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THE WEEKLY EXPOSITOR,

AUDI ALTERAM PARTEM.

OR REFORMER OF PUBLIC ABUSES,

AND RAILWAY AND MINING INTELLIGENCER.

VOL. 1.] MONTREAL, THURSDAY, OCTOBER 1, 1846. [No. 7.

LITERATURE.

EIGHT YEARS IN CANADA, &c.

By the Author of "Ecarte," &c.

DE OMNIBUS REBUS ET QUIBUSDAM ALIIS.

[A difficulty of arrangement having occurred with the only two London publishers to whom the following pages have been submitted, the Author has decided on reversing the usual practice, and publishing in Canada first; thus affording that means of direct communication with other metropolitan publishers, which his absence from London renders a matter of much inconvenience. It will be borne in mind, therefore, by the Canadian reader, that what is now offered to his perusal was, intended for an English public.]

CHAPTER III.

The season of my arrival in Canada, was not one of a nature to impress me favorably with the scenery near which my infant days had been cradled. The waters of the Niagara looked cold, dark, and sullen. The banks, high, and in many parts precipitous, were yet unclothed with verdure. The trees of a gray and dingy color, were without even the promise of a leaf, and, in short, the whole aspect of the country was monotonous and cheerless to a degree; while, to crown all that was unfavorable in the picture, the roads were in a condition little better than those over which I had travelled between Utica and Syracuse.

Along this road, and amid a scenery such as I have described, I accompanied a party from the residence of a younger brother, then member for the town of Niagara, in order to behold the reputedly greatest wonder of the world—the Falls. In these methought there would be ample recompense for every minor disappointment, and that the grandeur of the surrounding country would, in some measure, harmonize with the immensity of water, the dull roarings of which became, at each moment of my approach to them, more audible and distinct. The glowing descriptions which I had read in the publications of modern tourists, and particularly that of Fanny Kemble, had led me to suppose that a sentiment of mingled awe and admiration, would have been excited on my first view of the mighty torrent.—I confess I was disappointed. I felt admiration, but acknowledged no awe. I had expected to see the mass of water tumbling, foaming, from something like a height, and threatening, at every moment, to enshroud the spectator in one huge sheet of prismatic spray, and to plunge him into the vortex which formed its bed; whereas, on gaining the table rock I remarked, a few feet below me, a large flat sheet of water, that gurgled, and hissed, and lashed itself into fury at its immediate point of descent, but which, as far as the eye could reach above, presented an almost unbroken uniformity of surface. It is this want of irregularity, added to the absence of corresponding scenery, that robs the Falls, in my estimation, of much of the imposing grandeur that otherwise attaches to them.—What would not be the effect upon the mind and the imagination, if the vast volume of water that necessarily lashes the gigantic rock, were to come bounding and leaping down amid the chain of Pyrenean mountains, the caps of which are so often lost in the dense clouds which overhang them. Then, indeed, might the never-sated eye acknowledge that nothing of grandeur or sublimity could be found in nature to surpass them.

But, although my first approach to the Falls was not marked by these astounding sensations declared to be inseparable from a sudden proximity to so vast and so magnificent a sheet of water, I confess that the longer I lingered near them, the more was I filled with astonishment at their immensity. From the first creation of the world this vast tide of fresh and impetuous water had, in all probability, continued to pour forth its mighty strength into the boiling cauldon below, and yet the predominant feeling of the spectator is a desire to comprehend whence are derived the absolute seas which in endless succession leap, hiss, reel, dance, and then as it were recovering themselves from the dizziness produced by their fall, move rapidly on to the whirlpool, where being subject to the same rapid and rotatory motion, they at length issue purified and calm and after mingling with the waters of the great Lake Ontario, pursue their onward course through the St. Lawrence, and finally empty themselves into the Ocean.—And whence indeed, and where the source of that incomprehensible volume of fresh water, unimpregnated with one saline particle? True it comes immediately from Lake Erie—from Lakes St. Clair, and Huron beyond that, and originally from the majestic Superior itself; but how, again, are these fed? Unsupplied from other sources of commensurate magnitude, a few short years would suffice to drain off the whole of the waters of those lakes, and yet so mysteriously renewed are they that, instead of any declination of the rivers of the West, I, after an absence of nearly twenty-five years, found that they had every where overstepped their former boundaries, and, in some instances, even had swept away dwelling-houses once familiar to my infancy, and which I looked for in vain. Whence, then, I repeat, does this great and incomprehensible mass of living water derive its being? The only true answer is to be found in the following extract from a work, entitled "Christian Philosophy," by Dick, which fully explains the phenomenon:—

"Water has been ascertained to be a compound body, formed by the union of two different kinds of air, oxgen and hydrogen. It has the property of becoming, in certain cases, much lighter than air; though in its natural liquid state it is eight hundred times heavier than that fluid, and has also the property of afterwards resuming its natural weight. Were it not for this property, evaporation could not be produced; and, consequently, no clouds, rain, or dew, could be formed, to water and fertilize the different regions of the earth. But, in consequence of this wonderful property, the ocean becomes an inexhaustible cistern to our world. From its expansive surface are extracted those vapors which supply the rivers, and nourish the vegetable productions of every land. 'The air and the sun,' says an elegant writer, 'constitute the mighty engine, which works without intermission to raise the liquid treasure; while the clouds serve as so many aqueducts to convey them along the atmosphere, and distribute them at seasonable periods, and in regular proportions, through all the regions of the globe.'

"Notwithstanding the properties now stated, *motion was still required*, to secure all the advantages we now derive from the liquid element. Had the whole mass of waters been in a stagnant state, a thousand inconveniences and disastrous consequences would have ensued. But the All-wise Creator has impressed upon its various masses a circulating motion which preserves its purity, and widely extends its beneficial influence. The rills pour their liquid stores into the rivers, the rivers roll their watery treasures into the ocean; the waters of the ocean, by a vibratory motion, roll backwards and forwards every twelve hours, and by means of currents and the force of rivers, are kept in constant agitation. By the solar heat, a portion of these waters is carried up into the atmosphere, and, in the form of clouds, is conveyed by the winds over various regions, till it descends in rain and dew to supply the springs which run among the hills; so that there is a constant motion and circulation of the watery element, that it may serve as our agent for carrying on the various processes of nature, and for ministering to the wants of man and beast.

"In fine, were the waters in a perpetual state of stagnation, the filth of populous cities would be accumulated to a most unwholesome degree; the air would be filled with putrid exhalations, and the vegetable tribes would languish and die. Were they deprived of the property of being evaporated (in which state they occupy a space sixteen hundred times greater than in their liquid state) rain and dew could never be produced, and the earth would be turned into a 'dry and parched wilderness'; neither for use our clothes, when washed, could not be dried; and a variety of common operations, which now conduce to our convenience and comfort, could never be carried on. But the infinite wisdom of the Creator, foreseeing all the effects which could probably arise from these principles of nature, has effectually provided against such disasters, by arranging all things in number, weight, and measure, to subserve the benefi al ai ls for which they were ordained."

In accordance with the system above propounded, it is probable that, by reason of the exemption of the waters of America from that brackishness which is often to be discovered in rivulets and rivers which empty themselves into the sea, the lakes perform, for their own tributary streams, what ocean itself does for other parts of the world. The evaporation which rolls backwards and re-supplies their sources, comes from the vast lakes themselves, the currents of which are even less powerful than those of the Atlantic, and are consequently more predisposed to the evaporating process. That the lakes themselves are voluminous enough to purvey, in the manner above shown, to their own sustenance, will be evident to the European reader from the following statistics:—

"*Lake Superior* is 400 miles long, 80 wide, 900 feet deep, and contains 23,000 square miles. It is 594 feet above the level of tide water.

"*Lake Michigan* is 220 miles long, 60 miles wide, 1,000 feet deep and 578 feet above the tide water. It contains 22,000 square miles.

"*Lake Huron* is 240 miles long, 86 miles wide, 1,000 feet deep contains 20,000 square miles. It is 270 feet above the tide water. "and
"*Green Bay* is 105 miles long, 20 miles wide, and contains 2,000 square miles.
"*Lake Erie* is 240 miles long, 40 miles wide, 810 feet deep, and contains 9,000 square miles. It is 595 feet above tide water.
"*Lake Ontario* is 108 miles long, 25 miles wide, 500 feet deep, and contains 600 square miles. It is 232 feet above tide water.
"*Lake St. Clair* is 20 miles long, 14 miles wide, 20 feet deep, and contains 600 square miles. It is 570 feet above tide water.
"The American Lakes are computed to contain 1,700 cubic miles of water—more than half the fresh water on the globe."

From the above, for which I am indebted to a recent American compilation, it will be seen that the whole of the vast bodies of water here described, are, with the exception of Lake Ontario, situated beyond the Falls of Niagara, and consequently form the enormous tide—renewed without cessation—which has continued to leap for time immemorial down the stupendous precipice. There are many other Canadian, or rather American, lakes, which are not included in the above statistics, and these, although not composing any part of the mass which feeds the torrent, contribute, by their evaporating power, to afford nourishment to the whole.

There is, to those who are fond of looking over albums and scrap-books, and tracing the characters of men through their writings, plenty of food for this amusement in the host of manuscripts which are "strewed thick as leaves in Vallembrosa" on the tables of the visitors' room, which overlooks the Fall. Here the sensible and the silly, the witty and the witless, the grave, the gay, the refined, the vulgar, the daring, the timid, the saint, the infidel, the young, the old, the black, the white—in fine, every description, age, and shade of the human family—are wont to pour forth their effusions, and to "hyroglyphic" their names, until in the end such a *galamatias* of absurdity is offered to the eye that it is difficult for the educated stranger not to fancy that he has at length stumbled upon the written language of Babel. Among the most *distingués* of the names inserted in this "pot pourri," were those of Hamilton, Hall, the Kembles, Miss Martineau; and these will naturally tend, intermixed as they are with those of the ignobler mass, to the preservation of records which else might, for the credit of those who chiefly contribute to their formation, be as well committed to the flames, or tumbled into the Fall itself.

At the period of my arrival in Canada, the people were in a state of feverish excitement. The conduct of those, who, for a long series of years, had been aiming at the overthrow of British connexion, making certain assumed local grievances a pretext for the accomplishment of their guilty object, had created a most powerful and resolute feeling in the minds of the loyal portion of the inhabitants; while, on the other hand, the utter discomfiture of their plans, in the dispersion of the rebels and the flight of their principal leaders, led the vanquished party to cherish in silence a stubborn vindictiveness of feeling against their conquerors, which, although not openly avowed, was manifested in the ulterior policy pursued by their party.

Sir Allan M'Nab—the gallant, gay, and generous leader who had headed the flower of Canadian loyalty against the brigands at Navy Island—had, since the dispersion of that force, and the signal destruction of the Caroline steamer over the Falls of Niagara, returned home; and several of the leaders, taken in arms, were at that moment in the course of being tried at Toronto, where the Assizes were sitting. Among these were Lount, Mathews, and Theller: the former, an ex-Member of the Upper Canadian Parliament; the latter, a generalissimo of the Sympathizers, who had been taken on board the schooner Anne while in the act of bombarding the small and defenceless town of Amherstburgh, in the Western District. Theller conducted his defence in such a manner as to show that, not being a Canadian subject, he could not with propriety be charged with treasonable practices against the state, and therefore his life was spared; but both Lount and Mathews were sentenced to perish on the scaffold. I was present at this execution, which was conducted without any of that excitement which might naturally have been looked for at such a crisis, and it occurred to me that I had never seen two men more mean, or less qualified, in personal appearance at least, either to take the initiative in party, or to be made the objects of selection for a politically criminal procedure.

While in Toronto, I of course made an especial point of waiting upon Sir George Arthur, for the purpose of delivering into his hands the letter of introduction from Lord Glenelg, and explaining to him the circumstances under which the seal had been broken. Sir George received me, as he always subsequently did, with much courtesy, and after a good deal of conversation on the subject of the disturbed state of the country, promised, on my departure, that he would not fail to comply with his Lordship's wishes the moment that a favourable opportunity should offer. I dined with him that day, and, there being only a small party assembled, I confess that I have seldom been more favorably impressed than I was with the utter unpretendingness that pervaded his family circle. Lady Arthur, the mother of a fine youth (Aid-de-Camp to Sir George, and now a Captain in the 4th or King's Own) and several handsome and accomplished daughters, was still a remarkably good looking woman, and withal so seemingly exempt from that unhealthy vanity and pretension which is common to the wives of men clothed with authority, and so thoroughly and winningly amiable in her manner, that it was impossible not to feel regret when the hour for departure came. Of Sir George, I had, of course, previously heard much connected with his government of New South Wales; and although no one who understands anything of human society, and the paltry machinery by which it is regulated, can be ignorant that men of merit are sought to be abused in proportion to their worth, I was nevertheless desirous to observe if I could trace any evidence of that *hauteur* and unamiability of character, which they, who made so great an outcry against his tyranny, had ascribed to him. But, even while thoroughly persuaded that Sir George Arthur played the complete courtier in regard to myself, and had given a promise he never subsequently cared to trouble himself to perform, I must confess that, not only in his outward manner he was polished and urbane, but in the course of our several conversations he ever gave indication of much sensitiveness and feeling, and always manifested a desire to extend every humanity, consistent with the exigencies of the times, and the high responsibility of his office, towards the numerous *soi-disant* Patriots and Sympathizers, with whom most of the chief prisons of the province were at that time filled.

But let me be just: while I attribute to Sir George Arthur in difference in regard to the fulfilment of the favourable views of Lord Glenelg, I must admit that an appointment in Upper Canada was, at that moment, a matter of equal indifference to myself. I did not court it, I did not even wish it then; and it was principally with a view to secure his ulterior favour, in the event of my taking up my residence in Upper Canada, that I had submitted to him what, it was but natural to suppose, could not have been without strong influence and weight. Moreover, when later carrying that design into execution, and "pitching my tent" for a season in Upper Canada, I seriously renewed the application, Sir George assured me that had I, in the first instance, decided on remaining in the Western Province, he would have found less difficulty in giving me an appointment; but as I had been absent for so great a length of time, it had now become almost a matter of impossibility, there being then a most extensive list of applicants to be provided for. This excuse I received without remonstrance or further allusion to the subject; yet I could not but feel sensible, that had the inclination to appoint me not been wanting, a means might, sooner or latter, have been found.

On the day following my first interview with Sir George, I had the pleasure of dining with Mr. Robinson, the Chief Justice of the Upper Province—a man of high professional attainments and cultivated taste in literature—of great gentleness and urbanity of manner—of sound and penetrating judgment, and, last, but not least, of an unswerving loyalty to the Crown and love for British institutions, which are nowhere, in Canada, to be surpassed. In the earlier days of the present century this had been honorably tested. Mr. Robinson, then a student at law, was one of the small and gallant band of volunteers who, on the departure of General Brook for the theatre of war at the commencement of hostilities in 1812, had followed that daring leader in an enterprize which terminated in the capture of the American General Hull and his army, at Detroit. Our first acquaintance was formed on that occasion, when we both formed part of the guard of honor that took possession of the surrendered fort. But, *cedant arma togæ*. Time had changed the youthful soldier into the grave and courteous judge, while I on the other hand, had altered in nothing but in years.

The Chief Justice, who has a large and accomplished family, is one of the few people in Canada who entertain liberally. With him may be classed the gallant Knight of Dundurn (Sir Allan MacNab), Colonel Jarvis, Superintendant of Indian Affairs, also a resident of Toronto, and J. B. Marks, Esquire, of Barriefield, near Kingston, whose house may be truly affirmed to be the home of hospitality.

The weather, throughout the whole of the month of April, had continued very cold, and the vegetation was indicated only in small thin patches, and at intervals. Travelling at such a season, even in a steamboat, was not the most luxurious amusement in the world; however as Lord Durham was almost daily expected at Quebec, and as I was anxious to be at the Seat of Government at the moment of his arrival, I left Niagara towards the close of April, and, after a short but necessary detention in Montreal, soon found myself once more, beneath the formidable walls of this second Gibralter, or San Sebastian—Quebec.

I have elsewhere intimated that I had, on leaving England, been charged with a particular and confidential mission. It was that of furnishing political information to the "Times" newspaper. A short time previous to my departure from London, I had entered into arrangements with that influential journal, the proprietors of which had, through their professional agent, made me a most liberal offer. And this, even while apologizing for its smallness, both by reason of the fact that I was not coming to Canada expressely in their service, and because a correspondent was not of

particular moment to them in a country, furnishing intelligence through the medium of its own press. The "Times" will scarcely quarrel with me, particularly as the disclosure is made in no spirit of impugnment of its liberality, when I state that offer to have been three hundred sterling per annum, exclusive of passage money and travelling expenses, which made the whole amount in Canada to exceed four hundred pounds currency, and this for merely sending home some fifty letters in the year. Well may a paper so liberally conducted, command as it deservedly does, the support and respect of the whole world.

In consequence of my detention in Montreal, I did not reach Quebec until Lord Durham had been a day or two arrived. He had landed in great state—a state befitting the vice-regal character in which he came to govern the country, and his numerous and handsome equipages, and almost interminable baggage it required some days to put on shore and dispose of. Had my friend the Yankee agent who, on a recent occasion, did me the honor to mistake me for his Lordship, been present at the disembarkation of this "plunder," he would indeed have been considerably amazed.

His Excellency's first levee was held on the day that I reached Quebec, and as I could not get my baggage conveyed to the hotel to which I had been recommended in sufficient time, I had the mortification to find my costume complete only when the last of the departing visitors announced its termination. The next day, however, I called, left my card and wrote my name in the visitors' book. An invitation to dinner quickly succeeded, and on the following Sunday I had the honor of dining at the Castle of Saint Lewis.

There was a large party assembled, consisting chiefly of the Senior Officers of the Garrison, and of the Admiral and Captains of the squadron (some seven or eight sail in number), then lying before Quebec. The conversation in the drawing-room was of a mixed and general nature, His Excellency, who wore the Order of the Bath on a plain dress coat, doing the agreeable to most of his guests in turn; but when, after dinner (and this was always given *à la Française*, and without any prolonged sitting over the dessert,) we again adjourned to the drawing room, Lord Durham was pleased to make me the especial object of his notice, by inviting me to take a seat on the sofa between himself and his beautiful sister-in-law, Mrs. Grey. Here during two hours of unbroken conversation, he was pleased to make known to me all his projected plans of government, and sought, it was evident to me, to seek my approval.

So much marked attention on the part of the first Governor-General of British North America, and a nobleman so reputedly haughty as the Earl of Durham, I certainly had not the vanity to attribute to any particular merit of my own. I was well assured that in thus singling me (then a stranger to him) from the distinguished company with which the drawing-room was filled, His Excellency was anxious to acknowledge the power of that mighty engine I was in Canada to represent, and which, Earl as he was, and invested with a dignity only inferior to that of the Sovereign, he felt could make or mar his diplomatic career. I had not, in the course of any previous conversation with his Lordship, made the slightest allusion to the political position in which I was placed, but I had reason to believe that this had been made known to him by others. I am particular in stating this, because it reflects the utmost credit on the character of the distinguished statesman, whose services have been so insufficiently acknowledged by his country, that in his views of the government of Canada he was desirous of securing the approbation even of those who were opposed to him in political principle. Had Lord Durham really been the unduly haughty man he has been represented, that consideration never would have weighed with him. He would have followed his own course, as circumstances might have directed, and, satisfied of the integrity of his purpose, have yielded up the trust which had been reposed in him by his Sovereign, in the full consciousness of having done his duty, and therefore in a spirit of disregard of all party censure.

But although Lord Durham was naturally desirous that the "Times" should think favorably of his measures, and, on all suitable occasions, put me in possession of such views of policy as he conceived to be most calculated to ensure the support of that journal, there was nothing in his language or manner to induce the slightest suspicion that he was actuated by other than the most straight-forward motives. He desired that his actions should be judged solely in accordance with their own merits, and in a spirit of impartiality. He had no tortuous policy to sustain, no selfish views to accomplish. Neither wealth nor title was to be his reward for successfully acquitting himself of the high trust confided to him. Both of these he possessed, and therefore to obtain them there could be no need of sacrifice of his integrity. Ambition, the laudable ambition of healing the wounds of a distracted and an important colony, to which the attention of all Europe was then directed, was the chief, indeed his only aim; and as no skill, no strategy of the mere political empiric could render the curing of the disease a creditable one, he was too proud to apply remedies which should not be of enduring efficacy. Had he condescended to these he would at least have been better thanked, while he would at the same time have saved himself much unrequited trouble. Never was there a man whose warm honesty of purpose, as attested during his many conversations with me on the subject, was less understood or acknowledged, than that Lord Durham, during his brief administration of the affairs of Canada. And here let me revert to his general policy.

In undertaking the mission confided to him by his Sovereign, Lord Durham never could have anticipated the restraints that were intended to be imposed upon a course of political conduct, which, to be really valuable or efficient, required to be unrestricted both in spirit and in letter. Had it been otherwise, His Lordship never would have placed himself at the mercy of those, who, with the will, seem to have had the power, to coerce his public conduct in a manner the most injurious to the interests of his new government. Even had the slightest intimation been given prior to his departure from England that it was the intention of the Imperial Parliament to watch his career with a close and jealous eye, and to disavow whatever acts were not recognized by the acknowledged law of the land he was about to govern, it is probable that his Lordship would have stipulated, as a leading condition of his acceptance of the highly responsible office, that something more should be left to the judgment (which a personal acquaintance with the country should enable him to form) than was comprehended in the mere technical reading of the act constituting the High-Commissionership. But no such limitation of power was at that time either prescribed or hinted at. Both the open and the secret enemies of Lord Durham waited until the mission had departed, and then, and not *until* then, they carefully conned over the act, paragraph by paragraph, manifesting an unworthy anxiety to seize on the slightest pretext for casting censure upon whatever stroke of policy—no matter how indispensable to the peace and prosperity of the country—should not prove to be in strict accordance with the letter of the act. Like so many Shylocks, they were resolved to insist upon the pound of flesh, and the pound of flesh only, in liquidation of the bond.

Meanwhile the arrival of Lord Durham, at Quebec, was hailed by the united population of Canada, who had looked forward to his advent with a full assurance that he came armed with extraordinary powers, suited to the emergency, and necessarily possessed of the appliances necessary to soothe the differences which had so long agitated the country. This indeed was an almost herculean task, but I shall presently refer to the grand and comprehensive measure entertained by his Lordship with this object immediately in view: first, however, taking a brief survey of his general policy.

The early efforts of Lord Durham were directed, in the first instance, to the punishment of those state prisoners whom the highly culpable indecision of his predecessor (Lord Gosford) had suffered to remain so long undisposed of; and in the second, to the establishment of such relations with the President of the United States as would guarantee to the Canadas the observance of a strict neutrality, in the event of any future disturbance in the country.

As the act of amnesty is too much a matter of history—and of eventful history both in itself and in its consequences—to be passed over without comment, it may be well to call the attention of the reader to the particular circumstances under which it was promulgated.

Had Lord Durham's mission to Canada taken place during the progress of the rebellion, the exigency might have called for, and of course would have commanded, the stringent application of the power conferred by the authority (supposed extraordinary, but not so in fact, if we are to believe the House of Lords) vested in the commission. In such case Lord Durham would have done what his predecessor in the government had failed to do, and the summary process of martial law, which ought to have been resorted to long before his Lordship's arrival in the country, would have purged Canada of the traitors whom an injudicious party spirit at home had fostered into uncompromising enemies of British rule. But Lord Durham's mission, undertaken as it was a moment when these disturbances had apparently ceased, was not that of an avenger but of a pacificator. It was less an object with him to punish with rigor the guilty leaders of the rebellion, than to pour the oil of conciliation into the wounds of two distinct parties, mutually injured and injuring; and with a view to this end, he, like a skilful physician, prepared a remedy for a disease which being without parallel, and of a new and extraordinary character, required some unusual application to remove it.

A correct appreciation of the condition of the country, and of the almost mockery of the trial by jury, where the party accused of political crimes had the power of challenging his judges, until he had succeeded in obtaining those by whom he felt confident of being acquitted, at once suggested to the mind of his Lordship the futility and ridicule, nay, the encouragement to future acts of rebellion, which must be consequent on the submittal to the civil tribunal of the traitors then in confinement. Even admitting that he could have anticipated the condemnation of the rebel chiefs, the very act of referring them to an ordeal that might have entailed the punishment of death, would have been completely to have defeated the principal object of his mission, namely, the pacification of all existing feuds between the British and French populations.

[TO BE CONTINUED IN OUR NEXT.]

NOTICE TO CORRESPONDENTS.

"A Reader of the Weekly Expositor" *wishes to know why Repeal Meetings are so often announced in this city. We cannot answer; but suppose it to be a new way of enacting the farce of "Raising the Wind." As for any good to Ireland that can result from these repeated demonstrations here, we significantly say to the agitators at home, "We wish they may get it."*

A Cornish Miner's" *third letter shall appear next week.*

An Old Acquaintance" *is very witty, but we can assure him that he is not less wrong. What we may have done, on the occasion to which he refers we always do. "'Tis a way we have got."*

With "A Friend of the Times," *we cannot pretend to decide that the conduct of the individual to whom he alludes was in the Beaubien style, but most assuredly it was not in the Bienbeau.*

We have received "A Correspondent's" *letter, complaining of the very great difficulty he finds in obtaining an interview with the Perpetual Secretary. His complaint is one so universally made, that we shall for the present decline publishing his very severe letter.*

☞ After the present issue of the Weekly Expositor no single numbers will be sold. They who desire the paper must subscribe to it, in which case they will be supplied with a file from the beginning. None of those, however, who receive a copy of the present impression, and have not given their names as subscribers, will have it continued to them, unless they signify their desire. All letters must be sent free to the Office, the address of which is given at the foot of the paper.

THE
WEEKLY EXPOSITOR.

MONTREAL, THURSDAY, Oct. 1, 1846.

POSITION OF THE GOV.-GENERAL.

The *Times* and the *Courier* have both, we perceive, taken up this subject in the manner they ought. The system hitherto pursued, of making the Governor-General of the country a mere nonentity, and giving to the President of the Council a thousand a-year of the public money, for the discharge of an office which ought to be filled by the head of the Government alone, should no longer be tolerated. It is not, however, for the press to throw away its fire now. The moment is premature, and the proper time for action will be when Lord Elgin makes his appearance amongst us. Then, the Conservative press must be united, and point out to his Excellency what are the requirements of all honest men, who have been thoroughly sickened with the manner in which the Government of the country has been administered since Lord Metcalfe's departure from it.

The Opposition are watching, with a lynx-like eye, the present division in the ranks of the Conservative party—a division which the haughty insolence of Mr. Draper alone has occasioned. He has contrived to insult, in the domineering spirit he so often exhibits, Sir Allan M'Nab and Mr. Sherwood—both men of high influence—and in a manner which must render their future co-operation with him an absolute impossibility. The Radicals gloat over this. They affect to espouse Sir Allan's cause, that they may render the breach even wider, but the cloven foot cannot be hidden—their motive is obvious, and they hope that, by increasing the bitterness of feeling subsisting between the insulter and the insulted, to induce Mr. Draper to yield up the reins of Government in their favor.

But though Mr. Draper *must* yield up the reins of Government, it will not be in *their* favor. Lord Metcalfe did not restore to the British population of the country that position in the colony which was their birthright, and had been wrested from them, to have it again lost through the weakness of any succeeding Governor. The Opposition have been tutored to think, by the Conservatives themselves, who have been foolishly giving it forth as a fact, that no one of their party can succeed Mr. Draper, as leader, and it is in the want of union among those who so weakly doubt themselves, that the Radicals principally found their own hopes of coming into power. Now, what particular tact or talent, we ask, does it require to lead a party on this country, and what is the immense responsibility which devolves upon this leader? Surely it will be admitted that if Mr. Draper has talent, he is utterly deficient in tact. No man of tact or common sense would have weakened his position, and that of his colleagues, as he has done, in pursuing the course he did towards Sir Allan and Mr. Sherwood, and we will venture to assert that whoever may, of the Conservative party, be made to supply his place, he will, with infinitely less talent, command much more of the public respect and confidence.

With the experience we have had of the past, we can fully believe that Mr. Draper would unhesitatingly sacrifice the party who place no trust in him, to their political enemies, were it not that his desire of self-aggrandizement intervenes to prevent such a course. It is said that he is to supply the place of Mr. Hagerman on the Bench. If this really be the case, the sooner he does so the better for the country. We are not of those who think his "Premiership" entitles him in the slightest degree to the honor to which he aspires, and which, we understand, he designs for himself (if he can get it), but the evil is pressing, the danger imminent. He must go before Lord Elgin arrives in the country, for Sir Allan and Mr. Sherwood must not be rendered lukewarm in the cause of Conservatism, through the petulance and *hauteur* of Mr. Draper. Let him go at once to the Bench, take half a dozen of his colleagues (the Perpetual Secretary included) with him, and leave the Government to be filled by honest and consistent men.

M'GILL COLLEGE.

We have much pleasure in directing the attention of our readers to the announcement of the Caput of the M'Gill College, published in another part of our paper. It will be seen from it that the statutes of the College have received the sanction of Her Majesty, and not only the Institution itself, but the country generally, may be congratulated on the infusion—however tardily—of vitality into the system. Now for the first time may it be said to have an existence. It is at length invested with all the powers and privileges of an University, and placed in a position to carry into effect the object of the charter and the enlightened views of its munificent founder.

M'Gill College, it must be borne in mind, is the only University in Eastern Canada. In it those literary distinctions can be obtained, and those degrees conferred, which in more classical countries, is the paramount object of ambition, and should be equally sought by ourselves. The present age is essentially utilitarian and practical—perhaps too much so—Mammon has usurped the judgment-seat of Minerva—Prose has dethroned Poetry; and if this be the case in the old world, how much more correctly does the remark apply to the new? This continent seems to be specially the strong hold of utilitarian tenets and practice, and we cannot but greatly rejoice at the introduction amongst us of a new, and, we trust, a zealous champion on the side of literature and science. We tender the right hand of fellowship to the College, and fervently wish it success.

Let those at the head of the institution be but careful to watch over its interests with zeal and singleness of purpose, and we have no doubt that in a few years we shall behold M'Gill College not only prosperous and respected, but an honor and ornament to the country, and a practical illustration of its own motto—*Grandescunt aucta labore.*

PROGRESS OF RAILWAYS IN FRANCE.

From the subjoined, which we copy from the *London Railway Times*, it will be seen not only the railway system is making great progress in France, but the profits from even newly formed Companies, as instanced in the Orleans and Bordeaux route, are such as to justify the most sanguine expectations of all who embark in this now almost universal enterprise:—

The trial is, we understand, now taking place upon the Rouen and Havre Railway, as to the solidity of the bridges, viaducts, and other similar works, which are being loaded with about four times the weight of the heaviest train, in order to test their power of resistance previous to opening the line. Should they go satisfactorily through this ordeal, the railway will be opened, probably, about the beginning of October.

The portion of the Orleans and Vierzon Railway from Orleans to Vierzon, and probably even to Bourges, is now so nearly completed, that it is expected shortly to be transferred to the Company by the Government, as fit to open; but it is understood, that as it would be so near to the beginning of winter before the Company could complete their arrangements for working it, they will wisely postpone the opening of the line until the spring, which will both give them more time to mature their working arrangements, and allow the embankments and earth works to settle during the trying winter months, so as to get the railway into excellent working order before it is opened in March or April next.

The works of the Amiens and Boulogne Railway have proceeded with so much speed and success, that the opening of the first portion, from Amiens to Abbeville, is now past doubt, in the beginning of October. The Minister of Public Works has just inspected it, with the Company's Engineers, and expressed his great gratification at the rapidity and excellence of the construction. Independent of the thorough traffic between London and Paris, this part of the line will have a large local traffic, as it goes through a very populous and rich manufacturing district.

The traffic of the Orleans and Bordeaux Railway continues to increase most satisfactorily. The number of passengers carried in the week

ending on the 12th inst., was 8,958, and the receipts amounted to about £2,700. This, although the goods have scarcely yet commenced, already gives a very handsome return (about 7 per cent. net profit after deducting the sinking fund) on the cost to the Company of this portion of the line. The receipts of the Northern Railway did not increase during the same week (they were £6,800); but the Company is daily expecting the delivery of additional engines, carriages, and other working stock, so as to afford additional accommodation to the traffic, which is far beyond the means which they have hitherto had at their command. The goods, coals, &c., which are of an immense amount, are not yet carried at all by the railway.

LAKE SUPERIOR COPPER MINES.

The following is an abridged account, by Mr. Shepherd, of the Copper Mines on the South side of Lake Superior. It has already appeared, at greater length, in the *Herald* and *Courier*, but as a matter of reference it cannot be misplaced in the Railway and Mining Intelligencer:—

It must be evident to the sagacious observer, that the period has already arrived when the mines of the United States are becoming to its present population, what the most select and fertile soil was to the first settlers; namely, the foundation of permanent wealth to the proprietors and their children.

As an instance of this, men of middle age can well remember when the anthracite coal lands of Pennsylvania could all have been purchased for a trifle; and yet those same lands, so recently esteemed worthless, have sent two millions of tons of coal to market the present year, and have yet in store vast deposits of the same fuel, to give warmth, illumination, and motive power to generations yet unborn.

What is true of the coal, is also true respecting the iron banks of central and Western Pennsylvania, which now enable the city of Pittsburgh alone to manufacture more iron than all Great Britain at the close of the American revolution. The same remark will apply also to the great deposit of salt and lead west of the Alleghanies. Why should the land be worth one thousand dollars an acre in the valley of Kanawha, except for its mineral value? Such is the fact. Why may we not, then, in the length and breadth of our extensive country, including nearly every variety of rock formation, reasonably expect to find deposits of copper, which shall, ere long, become to the United States what Cornwall is to England, and what the Ural is to Russia; the centre of prodigious enterprise, and the source of individual and inexhaustible national wealth?

There is good evidence to believe that such a region is now opening on the southern shore of Lake Superior.

Many have denied, and even some intelligent Cornishmen, that there is any resemblance between Lake Superior formation and that of Devon and Cornwall. But if they will give themselves a little more time for careful inspection, and patiently penetrate the interior, in my opinion they will not fail to discover the killas, gossan and elvan of Cornwall and Devon, the granite of Godolphin, Tregoning, North Downs and Treskerby, the trap of Buckjustleigh, the green stone of Beerah and Comb Hill, the ash altered slates of Dartmoor, and the ash trappean conglomerate of Tavistock and Brent Tor. There, too, may they find the serpentine and diabase of Cuba, the chlorite, diorite, serpentine, trap and sandstone of the Ural, and lastly, on location No. 5, the predite of Orange river, richly stored with silver and copper, together with the dysclasite, so rare, and interesting to Sir David Brewster, from its polarizing light in all directions.

It appears, then, from the above facts, that the Lake Superior copper region does not suffer in comparison with the best mines yet discovered on the globe. On the other hand, it is clothed with such strong characteristic, exhibits such surprising magnetic intensity, and such positive improvement whenever mining is judiciously prosecuted, that, from an honest conviction, we are obliged to believe it altogether equal, if not superior, to either Cuba, Cornwall, or the Ural. If so, it will serve as the foundation of permanent wealth for ourselves and our children. And all we have to do is to see that the mines are worked with *skill* and *economy*. For be assured, the Lake Superior mines, as a general thing, are not going to fail for want of copper, or for the want of silver in the veins. If they fail, it will be only for the want of *capital*, or from capital *misapplied*. Let no one, however, suppose that he can purchase a few shares of stock in a company, and in a few weeks, or a few months, rush into a fortune. He must, in the exercise of good common sense, expect to sow before he can reap; and to allow time for the seed to germinate; and then time for the blade; and time for the ear; before he obtains a harvest of full corn in the ear. He must recollect that the country on Lake Superior is yet covered with a multitude of Indians, and a vast primeval forest; so that every substantial article of provision must be transported thither; that the entrance to this great inland sea is blocked up by a cataract, one mile in length; so that it will be one or two years before this construction, (which affords available water power nearly equal to Niagara,) will be obviated by a broad and deep ship canal; that the same length of time will be required to open roads, and bring into requisition hydraulic, steam, as well as horse power, as additional facilities for working the mines. When, cargoes of provisions, and all needful supplies can be cheaply freighted from Buffalo, Cleveland and Detroit without transhipment; and, in return, take copper, fish, lumber, &c., to Buffalo, or tide waters by adopting the route of the Welland Canal. Then may he be able to reap a plentiful harvest, from a comparative small amount of seed, or by being the owner of a few shares of stock, judiciously managed by some responsible and enterprising mining company.

When American ingenuity shall have been fully directed to the working of mines, the present high price of labor will be overcome by the skillful application of machinery; just as it is in ginning cotton, and making pins, and making clocks. Not long since, fifty tons of iron were purchased at once in New York, and all to make clock weights, for clocks to be sent to England. So in pin making; one woman in Connecticut performs the labor of sixty persons in England. Thus will it be found in mining, that, in all open excavations and proving of veins, &c., Scovill's drilling machine, with the aid of two or three horses, will do the work of one hundred men. And even in running adits and levels under ground, the same machine may be so addpted, that a blind horse, upon a single inclined plane, or endless chain, will execute the work of twelve or twenty industrious German miners. So also in regard to the reduction of the ores of copper. Notwithstanding the experience of centuries at Swansea, and in Cornwall, the total ignorance of almost every thing relating to the sciences of geology, and above all, of chemistry, in the conductors of mines, and their agents, (Remarks of Wm. Philips on veins of Cornwall Gaol. Transactions, vol. II,) it is not only matter of regret, but it can scarcely be doubted is also the cause of much loss to the adventurers in mines, to the lords of the soil, and the buyers of the ore; if a spirit of enquiry had existed, which some knowledge of the sciences could not have failed to produce, much cobalt would not have been thrown away on the heaps of Dolcouth, and some other mines, nor would bismuth, in Huel Sparnon, have been mistaken for cobalt, nor would the roads have been mended with copper ore, nor would the ponderous ore, which contained silver in the Herland mine, have been left to the chance that discovered its value. H. T. De La Beche remarks, in his Economic Geology, page 595, that "chemistry has as yet made little progress among the assayers of Cornwall; the mode of assaying frequently being the same with that given by Price, sixty years since." And, according to M. Strom, State Officer of Mines in Norway, the slags thrown away at the copper works at Swansea, and taken indiscriminately for examination, contain (30) thirty per cent. more copper than the average slag at Roros in Norway. This goes to show that there is yet room for improvement in this most important branch.

Native copper is found in the conglomerate along the shore of the harbour at Fort William. In the course of last summer, a mass was dug up within the walls of the Garrison, weighing, as I was informed, several pounds. This was in conglomerate, cemented with carbonic of lime. In what is called the "Wallace vein," eleven inches and upwards in diameter, I found native copper associated with lanmonite and beautiful crystals of analcime. The specimens which I subjected to careful washing yielded, at different times, upwards of thirty per cent. of pure metallic copper. This vein has not been explored, except by two slight cuts to the depth of ten or fifteen feet, yet it is deserving of great attention. Near the native copper last named, is found also the red oxide of copper, finely crystalized in octohedral crystals, imbedded in a soft aluminous earth of a dull white color. This is the richest of all ores of copper, yielding from eighty-five to ninety per cent. The whole appearance of the vein is favourable, and should be investigated without delay. More or less of black oxide is found in the above vein, but its main deposit is a few yards eastward, in a vein running nearly north and south, and varying from a few inches to more than one foot in thickness. This is certainly the most interesting of all the ores of copper, both on account of its richness and easy reduction. Its specific gravity is 5,59, it is easily mined, and yields readily about seventy per cent. of fine copper. So far as history goes, this ore is peculiar to this location. No other deposit of any importance having been, as yet, discovered on Lake Superior, or even throughout the whole range of the mineral kingdom. Two shafts have been sunk, five feet by seven, on the last mentioned vein. One to the depth of about forty-five feet, the other to the depth of about sixty feet. Upwards of twenty thousand pounds of this excellent ore were raised from the former shaft, during the month of August last. The vein, as seen beneath the surface, consisting *entirely* of this compact, peroxide of copper, was about one foot in diameter, and descended from the bottom of the shaft to an unknown depth. The latter shaft, which slightly yielded black oxide on the surface, had every appearance of opening into a rich vein of this excellent ore, when I last saw it, in the month of October. There are two or three parallel veins, eastward of the above, as yet unexplored.

Many bowlders of black oxide have been discovered in the immediate vicinity of these veins, and also within the walls of the Fort, and even traced so far in the Garrison Lake as to leave little doubt that this extraordinary ore extends into the high hill on the opposite side. In order to ascertain so desirable a fact, an adit was driven into the hill, by the advice of Capt. Matthew Staples, conductor of the mining operations at Copper Harbor, and I had the unspeakable satisfaction of seeing the black oxide make its appearance in this opening before I left Copper Harbor. In a recent letter from the vigilant superintendent, Dr. Wm. Pettit, I am informed that the vein, which is very similar to the "Wallace vein," and about the same magnitude, "shows better daily." It is almost impossible to estimate the quantity of black oxide of copper already obtained here. One soldier alone, confessed to me that he had collected and sold three thousand five hundred pounds, (3,500,) (at twenty-five and even fifty cents per lb. (in the form of bowlders.

When we reflect that no small number were following the same profitable business, and also, that there were about four thousand visitors at Copper Harbor during the past summer, who, as a matter of course, took away with them one or two pounds each, I do not deem it an extravagant estimate to suppose that this locality has already furnished (60,000) sixty thousand pounds weight; although only about (40,000) forty thousand appeared on the shipping list in September last.—The extent of ground from which this amount has been taken, will not probably cover a surface of five acres, including bowlders and all. Now, as there are more than five thousand acres in location No. 4, it follows that not one thousandth part of the tract has been properly tested for the discovery of this most valuable ore. And as this ore is found to exist in a well defined vein in the hill south of the Garrison Lake, I would respectfully recommend a careful, but economical exploration of that range through the entire tract.

The following is an extract from a letter, dated January 6th, written by a practical Cornish miner of great experience—the Captain of the mines in the neighbourhood of Eagle River, belonging to the *Pittsburgh and Boston Copper Harbor Mining Company*, addressed to the Treasurer of that Company, residing in this city:

"Since I last wrote to you, the most astonishing prospect has opened upon us suddenly here, that perhaps ever cheered the most romantic adventurer after mineral wealth! If present qualities and quantities of ore continue, we may have here fallen in with the richest *silver mine* perhaps in the

world; and in copper never exceeded. It now so far surpasses anything that perhaps you or I ever saw or heard of in the legends of mining, that for curiosity's sake alone, I should think it worth a journey to witness what nature has done so near the surface, particularly in the silver line. Yesterday I barreled up 1772 lbs., and to-day 1400 lbs. silver ore, with the labor of one man, and got it out likewise. Last month got out 55 tons of raw ore, making in all 145 tons."

OPENING OF THE RAILWAY.

It has been suggested to us, and we cordially approve of the plan, that, as it is intended shortly to break ground for the commencement of the Canadian portion of the St. Lawrence and Atlantic Railway, the proceeding should be one of more than ordinary ceremony, and commensurate with the importance of the results anticipated, when the undertaking shall have been completed. The expence, moreover, must be trivial in comparison with the effect that would be produced by some such demonstration of confidence on the public mind, in England.

If the Americans made a great and justifiable display of their feelings of gladness on the occasion of the opening of their part of the line, how much more readily have we the means at command of giving effect to a similar demonstration. Could the arrangements be postponed until after the arrival of the Governor General, so much the better. But if he does not reach this in sufficient time, Lord Cathcart might supply his place. The presence of the troops in garrison and neighbourhood would render the scene at once brilliant and imposing,—particularly to such Americans as should be invited from Portland on the occasion. All the Dignitaries of the country should be asked to attend, and an entertainment worthy of the Directors and the great scheme in contemplation, given to them.

THE OLYMPIC CORPS.

It really appears to us that, even with reduced numbers in the *corps dramatique* of this theatre, the performances are infinitely better than they were in the commencement. This, perhaps, may in some degree be attributed to the substitution of the lighter and more entertaining nature of the pieces which have been selected—and so judiciously selected, that not one of them seems to fail to excite the laughter and approval of the audience.

In respect to Mrs. Skerrett's acting, we really cannot find language sufficiently favorable to express ourselves. We thought that our former encomia had rendered her all possible justice, but the oftener we see her, the more are we impressed with the conviction that no words, written or spoken, can convey to those who have not seen her what she is. There is an absolute fascination in the easy and "artless exhibition of her art," which must be witnessed to be understood and felt. That we do not overcharge our meed of praise they, who like ourselves, saw her last as Kate O'Brien, in *Perfection*, will, we are assured, fully attest. The best evidence of the witchery of Mrs. Skerrett, is given in the loud and nightly cheering which greets her appearance on the stage, and the comparative apathy that is felt when a piece is played in which she does not take a part.

But while we confess our most fervent enthusiasm to be enlisted in favor of the talent of this charming actress—quite as much, indeed, as we ever felt for Vestris in the days of her brilliant youth, when "George the Third was King," we must not omit a passing notice of those by whom she is so ably supported.

Mr. Skerrett is, as we have already observed, essentially of the low comic school—such as the Reeve, Buckstone, and even the Harley; and the inimitable drollery of his manner—sometimes, we must say, a little overcharged—contrasts not unfavorably, different as it is in its character, with the more subdued acting of his wife. His very *entrée* on the stage gives the assurance that the impersonation of mirth is there, and is the signal for enjoyment.

Mr. De Walden's acting is of the higher order of comedy, and exhibits a good deal of versatility of power. He plays the part of a gentleman as, of course, a gentleman would—freely, gracefully, and with the confidence of one conscious that he is not aping that which he is not. Even in the lower characters which are assigned to him, although irresistibly comic in the portrayal, he never suffers the spectator to lose sight of the fact, that it is only on the stage he is an actor.

Of Mr. Palmer's acting we are inclined to augur favorably, when time shall have familiarized him with the profession he has chosen. We do not think we pay him a poor compliment when we state, that now, even while in many of his characters his reading is correct and his acting even, there is a diffidence, the result of a modest and praiseworthy distrust of his own power, which, however, those who have watched his acting for any time may excuse and account for, operates unfavorably on the mind of a stranger. Time will cure this.

Of Mr. Pardy we have little to say. He is of the "Mysteries of Udolpho" school, and his voice of that deep, sepulchral tone which would tell well in the long and deserted aisles of some old monastery or ruined castle, where the owl and the bat delight to dwell.—He plays certain characters well.

Mrs. Frary we have never hitherto noticed, and if so, it is because her acting is of that unpretending character which shuns rather than courts criticism. She is quiet and lady-like in her deportment,—plays with evenness, and is a great favorite with the play-going public,—especially the Gods,—who invariably encore her songs.

EMIGRANT AGENT.—It was with a great deal of reluctance, and a fear that we might unintentionally wound where censure was unmerited, that we gave insertion, in an early number of the "EXPOSITOR," to charges preferred against the management of the Emigrant Department, in this city. It was that feeling which induced us to withhold a second communication from the same party, the agent having previously called upon us, and assured us that the statement was, to say the least of it, highly overcharged, and induced by a strong personal feeling of hostility to himself.

Since then it appears, however, that the public functionary in question has been found guilty of very gross neglect, and as he himself admits, suspended from his office. It is not our province to inquire into the particular merits of the case involving such suspension, but simply to express our satisfaction that the columns of the "WEEKLY EXPOSITOR" should not have been found to convey, any imputation involving a public and acknowledged abuse that was not borne out by facts.

QUEBEC MINING COMPANY.—We understand that highly favorable accounts have been received from Lake Superior. We have seen one or two specimens of the ore, and have no hesitation in pronouncing it to be of a richness equal to any that has been submitted to our inspection. So abundant is silver in ore of the samples we have seen, that it is cut with ease, and, without crumbling, with a penknife.

A considerable number of Welsh emigrants arrived here yesterday morning, and immediately left for the Mining District on Lake Superior.

In the ensuing number of the "Weekly Expositor" will appear a graphic account of a bivouac in one of the oldest and most celebrated convents in Spain,—Ona,—by a *Caballero* well known to the Montreal public.

To the Editor of the Railway Record.

CAPABILITIES OF THE ATMOSPHERIC PRINCIPLE OF PROPULSION.

SIR,—When a new agent is proposed to produce a certain effect, the march which is shown to us by reason as the safest—the quickest in every respect—for judging what is the propriety of adopting and the means of applying this agent—is to define its *capabilities*. From these capabilities it is simple and easy to deduce whether this agent can produce the effect proposed—produce it in all the conditions required—what are the best, the most proper means for its full and complete application. Such a step is the first, the only one to be taken, if we want to avod either futile schemes, or bringing valuable ideas into practice, by imperfect means which would destroy their real effect.

In the question of Atmospheric Railways, the first point to be solved is not the practical possibility. The construction of a tube, in all the conditions required to transmit the power, would be of little import if the Atmospheric principle wanted any of the necessary characteristics of a good system of locomotion—if its nature did not present the capabilities of safety, of speed, of economy. This last characteristic will always be the greatest—the most positive—the one admitting of clearest demonstration; and we can say that any system of locomotion presenting entire economy will, in consequence of it, present entire safety and high speed; because these conditions are nothing else than economy carried to its full extent, presented under all its aspects—economy of time—absence of disorder.

The strongest arguments hitherto admitted in favor of the Atmospheric system are taken out of the nature of the agent employed. It was thought that speed was a necessary qualification of the Atmospheric system, because atmospheric air acts instantaneously, in any direction; that its pressure is independent of any of those causes annihilating, in some parts of the year, the power of the locomotive engine. Safety was also attributed to this system of railway, in consequence of the constant action of the power in the direction of the road—of the fixity of the train on it—of the use of stationary engines—of a single direction. The facility of ascending gradients—of passing curves—had even presented to some rather narrow minds the levelling of railways, the construction of easy curves, as unnecessary with such powerful agents; but here stops every inquiry of

the *capabilities* of Atmospheric Railways. Experiments have been tried—this characteristic of speed has been brought by them into perfect doubt, and the Atmospheric Railway, *as* regards economy, has found, even in locomotive engines, a powerful adversary.

It is a fact that, for working an Atmospheric Railway by the present means, an immense power is employed.

It is a fact that with high exhaustation only light trains are carried.

It is a fact that with these trains only irregular speed is obtained.

Are these owing to inherent defects in the system itself, or to the means employed to carry it out?

The only way of solving this question is to define the *capabilities* of the Atmospheric principle; and out of these capabilities, of their causes, of their origin, we shall derive the means of expressing them.

It is generally known, that for creating the rarefaction of the air isolated in the propelling tube, for *exhausting* this tube previous to the starting of the train, some free spaces must be opened to the air. To open these spaces requires a power on every square inch of their surface, which is very little in the beginning of the operation, and increases as the air becomes more rarefied, till it arrives at the point determined for the starting of the train.

The economical consequence of the nature of this first operation—*exhaustion*—is, that power will be lost in opening the spaces necessary if the working apparatus—is not capable of proportioning, in every moment of the operation, the power applied to the real resistance.

Exhaustion being produced, the piston is allowed to proceed and draw the train *traction* begins. The power acting on the head of the piston whilst this operation is effected, must be kept constant and regular; and, therefore, the air being wanted to occupy the same space, a space equal to the propelling tube must be opened. The pressure on every square inch capable of opening it, is that exercised on the piston; and we find that, supposing a piston which should transmit to the train the whole of the power received, the power capable of producing traction is exactly the power usefully employed.

The amount of power expended for one operation differs thus from the useful power, by all that is expended for producing *exhaustion*. But let us suppose that the air of the propelling tube has been collected after the operation: this rarefied air has a certain value as a power; this value, if it has been properly produced, is equal to the power employed to produce it, less the friction of the apparatus. It can, if the apparatus allows, be employed to produce a certain amount of power, to be used for a new operation; and we conclude from these facts that a Railway can be worked by Atmospheric pressure by the expenditure of the power usefully employed, and a small surplus for friction of machinery; but for this purpose the working apparatus must allow the variable application of power, a large space to collect the rarefied air, the facility of changing the decreasing value of this air into a new power, and the absence of these conditions in the apparatus actually employed, together with their enormous amount of friction, will explain their extraordinary waste of power.

Whatever be the object to be attained by mechanics, there are certain forms, certain principles, which must be introduced into the apparatus destined to obtain it. These forms we draw then from the *capabilities*—from the reasons of the *capabilities* of the agent employed. One of the *capabilities* of the Atmospheric Railway is *economy*—the greatest possible *economy;* but we have a very great example of a grand principle spoilt, shortened by improper means, in an Atmospheric Railway worked by air pumps.

We have supposed, besides, that the whole of the pressure applied on the piston was transmitted to the train; and here, again, we must take, in the nature of Atmospheric pressure, some arguments against the present construction.

It is not a reason, because speed is the natural characteristic of Atmospheric pressure in its action, to conclude that speed will be obtained by it, in any case, under any circumstances. A good principle does not avoid the necessity of good practical conditions; and should speed exist even without these conditions in Atmospheric Railway, it would be always attended by absence of economy.

One of the most precious *capabilities* of Atmospheric pressure as a power is, that this power does not take its bearing, its support of impulsion, in any piece of machinery; that it acts without friction; and the only amount of friction necessary in a piston receiving its effect, is that capable of maintaining it air-tight. If we suppose that the resistance to be overcome by the atmosphere be transmitted to this piston in such a manner that all its parts be in equilibrium, that no strain be brought more on one side than on the other, the resistance existing in direct line with the power, there is no mechanical intermedium between them; but in the ordinary disposition of a piston, the resistance existing above the tube, is brought in communication with the piston by means of a lever, of a mechanical piece, the effect of which is to throw more or less friction on certain parts of this piston. There is then on it an amount of resistance, increasing with the weight of the train, exactly as that of the bearings on a locomotive engine, and Atmospheric pressure is reduced to act as any mechanical contrivance.

The result of this is, that a considerable part of the power is wasted, that the mutual communication from the piston to the train is imperfect, partial, and, in Atmospheric Railways especially, speed cannot exist if there be not entire, direct application of power.

In a locomotive engine, the resultant of the power is brought in direct contact with that of the resistance. Speed is produced by the constant *action* of a power superior to the resistance; and when the whole mass of the train has been impelled, *its momentum reacts upon the locomotive.* If any cause tends to retard it, the locomotive itself attains a momentum which regulates its action

The piston—the material representative of the power in Atmospheric Railway—is not capable of any momentum. By its actual construction, it is indirectly connected to the train; and let us suppose that any circumstance, as often occurs, should retard, stop its progress, how would the train, which only receives a part of the power, regulate its effect? What loss would exist in this *return of power partially transmitted; how would* the *vis inertiæ* of the train be entirely destroyed?

Why, then, not adopt on Atmospheric Railways the same disposition as with locomotives? Why not bring on the same line the resultant of the power and that of the resistance?

We shall obtain therefrom a saving of power? we shall insure a regular and cheap speed? and bring into practical effect this *capability* of Atmospheric pressure—*of acting without the intermediation of any mechanical agent.*

In all mechanical combinations the support of *the power is some metallic surface, some wheel,* some shaft; therefrom arises friction proportionate to the work performed. Atmosphere has its bearing in itself; it does not require any of our material supports. And this is the grand difference which distinguishes such a natural agent from human productions, ingenious but imperfect, narrow as our means.

N. A. Burnier.

Dufours-place, Aug. 17, 1846.

THE PROGRESS OF THE ATMOSPHERIC SYSTEM.

The question of a higher speed, combined with greater safety, appears to have been almost universally decided in favour of the system of tAmospheric traction. The matters now to be decided, in reference to a comparison of its asserted advantages over locomotive propulsion, are those of regularity and economy. The latter question ---one of a very comprehensive character---we do not purpose to enter into in the present notice of the progress of the system; our object is merely to state a few facts with respect to the regularity with which the traffic of the Croydon Atmospheric Line is now carried on, and the speed which is regularly maintained, both by express and stopping trains, over a distance of barely five miles. For this purpose, we give below the details of the working of a considerable number of trains on Tuesday last. The table exhibits the number of carriages, the weights of the trains, the time allowed by the time-bills and the time occupied by each train in its journey, and the maximum velocity obtained. It is necessary to state, in the first place, that the "stopping trains" stopped at three intermediate stations to take in and set down passengers; secondly, that a strong side wind prevailed throughout the day, and that one engine only was at work at the Norwood station. It will be observed that the table of the working of the trains is one, the publication of which can be justified only by the fact of its being founded upon the most delicate and careful observations. Our readers will be sufficiently assured of its value, from a statement of the mode in which these observations were made. They were taken by three gentlemen having long experience in these matters; two of whom kept time, each with one of Frodsham's marine chronometers, and the third noted the velocity of the trains by one of the split-seconds stop-watches, of Arnold & Dent's manufacture. It will be recollected that Mr. Hudson, in his answer to the attacks made upon the Eastern Counties' Company by the correspondents of the Times, stated, with a justifiable degree of pride, that the average loss of time upon more than 4,000 trains run during a long period on that line, was not more than three quarters of a minute, or *forty-five* seconds per train. It is seen that the average loss on the Atmospheric is not an appreciable quantity, being not quite equal to *one eighth* of a second per train. In any case where an excess appears, it was solely owing to the delay occasioned by the numerous passengers at the frequent intermediate stations:

Hour of Train starting.	Number of Carriages.	Estimated Weight in Tons.	Maximum Speed in Miles per Hour.	Number of Minutes allowed by Time Bills.	Time taken to perform each Journey from platform to platform.
	h.m.				m. s.
Up	8·	8	52	35½	15	17·16
Down	8·15	8	44	30	18	15·2
Up	8·50	7	45½	51½	10	10·4
Down	9·15	8	44	45	18	14·11
Up	9·50	7	45½	51½	8	8·15
Down	10·15	8	44	40½	18	14·53
Up	10·50	4	26	60	8	7·50
Down	11·15	9	50	39	18	16·37
Up	12·15	8	44	33½	15	15·18
Down	12·15	8	44	39	18	16·19½
Up	1·15	8	44	38½	15	16·20½
Down	1·15	7	32½	33½	16	18·33½
Up	2·15	7	32½	30½	15	15·32½
Down	2·45	4	22½	40	10	8·44½
Up	3·15	8	44	36	15	16· 3½
Down	3·45	5	32½	43½	10	9·10½
Up	4·15	9	65½	32½	15	17·20½
Down	4·45	9	60	31	18	19·15
Up	6·15	8	38½	38½	15	18·16
				Total..	277	277·2½

RIVER DU CHENE BRIDGE.

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

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

By order,
THOMAS A. BEGLY,
Secretary.

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

NICOLET BRIDGE.

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

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

By order,
THOMAS A BEGLY.
Secretary.

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

ST. LAWRENCE AND ATLANTIC RAIL-ROAD.

NOTICE.

THE STOCKHOLDERS of the St. Lawrence and Atlantic Rail-Road Company, having, at their Special General Meeting, held on the 2nd instant, unanimously resolved upon the immediate commencement of the Rail-Road, whereby the Subscriptions for Shares of Stock conditional upon that resolve (received subsequent to the 30th ultimo) have become absolute, the New Stockholders are requested to PAY the FIRST INSTALMENT of £4 16s. Currency per Share, to the Treasurer, at the Company's Office, 18, Little St. James Street.

By order of the Board,
THOMAS STEERS,
Secretary.

Office of the St. Lawrence and Atlantic Rail-Road Company, Montreal, 25th August, 1846.

NOTICE.

THE Partnership heretofore existing between HARRISON STEPHENS, JOHN YOUNG and ROMEO H. STEPHENS, under the Firm of STEPHENS, YOUNG & CO., was this day DISSOLVED by mutual consent.

All Debts due to and by the said Firm, will be settled by John Young and Benjamin Holmes.

HARRISON STEPHENS,
JOHN YOUNG,
ROMEO H. STEPHENS.

Montreal, 31st August, 1846.

NOTICE.

THE BUSINESS hitherto carried on by Messrs. Harrison Stephens, John Young, and Romeo H. Stephens, will be CONTINUED by the Subscribers, under the Firm of STEPHENS, YOUNG & CO.

JOHN YOUNG,
BENJAMIN HOLMES.

Montreal, 31st August, 1846.

NOTICE IS HEREBY GIVEN,

THAT the respective INSURANCE COMPANIES, represented by the undersigned, will not, in future, be responsible for loss or damage by Fire to Buildings or Property contained in them, where CAMPHINE OIL is used, unless the use of it has been privileged previous to this date. And also that in all cases such privilege shall cease at the expiration of the policy.

R. GERRARD,
Agent, Alliance Insurance Co., London.
RYAN, CHAPMAN & Co.,
Agents, Globe Insurance Co., London.
J. L. LETOURNEUX,
Secretary & Treasurer, Mutual Fire Insurance Co.
WM. MURRAY,
Manager, Montreal Insurance Co.
J. H. MAITLAND,
Agent, Quebec Fire Insurance Co.
GILLESPIE, MOFFATT & Co.
Agents, Phœnix Insurance Co., London.
JOSEPH JONES,
Agent, Ætna & Protection Insurance Cos., Hartford, Connecticut.
JOSEPH WENHAM,
Agent, British America Insurance Co.

Montreal, June 25, 1846. 10

WANTED,—for the Expositor Office,—TWO CARRIER BOYS, who have been in the habit of taking round papers.

CHAMPLAIN AND ST. LAWRENCE RAIL-ROAD.

NEW ARRANGEMENT.

ON and after MONDAY next, the 31st inst., the starting of an EXTRA TRAIN from St. Johns, on Tuesdays, Thursdays, and Saturdays will depend upon the arrival of the steamer *Francis Saltus*, in time to leave at half past 4 o'clock, P. M., precisely,—the low water upon the Laprairie Ferry making it imperative that the *Prince Albert* should leave Montreal in the evening much earlier than at present; at same time the Public will observe by the following arrangement that Passengers may go from MONTREAL to ST. JOHNS and back EVERY DAY, except Sunday, by leaving Montreal at NINE o'clock, A. M., and St. Johns at ONE o'clock, P. M., viz.:—

PRINCE ALBERT.

From Montreal.	*From Laprairie.*
9 o'clock, A. M., U. S. Mail & Passengers.	6 o'clock, A. M.
12 o'clock, Noon.	10 do do.
4 do P. M.	2 do P. M.

RAIL-ROAD CARS.

From St. Johns.	*From Laprairie.*
9 o'clock, A. M.	10 o'clock, A. M.
1 do P. M.	5 do P. M.

ON SUNDAYS.
TILL FURTHER NOTICE.

Prince Albert, from Montreal.	*Cars by Locomotive, from St. Johns.*
3 o'clock, P. M.	8 o'clock, A. M. or on arrival of the Lake Champlain Boats.

N.B.—By the above arrangement the public will observe that Passengers for the Old Line of Steamers on Lake Champlain must leave Montreal at 9, A. M., instead of half-past 12, as at present.

FARES.

First Class Passengers, 5s.; Ditto, over and back same day, 5s., (provided they state their intentions on taking their Tickets). Second Class Passengers, 2s. 6d.; Ditto, over and back same day, 3s. 9d., (provided they state their intentions on taking their Tickets).

All Freight to be paid for on delivery.

Application for Freight or Passage from Montreal, to be made on Board the *Prince Albert*.

Rail-Road Office, Montreal, August 25, 1846.

THE SUBSCRIBERS offer for SALE:—
Bright Muscovado Sugar in Hhds.
White Crushed Sugar in Tierces
Pipes Port Wine
Puncheons Cuba Honey (Clear)
Bales Cuba Tobacco for Cigars
Roasted Coffee in Barrels
Green do in Bags
Seal, Cod, Whale and Dog Oils
Barrels No. 1 Arichat Herrings
Digby Herrings in Boxes
10 M Superior Cuba Cigars
Bees' Wax, Fustic
Mahogany, Cedar
Pimento in Barrels
Jamaica Preserved Fruits, &c. &c.

W. H. LEAYCRAFT & CO.
Sept. 3. No. 9, St. Nicholas Street.

TO SURVEYORS AND EXPLORERS.

THE Subscribers have lately received a Large Assortment of
FRENCH PRESERVED MEATS, Warranted to keep.
SARDINES A L'HUILE.
POTTED FISH.
ANCHOVY PASTE.
FARINA OF VEGETABLES, for making all kinds of Vegetable Soup.
ESSENCE OF MEATS.
ESSENCE OF CELERY,
PORTABLE SOUP,
WAX MATCHES, *not affected by Damp*,
GERMAN TINDER.
All kinds of PORTABLE MEDICINE CHESTS, CHEMICAL TEST CASES, &c., Fitted up to Order.

S. J. LYMAN & CO.
Chemists and Druggists.
Place d'Armes, Montreal, 20th Aug. 1846.

WINES.

MAITLANDS, TYLEE & CO. have RECENTLY LANDED:
100 Baskets "Perrier, Janet & Co.'s" First Quality CHAMPAGNE,
100 Baskets "Jacquesser's" First Quality CHAMPAGNE,
150 Cases "Barton & Guestier's" Superior CLARET.
5 Hogsheads Fine "St. George's" BURGUNDY.
75 Cases Curacoa, Maraschino, and assorted Liqueurs.
18th August, 1846. 10

FOR SALE.

TEAS: Twankay, Young Hyson, Gunpowder and Souchong, in boxes,
Molasses, Heavy,
Hartel's Cognac Brandy,
Sicily Marsala Wine,
Boiled and Raw Linseed Oils,
Olive Oil, English Glue,
Plug Tobacco, Pimento, and Pepper.
ALSO,
Patent Sperm Candles, from the Manufactorer.

STEPHENS, YOUNG & CO.
20th August, 1846.

DONEGANA'S HOTEL.

THE Proprietor of this UNRIVALLED ESTABLISHMENT, in returning thanks to the Public for the liberal share of patronage bestowed upon his uncle (Mr. Rasco) and himself, during the twelve years they conducted the Establishment so well known as "RASCO'S HOTEL," begs to inform them that he has now removed into that

SPLENDID BUILDING

in Notre Dame Street, formerly the Property of William Bingham, Esq., and the Vice-Regal Residence of Lords Durham and Sydenham, which has been greatly enlarged and fitted with

EVERY CONVENIENCE & ORNAMENT
Which Comfort and Luxury can desire.

THE SITUATION is central, and within an easy distance of the Champ-de-Mars, the Cathedrals, Bishop's Church, the Banks, the Government Offices, the Court House, and other Public Buildings. The openness of the site, and the elevation upon which the Hotel stands, ensures it abundance of light and air, while it commands upon every side an Excellent View, including the River, the Island of St. Helens, and the opposite shore, the Mountain, and the adjacent Picturesque Country.

The Establishment has been furnished throughout with NEW AND COSTLY FURNITURE, and fitted in every way worthy of what it is—

THE FIRST HOTEL IN BRITISH AMERICA!!

Among the conveniences will be found SIX BATHING ROOMS and a BILLIARD ROOM.

THE TABLE

will be supplied with EVERY DELICACY of the Season; and while the Proprietor will spare no expense to give satisfaction to all who may honor him with their patronage, the large number which the extent of the Establishment enables him to accommodate, will admit of making his *CHARGES VERY REASONABLE*.

CARRIAGES will be always in attendance, to convey parties to and from the Steamboat Wharves, and the Upper Canada and other Stage Offices. And the Proprietor will spare no exertion to make his New Establishment worthy of the liberal patronage he received as Lessee of Rasco's

J. M. DONEGANA.

CALEDONIA SPRINGS.

THE Undersigned begs leave to inform the Public that he has leased from the Proprietor of the Caledonia Springs,

THE CANADA HOUSE,
Which
Is now Open for the reception of Visitors.

The House has been recently thoroughly renovated, and the Subscriber pledges himself to spare no pains in making his guests comfortable.

The Caledonia Springs present the great advantage of a variety of Waters, acknowledged to be, each of their kind, unrivalled in their efficacy for the cure of disease and invigorating qualities.

For several years past they have been approved by the highest of the Faculty, and thus acquired a well merited reputation which is increasing far and wide.

The Salt and Sulphur Baths will be in full operation, from the use of which so many visitors have derived extraordinary benefits.

Miss Murray will, as usual, preside over the female department.

STAGES will leave the Depot, 4, Place d'Armes, Montreal, EVERY MORNING, at Half past FIVE o'clock, and arrive at the Springs by 4 in the afternoon; and passengers leaving the Springs at 9 o'clock in the Morning, will arrive in Town the same day. The fare each way will be reduced to 12s. 6d.

The Charges at the Canada House will be as follows:—

By the Month	£6	0	0	
By the Week	0	5	0	per diem.
By the Day	0	7	6	"

HENRY CLIFTON.

Caledonia Springs, June 30, 1846.

NEW RAIL-ROAD JOURNAL.

The Weekly Expositor,
OR, REFORMER OF PUBLIC ABUSES;
And Railway and Mining Intelligencer.

ALL COMMUNICATIONS having for their object redress of grievances, and well-founded complaints against any Public Department whatsoever, as well as those treating of Railways and Mining Speculations, are requested to be dropped in the Post Office, addressed to the Editor of the 'Weekly Expositor'; and all Advertisements (which are especially solicited from those who are interested in the prosperity of an Independent Paper) may be left at the Office, corner of St. François Xavier and Great St. James Streets.

The names of communicators of flagrant abuses or injustice will not, unless they desire it, be made known.

Terms of Subscription.—Two Dollars per Annum in Montreal, and Two Dollars and a Half in the Country, payable in advance.

Montreal, August 11, 1846.

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