an irritating and offensive manner. Hence a sound code of laws will at once protect as a fair use of social freedom, every sober declaration of the wildest religious error, and treat as criminal every turbulent assertion of the most undoubted religious truth. In this respect the body politic differs from the church, the civilian from the theologian. With the latter the criterion of blasphemy

the essential nature, as true or false, of the sentiments expressed; with the former, it is the mode of uttering them, as they affect the peace of the surrounding society. In the opinion of the church, only one religion can be profaned; but the State is bound to hold that all the religions professed by its subjects may, in turn, be the objects of this crime.—A. C. Dick, Esq., on the Nature and Office of the State.

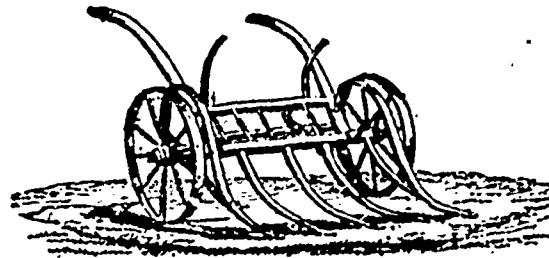
**QUEST.**—Would it be either a sin or a crime to transfer the above passage into a sermon for the 12th of July?

**DOCTORS DIFFER.**—In the year 1633, the doctrines of Galileo that the Earth turns on its axis, and moves round the sun was condemned by the authority of the Pope, as heretical. It may be consolatory for its reader to be informed that the Pope in 1871 repealed a censure on the Earth for moving round the sun thirty one times, and also turned on its own axis thirty one years freed from the danger of the papal ban.—The Jansenists by S. P. Trevellet, J. L. D.

**CRUISE DISCOVERY OF COVERDALE'S BIBLE.**—A copy of the first complete edition of the English Bible, printed by Miles Coverdale, bearing the date 1535, was accidentally discovered a short time since, in the false bottom of an old oak chest, at Holkham Hall, Norfolk, the seat of the Earl of Leicester. There are numerous imperfect copies of this edition of the Holy Scriptures in existence, two being deposited in the library of the British Museum, one in the Bodleian Library at Oxford, one in the Cambridge University Library, and in fact most of the great libraries and public institutions in England as well as many private individuals possess a volume. The copy now brought to light is the most valuable specimen of Miles Coverdale's labors hitherto known, being in every respect perfect, whereas all the other volumes enumerated are deficient of many leaves both at the beginning and the end. The proprietor at Holkham has had the book appropriately bound and enclosed in an oak box, and it now graces the shelves of his magnificent library. A London bookseller is said to have offered \$500 for this bibliographical treasure.

#### Agriculture.

##### BROWN'S PATENT GRAIN RAKE.



This new implement for raking and binding grain has been invented and patented by Mr. W. Brown of Toronto, and is manufactured by him here and sold for six dollars. It is a very simple and ingenious implement, and will be found well adapted for the purpose for which it is provided. It is almost entirely made of wood, so that any mechanic can easily put it in repair; but from the simplicity of its construction it may be worked for many years without any danger of its going wrong. It will be observed by the cut that it has five teeth, these are so bent as to throw up the grain, and when a sufficient quantity has been raked up to form a sheaf, there is a step which is worked by the foot for the purpose of holding it until it is bound. By this means it is an improvement on the American Grain Rake, as it not only gathers the grain, but throws it up for binding, and where grain is ripe it does not get thrashed out by being gathered with this rake as it does with the common hand rake. With this implement one man will follow two cradlers with more ease, and do the work more cleanly, than one man with a common rake will follow one cradler. In one harvest, it will far more than pay its life.

There is at present flourishing in the highly-cultivated and productive garden of Lieutenant Campbell of Rear Bank, Campbelltown, an apple graft, which has this season made the extraordinary growth of four feet six inches. What gives a peculiar interest to this vigorous shoot, is the fact that it is the scion of a transatlantic parent, being one of several slips sent from Canada. In December last, by Thomas H. McKenzie, Esq., of Dundas, a native of Ardersier, and a gentleman who feels a lively interest in the improvement of his native parish. The slip, after its voyage across the Atlantic, was stuck into the earth to preserve its molitura, where it remained for two months. At the usual grafting period in March, it was inserted into a Scottish stock, and its thriving state shows the fostering care which has attended its adoption. Other grafts of the same importation are thriving well in the parish, but none come near the one mentioned in vigorous growth.—*Interests Courier.*

Biographical Calendar.

Dec. 5	1764	D. K. Nuttman, born.
	1791	Wolfgang Mozart, died.
" 6	1608	General Monk, born.
	1737	Sir David Dalry, born.
	1788	Rev. R. H. Barham, born.
	1834	Rev. Edward Irving, died.
" 7	1542	Mary, Queen of Scots, born.
	1683	Algernon Sidney, executed.
	1784	Allan Cunningham, born.
	1815	Marsial Ney, shot.
	1826	John Fitzgibbon, died.
" 8	1643	John Pym, died.
	1078	Horace, Lord Walpole, born.
	169	Richard Baxter died.
	1746	Earl of Dorsetwater executed.
" 9	1662	John Milton born.
	1567	Rev. Wm. Whitton born.
	1674	Lord Clarendon died.
" 10	1747	Duncan Forbes died.
	1812	General Lord Hill, died.
		Dr. Milford died.
" 11	1718	Charles XII of Sweden died.
	1732	John Gray died.
	1781	Sir Richard Upwater born.

Duncan Forbes, Lord Forbes, a celebrated lawyer and distinguished Judge, was born of a respectable family at Cullspden, in Invernesshire, in the year 1685. Though naturally inclining to the profession of arms, his talents were already so conspicuous that he was prevailed on to study law, moved to it also by a desire to support the credit of his family, which was then straitened. Admitted to the Scottish Bar, he soon obtained great encouragement, but never prostituted the nervous and persuasive eloquence, for which he was no doubt, to support an unworthy cause. That, with a generous contempt of money, soon made him eminently distinguished, and in 1717 he was appointed Solicitor General for Scotland. Soon afterwards he was elected a member of the Imperial Parliament; a trust which he discharged with so much honour and fidelity, as to obtain the thanks of his constituents and the favour of his Sovereign who, in 1725, nominated him to the dignified office of Lord Advocate. As he advanced in years his usefulness increased; and his great capacity, and unsullied reputation were the sole reasons assigned for his exaltation, to the President's Chair, which he filled as creditably. But his patriotism and loyalty were equally conspicuous; and in no instance more than during the rebellions in 1715 and 1745;—witness his celebrated letter to Lord Lovat, who was afterwards beheaded for high treason. He was also a good Hebrew scholar, as is evident from his 'Letters to a Bishop.' He wrote also 'Reflections on Infidelity,' and 'Thoughts on natural and revealed Religion.' After a life devoted to honour and virtue he died Dec. 10, 1747, universally regretted.—*Virtu.*

Miscellaneous.

PASSING BAD MONEY

Two men named Freeman were brought up at the Police Court on Monday, charged with passing bad money in the purchase of a pair of horses from a gentleman named Henderson, residing at Port Hope. The horses were valued at £75, for which the prisoners paid \$225 in cash, and a watch valued at \$75. Shortly afterwards Mr. Henderson found that the notes, which were from the Farmers' and Merchants' Bank of the District of Columbia, were of no value, the bank having ceased to operate. They were bound over for further examination.

THE ARCTIC REGIONS.

The Isabel screw steamer, Commander Inglefield R.N., has returned from the Arctic regions, after an absence of four months, having explored the whole north coast of Baffin's Bay and the various inlets and channels leading out of it, beginning with Wolstenholm Sound and Whal Sound which latter presented two large openings to the northward—Smith Sound, at the head of Baffin's Bay, long considered as a promising field for discovery—Jones's Sound, which was penetrated as far as 55° west longitude, very far beyond any preceding exhibition, the west side of Davis's Strait. It is now demonstrated that Franklin has not been driven into Baffin's Bay from the north, nor been wrecked within that part of the Arctic region, nor proceeded in any other direction than that long since pointed out. So that now and for ever, the absurd and frightful theories of catastrophe and disaster, which some have delighted to urge, are exploded, and we may direct our individual attention towards the quarter whither Sir Edward Belcher is pressing forward under circumstances the most favourable that can be desired.

Captain Penny, at a recent meeting of the Geographical Society, proposed that two steamers be dispatched to Behring's Straits, so that they should be early on the ground to take advantage of the land ice. That they should pass along the Asiatic shore through the strait formed by Cape Yakan and the land seen by Wrangell and her Majesty's steamer Herald, into the Arctic Basin, where an extensive sea must exist in the months of June, July, August and September. Any one can easily conceive what an extensive search would be accomplished in four months by traversing in every direction that was open. The whole distance from Cape Farewell to Baffin's Bay, although one thousand miles, is icebound in April, but in August frequently not a piece of ice is to be seen. If now you will turn your attention to the north end of Spitzbergen, and lay down by compass one thousand miles, you will see that it will reach New Siberia and the Asiatic shore. This proves unquestionably that a large sea must exist even to the Pole. And who is he that would not be proud to see the flag of our beloved Queen floating upon it. With these facts before us, we should urge upon the government the adoption of Mr. P. termant's Nova Zymbia route, the practicability of which he so clearly demonstrates, and which possesses such great advantages of commercial wealth to this nation. I would suggest that a small screw steamer, of a light draught of water, not more than six feet, be likewise dispatched to Captain Maclure to search along the American shore in order to watch over the brave men on board the Enterprise and Investigator, who have become second Fathers. Likewise Dr. Rae should be despatched again along the Victoria Land towards Banks' Land to watch that coast for the arrival of the same party, since Captain Maclure and his crew will probably be compelled to abandon his vessel in the spring. I have this day received a letter from Stromness, which informs me that twelve American seamen who left their ship and wintered in an inlet discovered by me on the west side of Davis's Strait have killed thirteen whales during the season, an amount of food upon which Franklin and his whole crew might have subsisted during the whole time he has been absent. With these valuable facts before us and such inducements, is England to lag behind in the solution of the greatest geographical problem of the last three centuries, and which by the aid of steam power might now be happily resolved?

MY SPIRIT'S HOME.

Where is the home my spirit seeks,  
And this world of sin and care,  
Whom even joy of ocean speaks,  
And I wish to bid every where  
I find not my fading love,  
My weeping soul can find repose,  
For weapons lurk beneath its bowers,  
And thine surround its fairest bowers.

The home of earth is not for me,  
I feel my spirit's dwelling here,  
The eye of faith alone can see  
Its glory rises to tread the skies;  
The ear of faith alone can hear  
The music of its ceaseless song,  
As near to each passing year  
Its angel-chorus rolls along.

There is the home my spirit seeks,  
Above the fabled stars on high,  
Where not a note of discord breaks,  
The silver chain of harmony;  
Where light without a shadow lies,  
And joy can speak without a tear,  
And death alone—the transient dies,  
And home my spirit seeks is there!

M. Y. G.

Varieties.

It is stated that the Malin Law has been petitioned for in Canada by 62,000 persons.

Harvard, the artist, has arrived in New York from Europe.

Sobriety, temperance and tranquillity, are nature's best physicians.

Lord Rglinton has been elected Lord Rector of the Glasgow University.

A Telegraphic Line is contemplated, for 900 or 1,000 miles, to the Island of Cuba.

Always turn a deaf ear to a slanderous report, and lay no charge against any one unless it is well founded.

Mr. Green, a reformed gambler, is delivering lectures in Montreal, illustrative of his former career.

The Baltimore Sun says, G. P. R. James, the novelist, has arrived at Norfolk to assume the duties of British Consul.

The Paris Star says that the village of Wagon, in the township of Blenheim, will hereafter be known as Wolveston. It contains a Post Office.

Messrs. Gzowski & Co., contractors for the Toronto and Guelph Railway, have opened an office in town at the Albany Chambers, King Street.

The Hon. Mr. W. Robinson has been appointed Commissioner of the Canada Company in this Province in place of J. M. Jones, Esq., who retires on a pension.

The new monster telescope of Rev. Mr. Craig, in England, has revealed the fact that what was supposed to be Saturn's rings, are not rings at all, but in reality arches of the most perfect geometrical formation.

An interesting little girl of ten years of age, in Nashua, N. H., was so badly frightened recently by a man disguised in a mask, at a window she was passing, that an affection of the brain ensued, of which she died.

It is now said by the Washington correspondent of the New York Courier and Enquirer that the Japan Expo it on, will sail, and in detachments. All the officers have been ordered to report themselves at Norfolk, by the first of December.

The Cleveland Herald says that New York was over a far off city, cut off by four days' staging, and twenty-six hours of railroading, over a flat rail, variegated with sundry snakeheads. Now, we can breakfast in Cleveland and sup in Cincinnati or Pittsburgh, and leaving Cleveland the same day, find ourselves lodged in the New York.

The Limerick Examiner states that the Rev. Eugene McAmare, a Roman Catholic clergyman, native of Clare, has recently died in Paris, leaving property to the amount of £48,000, which Mr. Murphy, a solicitor is gone over to look after on behalf of a brother of the deceased, "a very well-conducted and meritorious member of the Irish constabulary."

ADVERTISEMENTS.

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**CHAMOMILE CORDIAL.**

THIS Cordial, as its name announces, is prepared scientifically by a Member of the Pharmaceutical Society of Great Britain, from the Flowers of Chamomile and other vegetable ingredients, imported expressly from England. Not only as a Tonic does it stand unrivalled, but its peculiar medicinal virtues have acquired a justly celebrated reputation, surpassing the famed Sarsaparilla, to which, in point of richness of taste and flavor, as well as in practical efficacy, it is incomparably superior.

These inestimable virtues, while fully preserved, are more delicately concentrated and developed in the Cordial, which from its transparency and golden colour, resembles Wine, and as such may be used at discretion. The flavor is fresh and fragrant, and the taste most grateful and unexciting, either to the lady, the Temperance advocate, or fastidious connoisseur.

TESTIMONIALS:

Toronto, June 29th, 1852.

Messrs. REXFORD & Co.,

GENTLEMEN.—We have tasted the Sample Bottle, with which you favored us, of your "Compound Chamomile Cordial," and find it as you describe, fragrant and agreeable to the palate, and consider it an excellent Preparation for the use of the valuable Tonic Properties of the Flowers of Chamomile.

We are, &c.,

GEORGE HERRICK, M.D.  
 JOHN KING, M.D.

77 Bay Street, Toronto, June 29, 1852.

GENTLEMEN.—I duly received and have tried the sample of Compound Chamomile Cordial, which you sent me.

Aware of the manner in which you prepare it, and of the nature and quality of the ingredients which you employ in its manufacture, I cannot object to express to you in my writing my opinion of it, which I should not hesitate to do under different circumstances.

I consider it a very elegant Pharmaceutical Preparation, susceptible of being made exceedingly useful in a dietetical as well as the therapeutic point of view. It will serve as an excellent substitute for much of the trash which is purchased as Wine for the use of Invalids; and will also prove an excellent medium for the agreeable conveyance of remedies which, without some auxiliaries, are often rebelled against and rejected by the stomach.

I am, Gentlemen,

Yours, &c.,

FRANCIS BADGLIN, M. D.

Messrs. Rexford, & Co.

Hamilton, July 2nd, 1852.

Messrs. REXFORD & Co.,

GENTLEMEN.—I duly received and have tried the Sample of "Compound Chamomile Cordial" which you sent me. I consider it a very elegant Preparation, and useful in all cases where a mild Tonic is required, more especially in cases of Dyspepsia, and the weakness of the Stomach; it being very agreeable to taste, can be taken by any one.

I am, &c.,

THOMAS DUGAN,  
*Surgeon.*

London, C. W., June 18th, 1852.

Messrs. REXFORD & Co.,

GENTLEMEN.—I have received the Sample Bottle of your "Compound Chamomile Cordial," and consider it a beautiful as well as highly palatable preparation. The quantity and peculiar bitter flavor, in which lies the essential Medicinal qualities, appear to be largely infused and well preserved; and as this vegetable Tonic is highly beneficial in those forms of Dyspepsia, depending on debility, or want of tone of the digestive organs, (the form most frequently met with on this continent,) your Cordial will, I doubt not, form an inestimable addition to our Pharmacopœia.

From the knowledge possessed by me of Mr. Rexford, and his very high reputation as a Pharmaceutical Chemist, I feel much pleasure in confidently recommending his preparation of this valuable Tonic to my Professional Brethren, and to the public, as a delightful and invigorating Cordial.

I am, Yours, &c.,

GEORGE HOLME,  
*Surgeon.*

Messrs. REXFORD & Co. Toronto.

GENTLEMEN.—I have no hesitation in expressing to you my personal appreciation of your "Compound Chamomile Cordial." The Tonic properties of the Flowers of Chamomile, with which it is finely blended, are so universally acknowledged, and the Medicinal qualities of that vegetable ingredient so fully admitted in Dyspeptic complaints, that I consider the idea of administering it in the pleasing form of a Cordial, most happy; and

in the case of your preparation, so successful, that it cannot fail to be a favorite with the public.

H. MOUNT, M.D.,

Member of the Royal College of Surgeons, England.

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WESTERN ASSURANCE COMPANY OFFICE,  
 Toronto, December 4, 1852.

NOTICE is hereby given that the President and Board of Directors, have this day, declared a dividend to the Stockholders in the Western Assurance Company, of TEN per cent, for the year ending 30th November, 1852, payable at the Company's Office, on and after the 22nd day of December inst.; with a Bonus of TWENTY-FIVE per cent, to be added to the paid up Capital.

By order,

ROBERT STANTON,  
*Secretary & Treasurer.*

116a

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- Littell's Living Age,
- Harper's Magazine,
- Satanstoe Union " "
- Constitution and Church Sentinel,
- Dublin Newscaster,
- Globe,
- Colonist, " "
- Patriot, " "
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- Canadian Family Herald,
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C. FLETCHER.

Toronto, January 8th, 1852.

6-68

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TERMS—CASH.

CHARLES FLETCHER.

Toronto, January 8th, 1852.

6-28

THE

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