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It is also known

WEEKLY EXPOSITOR,

OR REFORMER OF PUBLIC ABUSES,
AND RAILWAY AND MINING INTELLIGENCER.

MONTREAL, THURSDAY, AUGUST 20, 1846.

[No. 1.]

Love Description of the Superior Country: also a Minute Account of the Copper Mines. By John R. S. Johnston. New York, 1846.

...treating of this interesting subject, the pen of an American, Mr. John R. Johnston, and published in New York in the course of the present year, has recently been put into our hands. Although not written in the happiest style, and overburdened with unnecessary quotations of the most ostentatious kind, which, in some degree, weaken the very strength the author is desirous of putting forth, we have deemed the account to be of sufficient interest to justify us in selecting such passages of a general nature as we conceive will be acceptable to those of our readers who have specialised in the explanation of what has up to a very late period, been considered a barren and unproductive region. These we think will fail to peruse that portion of the extracts we have selected, without being sensible that a new and important source of wealth upon Canadian soil exists, and that in the one direction the newly-awakened spirit of independence of dependence which is fast developing itself among the people, will in a few short years more immediately connect us with the Atlantic, from which we are in a great measure entirely shut out. Not less important advantages await us on the other, where a fertilized country, rich in wealth and abounding in resources, will, when means are provided adequate to the end, offer temptations not only to the man of business, bent on the acquisition of worldly wealth, but to the distant traveller—the lover of the beautiful and the picturesque in nature—the man who roams in quest of health, or in the pursuit of an unalloyed and simplified enjoyment.

We make these remarks in regard to Canada, for, although the volume under consideration treats, in its mineral details, more immediately of the rich veins of ore that are to be found on the Southern, or American, shore of Lake Superior, it is well-ascertained even up to the present period, although no report of the fact has been made by the Geologists now in that region, that the Northern or Canadian copper is not behind, even if it be not superior in richness to the American. What therefore has been written in favour of the one, is equally applicable to the other; and it is under this view of the subject that, while contenting ourselves this week with giving those general features of scenery common to both shores of the Superior, as well as these recommendations which are offered for the guidance of such as may feel desirous of ex-

ploring the country, either as operatives or tourists, we shall in our next number copy the author's more general remarks as to the mineral productions, and more particularly the copper, in which the whole of that distant region abounds.

We shall continue, in succeeding numbers of this journal, to make such extracts from publications bearing on the Mining and Railroad interests, as we may deem useful or acceptable to those who are interested in these two several important enterprises.

"Having," commences our author, "visited the mining region the past season, having neglected no means in my power to ascertain the truth or falsity of the statements, and of my suspicions as to that, by many imagined, 'El Dorado' of the North, having taken great pains and labour to arrive at local facts, under the recollection of the 'many grains of allowance' with which I had received the best authenticated statements myself, having no interest of name or nature in the effect my statements may produce, except that in common with all other citizens, in an early and prompt development of those internal resources of our country which will leave us independent of foreign supplies, I comply with the wishes of many acquaintances, who desire the information I have obtained, too lengthy in detail for the frequent repetition necessary to gratify personal friends only, by this publication of facts as I found them, without 'fear or favour,' 'nothing extenuating, or ought set down in malice.'"

I am impelled by this publication, too, not more that the truth and real merits of the country may be known, than to show, by such deductions as the careful reader will make, that "all is not gold that glitters." The realities are sufficient (and to this end must we come at last,) to insure all that should be desirable to accomplish, except the ulterior objects of those whose "business fabrics of the brain" must fall, and visionary schemes, in the end, "come home to roost."

Upon the capitalist is the dependence for the necessary means of developing our mineral resources, and upon correct information only can he be expected to furnish it. Overwrought and gilded statements, through whose glossing the careful and discreet man sees their hollowness, may deceive many and accomplish the ends of some, but will also retard or prevent great results, which candour and truth might have produced, but for the doubts which discovered duplicity throw in the way of investigation.

Coagulated capital has been necessary in all countries and times for the development of mineral resources. Nature, in her organization of matter, decried it "when the waters covered the face of the earth"; and as much as she has favoured this region over all others with her mineral wealth, there is also, as elsewhere, written upon it, "Thou shalt eat thy bread by the sweat of thy brow." Abundant and pure as are our lead and iron, our copper is not less so; and if there is one fact which characterizes the bounty of nature to ours over the mineral of all other countries, it is that fact and peculiarity of our Lake Superior native copper, that it is in no instance

contaminated with alloys of other metals. The assertion of this fact, when made by Dr. Houghton, was treated as a burlesque by scientific men at home and abroad, who called it "backwoods mineralogy."

His representations as to the great abundance of copper indicated by "surface appearances," were treated as "new country stories" and Dr. Houghton, smarting under the ridicule, pursued his researches for ten successive years before his reports elicited any public attention. He has gone down to his grave in those depths, though immeasurable, and upon a rock, though unseen, which he knew and could determine in his system of philosophy as well as "if the waters rolled back" when he came to their margin. He has gone, too, in the day when that future he had so long and confidently anticipated was come, which, by its developments, was about to consummate the silent but prevailing ambition of fifteen years of toil, leaving one point only fully established, that the accepted systems of geology and mineralogy are in many particulars inapplicable to the scene of his labours, of which the above is one proof.

True it is, and lamentable too, that wild and exaggerated, not to say entirely false, statements have been made of mineral wealth there, to be heaped together without labour or means, which could not fail suddenly to enrich the fortunate holder of a few shares of some particular stock.

Between the extremes the capitalist must designate, or nothing can be done in bringing out the wealth of such mines as do exist and have a value. Many have already embarked, but nothing like a number adequate to the field presented. Extreme caution is not a fault, but often loses what investigation and promptness would have garnered.

Lead is worked, and many fortunes have been made in its production. Copper must be worked in the same manner. The mining is the same, the smelting differs; but copper ore is worth vastly more than lead, while the cost of mining is about the same. This reduces the whole subject to one or two questions, viz.: Is there copper ore as stated? and, Where are its locations? These questions the reader will find answered in the following pages; and if he will read them carefully, and qualify himself, as he may, by their contents, he will be able to determine correctly between propositions now or hereafter made for investment, which are real, and which are "kiting." If he is too much engaged to do this, but goes in, hap-hazard, he may hand down at his death, some "shares" which had long before formed fellowship with North-Carolina "gold stock."

To the traveller for pleasure, let me say a few words. When you shall have read the round upon which I have taken the coaster, you will probably shrink from the toils of following the shore, and wish to go direct and quick from place to place, or tarry a time at one place, and then go to another. In either case, there will be every provision next season: a steambot, large, staunch, commodious, and safe; a propeller, with all these qualities also; and a number of very convenient schooners, as will be seen by the list of vessels on Lake Superior. If you are in pur-

suit of pleasure, whether lady or gentlemen, you can find it in the Lake-Superior region, provided you can be pleased with grand scenery, water falls, lakes, and mountains. You can ramble in search of agates and cornelians, in which, of all I have seen engaged, I have never known one tire of the amusement yet; to become so fatigued as to stretch upon the pebbled shore and search within the reach, then crawl a space and there search on, and still as anxious and intent as when first beginning, till time, who is flying while you are absorbed and unconscious of his flight, begins to dim your vision with a declining sun, and weaken discrimination of the prize you seek: then rousing to consciousness, you see the sun that hung high in the heavens when you commenced your search, just sinking in the waves, and reflecting, you seem to have been away in another world and just returned; you look about for some known object, almost doubting your identity; reluctantly, you shape your course for home, but hope lingering hangs upon the way; though fatigued and

O'erloaded with the selections fancy found,
You'll pick, look—"One more," you'll say—
"Another with those 't are to be ground,"
Or examined dry, be thrown away.

This is agate hunting, as all will testify who have tried it; the most fascinating and bewildering, yet certainly innocent amusement. I have seen a staid and dignified old Governor stretched at length upon the shore from very exhaustion, absorbed and lost to every thing but examining agates, consuming half an hour in scrutinizing and admiring the variegated tints, the beautiful blending of shades and colours, and the regularity of the myriads of diverging and concentrating lines of different colours in an agate he gazed upon, not larger in circumference than a dime; or tired of this, you can wander away with hook and line, to the bright and beautiful lakes that lie among the hills; or take your gun, for

The pigeon and the partridge 's there,
The wild-duck and the timid hare—

but no snakes! I have never heard of any in the country. Or take a bark canoe, which two or three trials will make you at home in, for they are much easier to get the "hang" of than most persons suppose; go to the adjacent islands, run into the caverns and grottos which cannot be reached in any other way. You may find rare agates there after a gale. And when you return, keep along the shore and examine the bottom marked by the white spar veins, discernible at thirty or forty feet deep; or, nearer the shore, with a forked stick bring up the stones you fancy agates, beyond the reach of those on shore. And when you get back you will have an appetite. The tonic air of that region, and the water, will make a new being of you in a few weeks. The air is bracing, yet soft, and is pleasant in "dog days," without producing that faintness and lassitude of the warm weather you have been used to. And the water—well, you will not be singular, you will then say you have never drank any water before; and when you return whence you came, and again drink of what you once thought delicious, you will condemn it as an adulteration or spurious.

To the invalid, I have a few words to say for his information. I am not "cracking up the country," for I shall write nothing that all who go will not find as I represent it, or all who have been will not confirm, either on this or any other subject of their acquaintance which I treat upon. To you I say, go then. Although your health is impaired, you cannot be injured; and I know one gentleman who had been South, had been to Havannah, without any benefit; one season on Lake Superior restored him, as he said, to comparative health. He was a *compagnon du voyage*. I don't know why it should not relieve consumptives as well as others. All who go there declare they feel much bet-

ter, and I know I did. I was under slight chronic and cutaneous affliction. I as told that the Lake Fanny Hoc, on which Fort Wilkins stands, was so much impregnated with mineral that a soldier died from drinking of it. I asked if the other soldiers had not drank it as well as he, and was informed they had, but its water had since been analysed and found to contain too much copper. Upon this I resolved to drink the water of Fanny Hoc Lake, brackish as it might be, and continued to do so while there; and I firmly believe it to be beneficial in cutaneous affections. I didn't die, as the soldier did, but felt better ever day I remained. One thing is certain,—the half-breeds and natives all live to a great age, notwithstanding their exposures; and sickness from fevers, colds, inflammations, and agues, is scarcely known. The healthy and ruddy appearance of all you meet will be a stronger guarantee and more satisfactory evidence, on your arrival, than any philosophical reasons I am able to give. I am assured there will be prepared early next spring accommodations for sojourners and travellers at all the places desirable to stop at. Even now, every hospitality is afforded which can be; but especial preparations will be made early, for next season's "passengers and baggage to and from the steamboats."

All explorers, with scarcely an exception, when they set out for the first time, encumber themselves with as much that is useless as that is useful. I will therefore state what is necessary only, as the necessaries are usually found quite burdensome enough.

If you intend to "coast round," you must provide at the Sault St. Mary a bark canoe sufficient for your number, and provisions for the estimated time, which must allow for detentions, &c., until you reach Grand Island, as there, at Granite Point (Dead River), and L'Anse, provisions will probably be obtainable next season. You will require a tent, two blankets for each, a camp kettle, frying-pan, tin cups and plates; if you are nice, a coffee-pot, ground coffee, and sugar; but the plates, coffee-pot, &c., may be dispensed with, and often are, the kettle or frying-pan being the dish from which each helps himself. The knife is in your belt. The sail of your canoe is laid upon the boughs, which are first spread upon the ground in the tent, and then your blankets. At landing, the canoe is not allowed to touch the bottom, but you get out into the water and unload it, which is then lifted out upon the shore, turned bottom upward, and your stores are secured under it; your tent is pitched, a fire built, &c. This is all, however, the work of the voyageurs, who, from practice, will despatch it with a facility that will quite astonish a new traveller.

Your clothing should be a pair of thick-soled boots of cow-hide; no stockings are required, but most persons wear them, and consequently have the nightly-recurring duty of drying them almost dry, and thus putting them on damp in the morning, producing a contest between the boots and feet of entrance and resistance, rather disagreeable. A pair of pants of cotton canvass, and a coat of the same to reach below the knee, with side and breast pockets. Cotton canvass is found to be as good as anything to turn water, and the best to turn the brush, which is a work of labour and perseverance often to be endured for hours in exploring. A red flannel shirt will not require so often washing as a cotton one, and "it is always dry and warm, though never so wet and cold"; besides, washerwomen are rather scarce, and when you have performed the office yourself a few times, you will become less fastidious in relation to such matters. A red woollen comforter. No suspenders: they would confine you in crawling under logs and limbs, and through difficult passages in the cedar thickets. A belt, carrying a hatchet and knife, buckled round the waist, will sustain your pants, and allow free exercise of your body and limbs. A wool hat, with wide brim and low round crown, is the

best to turn rain and brush. A pocket-compass, and perhaps a pipe, completes your equipment, saving a few fish-hooks and line. These are the really necessaries, though most travellers are not content with them. Experience, however, shews the necessity of being divested of everything which may be dispensed with; for portages and journeys have to be made, in which everything, even the canoe, must be carried for considerable distances, on which occasions "blessed be nothing." Habit, however, brings power of endurance which many will not believe, and I have seen a packer, himself weighing less than 145 lbs. who could take upon his back 200 lbs. weight, and make good time upon the portages.

In coasting, it is necessary to have at least one good *voyageur*, as they term themselves, who will most probably be a Frenchman or a half-breed, who understands the coast and weather-signs, superintends the unloading and camping, interprets, knows where fish may be taken, the proper places for landing, and whose counsels as to whatever implicates safety or convenience must be followed, and with rare exceptions may be, for experience makes them wise in things which gives their knowledge the appearance of intuition when contrasted with their general endowments, as the coming of a storm, the probabilities of reaching a particular necessary landing-place by a given time, &c. &c. So much depends upon the *voyageur*. If the interior is to be visited, he can generally tell you the route, nature of the country, &c. It will sometimes occur that you will be detained for two or three days at a stopping-place by high winds; but this is a rare occurrence. At other times, when the weather is favourable, you will sail on during the night, which is determined by the *voyageur's* opinion of the weather, and knowledge of the coast to be passed.

Being in all things prepared, you set out from the Sault St. Mary, generally in the afternoon; for starting is rather difficult, from the fact that your *voyageur* will be drunk from the time he is engaged until your departure; and you will start with the purpose of going a few miles that day, and having him sober next morning, when the voyage really commences.

You will be surprized in the morning to see what a change one night has made in him. Until now he has taken no interest in the preparations for the voyage; but here, he is aware that his responsibilities have commenced, and instead of the beastly and besotted creature he was yesterday, he is taking a mental inventory of whatever preparation has been made; each article of use is minutely examined; alterations and improvements, if necessary, are made; occasionally he casts a look upon the circle of the heavens for indications, as a book long studied. You "turn out," and are surprized to find that he has been up with the dawn, and breakfast is about ready. This over, if the weather to his mind is unpropitious, or he has private reasons, he will find that the canoe requires some tightening, and putting his lips to the suspected spots, will find, or pretend to find, air-holes. These he stops by taking a burning brand and holding it near the gummed joint or seam, and when the gum is softened he rubs it down with his wet finger. If this do not detain him until his mind is fixed, as to the weather and other matters, he will find other expedients; and without knowing his reasons for delaying, you change mind in regard to him, and believe him a lazy fellow; but you can't go back, and must endure it. While you are arriving at this erroneous opinion of the Indian, he is doing exactly the reverse with you, and his advantages in that contest are far greater than yours. This is your first voyage and first acquaintance with his kind, but he has been all his life in this business, and has made long voyages in company of some of the most qualified and enlightened gentlemen of the world. Perhaps, when a boy, he was with Porter, running the boundary; later, he might have been a man with Bayfield; and

every year has thrown him with men to draw comparisons by, precisely what he is now doing with you. Now mark the necessity of his shewing you well: you are under his charge in fact for this business is his living, and his reputation as a voyageur has procured his employment for you. You did not hire him: Mr. Livingston, the American Fur Company's Agent at St. Mary, probably furnished him; and if he did, he knows him better than you ever will, and knows you are safe with him. But why does this Indian wish to know you? may be asked. He merely wants to know your calibre, if I may so speak, and then he fixes you at your proper place on his scale of men, in order to know when and on what points to consult you, to know what dependance can be placed upon in an emergency; and these points, you may be sure, are all settled in his mind before he passes White-Fish Point. He now knows you by contrast; you only know him as you first saw him, a besotted, helpless being, and you cannot help divining him as such. You may go the whole voyage, even repeat it, without an occasion presenting itself for that Indian to exhibit what he really is; but if one should come, in which he is required to put forth his powers of judgment, skill, or endurance, to preserve the safety of one committed to his charge, then, and then only, can the true character, the endurance and self-devotion of those hardy and honest-hearted voyageurs be truly known. Gay and mirthful by nature and habit, patient and enduring at labour, seeking neither care nor wealth, and, though fond of their families, "take no heed for the morrow." Such are the voyageurs of the Lakes, a distinct and different people from all others upon the globe.

These *voyageurs*, or *courcurs des bois*, as some call them, have many sketches and songs, to the chorus of which they ply their oars, and cheer their toil. The following two are much in vogue, and heard from a full crew in a still light, well might have given origin in the heart of Moore to his "Canadian Boat-Song." These were formerly published in a work entitled "Tales of the Northwest," but are still in use, one leading with the text, the others joining in the chorus. Dr. Houghton's crew woke me at the dawn of day with their song, the last time he departed from Copper Harbour.

1.

Tous les printemps
Tant de nouvelle;
Tous les amants
Changent de maîtresses.
Le bon vin me endort,
L'amour me reveille.

Tous les amants
Changent de maîtresses;
Pour moi, je garde la mienne.
Le bon vin me endort,
L'amour me reveille.

2.

Dan mon chemin j'ai rencontré
Trois cavaliers bien montés.
Lon, lon laridon dame,
Lon, lon laridon dai.
Trois cavaliers bien montés,
L'un a cheval et l'autre a pied.
Lon, lon laridon dame,
Lon, lon laridon dai.

The Sault St. Mary's was last year reached by taking steamboats of the Chicago line at any of the ports, and from which passengers landed at Mackinaw, which the tourist finds a most beautiful and pleasant place in hot weather, which was the resort and sojourn of many last season. From Mackinaw, a steamboat, I am assured, will run daily, instead of tri-weekly, next year, to the St. Mary's. This route, for beauty, boldness, and diversity of scenery, is unequalled in the world as a panorama. It is for most of the way among the "Ten Thousand Islands," as reported by Lieut. Bayfield of the Royal Topographical Engineers, who was for se-

veral years employed by the British Government in surveying Lakes Huron and Superior. He reports having been upon twenty thousand islands in Lake Huron, and that ten thousand of them lie in and around the embouchure of River St. Mary's into Lake Huron. The steamboat is continually winding its devious way among these islands of various sizes, standing amid waters of vast depth at their very margins. Some are large, and covered with forests of sugar-maple; others bring forth only the cedar from the opening crevices in their sides; others bear upon their brows the stunted pine and silver fir; while others are but stupendous piles of naked rocks, whose perpendicular sides, as you pass them, sometimes within a few feet, shew by their disjointed seams that a "crash of matter and a wreck of worlds" must have raised them into their giddy heights and overhanging positions. Anon, the "low bell" rings, and gradually the boat turns at a right angle from a lake-like space, and enters a labyrinth of islands, out of which an inexperienced pilot might not find his way for days. On the one hand open deep caverns in island rocks, and on the other are spread out in solitude the small grassy meadows where the foot of beast never trod. Along Lake George, upon the projecting points and island shores, are often seen the Indian's wigwag. There these children of nature ply their only toil, procurer food, mainly from fishing, content in primitive simplicity, and free from the great sources of unhappiness and care to the civilized,—fashion, and the accompanying responsibilities."

[TO BE CONCLUDED IN OUR NEXT.]

MISCELLANEOUS EXTRACTS.

CHEAP FARES.—'MONSTER' EXCURSION TRAIN ON THE BRIGHTON RAILWAY.

The *Morning Advertiser* gives a pleasing account of the vast capabilities of the railway as an instrument for the innocent enjoyment of the masses, in an interesting description of a pleasure trip to Brighton, on Wednesday, 8th July, in aid of the Licensed Victuallers' Protection Society. Nearly two thousand persons were conveyed down in the morning by two trains; for as the number far exceeded the limits of one huge train, a second was prepared and dispatched with the remainder of the company with marvellous rapidity. The travellers were allowed between eight and nine hours to enjoy the fresh air of Brighton, and to inspect the "lions" of the place; and by midnight the whole party reached London Bridge, without the slightest accident. The arrangements of the railway authorities were admirable, and elicited the warmest approbation.

It may be interesting to observe that the charges for conveyance from London to Brighton and back was 5s. 6d. per head; and when it is stated that a handsome balance per ticket will accrue to the *beneficiaires*, the liberality of the Directors cannot be too highly prized, or over-anguine hopes entertained of the benefits to accrue to the public from the general adoption of low fares. The *Morning Advertiser* pays a well merited compliment to the ill-requited services of Thomas Gray, and quotes an interesting passage from his work, written eight-and-twenty years ago, in which he predicts, among other benefits which must flow from the general adoption of the system, that the railway would one day become an important instrument for the recreation of the people. Our excellent contemporary adds:—"Poor, and in humble, but not ignoble, obscurity, Gray now beholds the rich fruition of his prediction in the grand march of railway progress, with its thousand commercial and social improvements, and not the least remarkable and pleasing to the benevolent mind, the happy results which a more liberal

railway policy has created in the popular feature of the excursion train. The panting citizens of our huge metropolis owe many thanks to the liberal mind of Rowland Hill, when at the head of the Brighton Company. Let us hope that his worthy example will speedily be more extensively followed in railway management, and that to all classes,—even the poorest working man and his children—may occasionally be realized the healthful picture which the poet has given of the joys of a change from the smoke and dust of the crowded streets for the fresh pure air of the country:—

'Through the town, and out at the street,
While a light wind blows from the gates of the sun
And waves of shadow pass over the wheat,
They may sit them down in the lonely place,
Hearing melodies chanted loud and sweet
That make the wild swan pause in her cloud,
The lark drop down at their feet.'

The Brighton line seems to be a favorite with cheap excursionists connected with Benefit and other societies. It would add much to its popularity if arrangements were made by which a trip to France could occasionally be enjoyed. If the extremely low railway charge above stated remunerate the Company, surely a proportionate reduction of fare by the steam-packets would be equally remunerative, and within the means of many of the metropolitan pleasure excursionists. The suggestion is worth the attention of the Brighton and South-Eastern Directors. We are happy to see that something of this kind is about to be adopted by the Companies in the Eastern Counties' district, in a cheap rail-way and steam-boat trip to Rotterdam.—*Railway Record*.

COPPER ROCK.

Messrs. Editors,—You have undoubtedly heard of the enormous copper rock at Eagle-Harbour location, pronounced by Dr. Pent the great-grandfather of all the rocks of this kind, estimating its weight at from 75 to 100 tons. A brief description by an eye-witness may be interesting to your readers.

At Eagle Harbour, commencing at the shore of the lake, is an open cut 12 feet wide, 85 feet long, 7 to 8 feet deep, in which is found this enormous mass of copper.

The sheet, which is 90 per cent. pure copper, is in the centre, running the entire length of the cut, varying in thickness from six inches to two feet, having branches of from 1 inch to 2 inches in thickness shooting from it east and west, and varying in length from 1 to 2 feet. The interstices are filled up with sand and trap-rock, charged with native copper, say 50 to 75 per cent, also small masses of beautifully-crystallized marcasite or spar, filled with what has the appearance of copper filings, being quite rich.

This is what is called the copper rock. As unlike a rock as possible: it looks more like a large tree that has fallen and turned to metal, with this exception, that its depth is not in proportion. Large, detached masses of native copper, weighing from 50 to 300 lbs. are taken from alongside of this sheet, and the vein stone up to the wall rock is richly charged with copper in its native state.—*Detroit Advertiser*.

We are happy to see that the mineral wealth of Lake Superior is not altogether confined to the South shore, but that the Northern or British side abounds in rich mineral ore, both copper and silver. A large company has been formed, composed of our most influential and wealthy citizens, who are already prosecuting their exploration with considerable success. We are quite of opinion that the resources of this immense country are far from being developed, and that a rich harvest awaits those whose energy and enterprise lead them to efforts for the development of these resources. We hope Government will extend a fostering hand to these undertakings, and that while they restrain and prevent monopoly, they will do all in their power to encourage and protect well-directed enterprise.—*Montreal Transcript*.

NOTICES TO CORRESPONDENTS.

The communication of "TRUTH" has been received; but it must be perfectly understood by all parties that nothing will be inserted in the EXPOSITOR, unless the name of the writer be confidentially given.

"JUSTICE" will perceive that we have offered some observations on the case of Ready, and that his hint has been acted on. Knowing who he is, we place implicit confidence in his statement.

We recommend "A DEPARTING SUFFERER," who complains of the filthy state of the Officers' Man-Guard Room, to include it in his morning report, or address himself to the proper authority. We have ourselves frequently been struck by the sombre and not very cleanly appearance of what may rather be called a prison than an Officers' Guard-Room, and which we conceive to be a disgrace to the Department under whose superintendence these things are usually placed.

"H. M." is informed that there is a letter-box in the door of the publishing office of the WEEKLY EXPOSITOR, in which communications may be dropped without delivering them personally.

"OSCEOLA" is reminded of his promise to procure for his brother of the Big Beard, not two hundred warriors of his tribe, but two hundred sages who desire the medicine book, and drink not firewater, but the words of the Great Manitou.

NOTICE.

A large edition of this number having been struck off, with a view that it may be widely disseminated through the City, it is particularly requested that, to prevent much inconvenience and uncertainty, they who approve of the principles of the paper, and are desirous of preserving a record of all interesting matter connected with those important schemes which are at present agitating the public mind, and on the successful termination of which the future prosperity of Canada depends, will leave their names as subscribers at the Office, St. Francois Xavier Street, before the second paper, which will be thereby regulated in number, is put to press.

An original and interesting account of a tour through Canada and the United States, by a gentleman already favorably known as a writer in both countries, will later be given in the columns of the 'EXPOSITOR,' if the number of subscribers to the paper should be found such as to justify the publication.

THE

WEEKLY EXPOSITOR.

MONTREAL, THURSDAY, AUG. 20, 1846.

INTRODUCTORY REMARKS.

TO THE PUBLIC.

As it may be expected that we should state, in this our opening number, what will be the tendency of the political portions of the 'WEEKLY EXPOSITOR,' we will here briefly observe, that, while on all occasions we shall endeavour to adhere to the motto we have chosen, and to render to an Administration the least popular that ever presided over the affairs of a country,—not even their immediate predecessors excepted,—every meed of commendation their acts may justly command, we shall also unhesitatingly condemn and expose them, when, as has been the case for some time past, their conduct is marked by that absence of honesty and dignity of purpose which most tend to bring a Government into contempt with the People.

Nor let it be supposed that merely individual or personal feelings or views will be expressed through the columns of the 'WEEKLY EXPOSITOR.' It is with deep satisfaction we are enabled to state that the

most wealthy and influential of the Conservatives of the country, and of this great and rapidly rising city in particular,—its merchants and its professional men of high talent and attainment,—are numbered amongst the supporters of the paper. And surely it must be admitted to involve a singular anomaly, and to convey an intimation anything but flattering to the present rulers of the country, when we see sustaining a publication, the avowed object of which is to denounce all abuses whether of the Government or other public departments, those very Conservatives who, under a proper and honest Administration professing the same political principles, would naturally lend all their aid in furtherance of its policy, and check whatever might have a tendency to embarrass or obstruct it.

It would have been in the highest degree idle in us, unsupported by the voice of public opinion, to have interposed a shield against the almost tyranny,—altogether absolutism,—which has marked the conduct of the present Government for some time past, unchecked as it has been by that strictly constitutional head and hand, to which should properly, and in accordance with the true spirit of Responsible Government, have been confided the reins of vice-regal power in this important but much-neglected colony. Singly, we could have done nothing. Our feeble voice would scarcely have been heard in the din of opposition which, at the nod of the Executive, would have been raised with a view to crush our efforts. But, fortunately, it is otherwise. We are merely the organ of a large portion of the public, who have watched in silence, but with cold and disapproving eye, the conduct of the Government,—who have felt the strong necessity for the establishment of a Journal wholly independent of Executive favor, yet Conservative in its principles,—and who, with that view, have liberally subscribed towards the establishment of the 'WEEKLY EXPOSITOR.' And who are these men?—The answer is an important one, and cannot but fall startlingly on the ear of the public,—say on that of the Government itself. They are those who have ever been considered Conservative in their principles, and who, were justice and consistency made the guiding rule of the policy of those whom they have raised to power, would be the last to condemn their acts. In a word, amongst them are those who, in this section of the Province particularly, are most distinguished for their wealth, their probity, and their intelligence; and although we do not pretend to deny to many men of opposite political principles the possession of similar qualifications, we particularly note, as an additional evidence of the unpopularity of the acts of the present Administration, that none but the name of Conservatives are on the list of those who have contributed to the establishment of this paper.

We trust that, in furtherance of the views set forth in this preamble, the 'WEEKLY EXPOSITOR' will, not only as a political paper, receive that support which its independent character ought to command from

every independent member of the community, but, that as a record of all that, in a more commercial sense, is engrossing in interest in regard to railway and mining speculations, it will be considered a new and desirable acquisition in Canadian newspaper literature.

FUTURE PROSPECTS OF CANADA.

Whatever credit Sir Robert Peel may have acquired at home by the introduction of the Free Trade system, as applied to England only, it must be admitted that he has betrayed the utmost indifference, and evinced the utmost short-sightedness in regard to Canada. So old and acute a politician ought to have known, unless he be lamentably ignorant of the spirit of the people of this country, that crippled in every branch of her commerce, as she must inevitably be by the sudden check to her industry and enterprise which the operation of the Free Trade system must infallibly occasion, Canada would naturally grow impatient under the injustice—this palpable neglect of the important interests of an important colony—and seek for other channels of commerce which might prove to the rulers of England that there was both danger and impolicy in slighting, if not wholly overlooking, the interests of any portion of the community, however assumedly humble.

Had any consideration for the interests of Canada entered into the scheme, through the successful operation of which Sir Robert Peel hoped to confer happiness upon the millions of his own countrymen, its ruinous effect ought to have been foreseen, and guarded against by some commensurate boon, such for instance as the repeal of the Navigation Laws, by which the St. Lawrence would be thrown open to the flags of all commercial nations; or by the surrender to the Province of the million and a half of money borrowed for the prosecution of the public works—chiefly canals—which have been rendered comparatively valueless, by the act of the Imperial Government.

But there is another yet more important interest at issue on this subject, and resulting from the total disregard, by the late ministry, of the position in which the Corn Bill would place Canada. In what position, it may be asked, does Sir Robert Peel stand in regard to this country, and that solely from having neglected to make those concessions which were indispensable to the well working of his plan? We answer plainly, but not in the language or spirit of alarmists, that one of the results of the prosecution of the Rail-road which the people of this city, have in a great measure in a spirit of self defence, been compelled to embark in without the assistance of British capital, will be an unavoidable tendency to produce an interchange of interest—a community of purpose—between the Canadians and their neighbours the people of the United States, which some five years back might have been thought extremely impolitic, and would at all hazards, have been discouraged.

True it is, that the people of Canada, and particularly of Montreal, are not likely now to forego those high political principles which

have ever distinguished their relations with the mother country, but we confidently repeat that, if ever Canada should be lost to England, this step of Sir Robert Peel will be found to have had the first direct tendency to that end. —Let Lord John Russell therefore take heed that he follow not advisedly in the wake of his predecessor, for however it may be sought by the supporters of the administration of this country, to induce a belief in England that the people bow implicitly to the dictates of the rulers of the Empire, the Canadians are like all other portions of the human race, and where they find their interests sought to be sacrificed by those who should most support them, they will naturally turn their attention to that quarter where they are most likely to find their views fostered. Let the St. Lawrence be opened to the flags of other nations, and this pressure upon the commercial world, which now weighs like an incubus and paralyses exertion, will be removed, and in the infusion of a healthier tone, the spirit of discontent will have passed away for ever,—nor indeed is it unreasonable either to expect or to demand that such should be the case, for if an enlarged apprehension in England has created new demands, and obtained what has been the cry for years, yet what few deemed the Government would ever grant—the free admission of grain into the ports of England,—there can be no good reason why a necessity, arising out of that very concession, and affecting the welfare of an entire and populous colony, should not be met in the same spirit of generosity and liberality.

It must not be understood, from the remarks we have offered, that although we condemn Sir Robert Peel's measures in regard to Free Trade, as being in the highest degree selfish and of purely domestic benefit, we conceive that any serious injury will be done to this country by their operation.—On the contrary, it appears to us to be one of those unlooked for—fortuitous—measures which sometimes, without thought, or design to effect such an end, lead irresistibly and insensibly to the consolidation of the power and the resources of a young people, scarcely before conscious that the elements of such power or such resources existed among them. The child has now, at the instigation of its mother, as will be seen in our remarks on the great Rail-road meeting, thrown off her leading strings—and hereafter she must learn to walk alone—at least in all that relates to her commercial prosperity.

Since penning the above remarks we have seen in the columns of the *Economist*, the Report of the Board of Trade—a document drawn up with much care and ability, and one we conceive most likely to weigh with the British Government in the mode of commercial policy intended to be pursued in regard to this country. There can be little doubt that, based upon the just requirements contained in the Report of this Committee, Lord John Russell, whose policy is on a much more liberal and comprehensive scale than that of Sir Robert Peel, will do everything that is necessary to remove the disadvantages under which Canada now labors. The strongest guarantee for this is, independently of the stern manner in which his attention is drawn

to the necessities and the demands of the Canadian merchants, the very liberal colonial views he entertains as characterized in the following remarks made by him in his place in the House of Commons:—

“I know some persons will say that if this plan is proposed we are again pressing in upon our colonial system—that we are destroying that protection which ought to be given to the colonies; and that we shall be loosening their affections towards the mother country [Hear! hear!]. But I own I consider that the time is come when you must adopt an altered and, as I think, an improved policy. It was the habit of this country, and it has been the habit of other countries, to provide that they should have a jealous monopoly of the commerce and the productions of the colonies, and that the colonists should be obliged to take exclusively the produce and manufactures of the mother country. I believe no country was ever more rigid and exclusive in this system than Spain. Spain had a vast colonial empire, and yet at the end of two centuries and a half after she had acquired that empire, we find Sir Robert Walpole stating to this house, upon the question of the Spanish trade and the Spanish galleons from South America and the Spanish West Indies, that the greater part of the goods so introduced into Europe belonged, not to the Spaniards, but to foreign countries [Hear! hear!]. Such was the result of the rigid and exclusive system—a system without the energy and spirit of freedom of commercial enterprise. My belief is, that if they have that spirit, your colonists will gain, and not suffer, by this great change in your policy [cheers]. I believe that the cultivation of sugar itself will be improved to a great extent when the colonists know that they must compete in the markets of the mother country with the productions of other countries [cheers]. I believe they will derive fresh energy from being allowed to seek where they like for the cheapest products of other countries of the globe; and recollect, sir, that they do not part with this great advantage, that in this country we should neither impose differential duties against our colonies, nor would the colonists impose differential duties against us. It will therefore be a commerce scene in war as well as in peace, a commerce not exposed to the danger of conflicting tariffs, but one solely regulated for the benefit of both [cheers]. Our colonies derive, I think, a great advantage in being connected with this country. They have the advantage of all the skill and accumulated capital of this country; and this empire has an immense advantage in the loyalty, the power, and the assistance of the colonies. But these colonies must hereafter not exist upon the limited and restricted system of former days. That limited and restricted system must now be acknowledged to be erroneous. Other principles must prevail. I believe that both the mother country and the colonies will flourish all the more for the abolition of useless restrictions; and after some period of mourning—perhaps some passing cloud of discontent—we shall acknowledge, both in this country and in the magnificent possessions which belong to us, that we have hitherto been mistaken in following that policy; that our affections will be all the warmer when neither is subjected to grievances by fetters imposed by the other [Hear!]; when the colonies are neither obliged to submit to restrictions for some supposed benefit to the mother country, nor the mother country deprived of the benefit of some of the cheapest productions of the globe for the sake of some colonial interest which is to be favoured by an erroneous policy. Sir, the colonial empire of this country is an empire of which any statesman may justly be proud, and to which the people justly attach the highest value. I trust when this better system has been adopted we shall see those colonies increase and flourish, that we shall be proud of them, as our creations, enjoying the liberty which we have given them, and that both will flourish in union for many long years to come [cheers]. I shall now propose to you a resolution for the continuance of the present duties, and lay upon the table the resolution of which I have stated the nature. I trust both these resolutions will hereafter be adopted; if these resolutions shall hereafter be adopted by Parliament, I think the present Ministry, however short be their existence, will not have administered their trust without some national advantage. The noble Lord concluded by laying the resolutions upon the table.”

BOARD OF WORKS.

We copy from the last number of the *Economist*, some remarks on the conduct of this department,—seemingly fated never to give satisfaction to the public,—which the Executive will do well to peruse and act upon. The sums of money that have been squandered by all branches of the Board are truly enormous, and well calculated to arouse the indignation of the people on whom the burden must eventually fall, unless, indeed, as we have elsewhere suggested, the British Government should remit the loan, and, in the same spirit that gave freedom to the slaves of our West India Islands, place Canada in a position to “plum the eagle wing,” and take her flight among the children of emancipation.

The conduct of the Government in regard to the Board of Works is, it must be confessed, most extraordinary—so much so indeed, that there are those who seriously believe that they have not been altogether without knowledge of, if not absolute participation in, the abuses that have everywhere been found to exist in connexion with it. It was well known to the public, both from the charges brought forward in Parliament and the statements which filled the public journals, and even formed the common topic of conversation, that heavy defalcations, whether arising from peculation or mismanagement, had taken place in a department ever notoriously sold to the highest job bidders; and yet, so far from the Chairman being punished by dismissal, as the public voice required, we find him, although removed from a position which he is admitted by themselves either unworthy or incompetent to fill, placed in the receipt of a pension of a thousand a-year. Government cannot be surprised that, after such a course has been pursued by themselves, the public should put their own construction on the causes of that extreme delicacy which would, and at an enormous salary, retain a public officer whose conduct has (and we say this advisedly) been denounced by themselves, when, at the same time, those against whom there is no complaint, and in whose favor is enlisted the public sympathy which ought to command some attention and respect, are, after years of honorable service turned out of employment with some trifling gratuity—a gratuity so small, indeed, as to make it almost a matter of insult to offer it. But it is absurd either to suppose or to expect that these abuses can exist much longer.

The following are the remarks of the *Economist* :—

“At a moment like the present, when the laws which have so long regulated our commerce are in process of being changed, and when a consequence of this change is a serious fear that our trade may be diverted from its usual channels by the sagacity and forethought of our neighbours—at such a time, we say, it is the duty of every man to do his best for the common cause, and to assist to his utmost in averting what for the inhabitants of this Province would be a great calamity. And if this is the duty of the ordinary citizen, it becomes much more so that of the Minister of the Crown. If this

latter fail in his duty, there is no language strong enough to express his fault.

"We have elsewhere expressed our satisfaction at the spirit manifested by our citizens at the late public meeting, when the question was put to them, Shall the Portland Railroad proceed or not? But whilst we acknowledge that undertaking to be one necessary means for retaining to us the trade of the West, there is another object which is certainly not less important, and without which everything else that is done can be but of little avail: we mean the deepening of Lake St. Peter.

"On the 16th of May last, we pointed out the urgent necessity of going on with that work, but differed as to the best means of doing so. We suggested the propriety of abandoning all that had been done in the New Channel, and commencing at once in deepening the Old one. This opinion was confirmed by a Select Committee of the House of Assembly, who *unanimously* recommended that all further labour should be expended on the Old Channel, and proved by figures that 156 days' work would give a passage through the Lake for vessels drawing 14 feet water. Notwithstanding this, will it be believed by the country that the Executive have, since the closing of the session, stopped the works on Lake St. Peter, that the dredging vessels, scows, &c., are all snugly moored at Sorel, and that the Superintendent, Engineers, and men, are enjoying themselves or doing nothing, at the expense of the country! Such apathy and inaction on the part of the present Chairman of the Board of Works mark him, we fear, as a man deficient in the grasp of mind necessary to conduct a great work, and at the same trust with confidence for the approval of his acts to the country.

"If the Chairman of the Board cannot of himself decide on the course it is proper to pursue, why has he not long since called in the assistance of qualified engineers; and if it be objected that such persons could only be found in the United States, why cannot Government select a Board from among the Royal Engineers, who would soon put an end to the perplexity?

"We predict, when at length something is done, that it will be found a very simple matter, and will occasion surprise that ever the attempt was made to cut through sand-banks to obtain a straight channel, while there was a natural one close by capable of being improved and rendered in every way more serviceable, at less than one-fifth the expense."

THE CHAMP DE MARS MEETING.

Monday, the 10th of August, was an eventful day for Canada. It solved, and satisfactorily, the not very difficult but important problem whether the country was to continue in that state of supineness and want of self-reliance which have hitherto been the chief barriers to her prosperity, or, by an united and determined effort, to grapple with a seeming insuperable obstacle, and to overturn it. Public expectation was at its height—all ranks and parties had merged their more personal, political, and local feelings in the consideration of the common good,—the redemption of the stricken and prostrate commercial interests of the country, and the adoption of means to raise them Phoenix-like in greater brilliancy from their own ruin. The day was fine—the assemblage numerous, and the most pleasing, yet singular feature of the whole scene, otherwise rendered gay by the display of flags and banners, was the perfect unanimity of purpose that pervaded all ranks and shades of political party

which, "for the nonce," lay subdued, stealthily and curiously watching this unwanted union of the Lion with the Lamb. Had the spirit of a Chatham hovered over that large assemblage, met together for the purpose of throwing off the incubus of despondency and the apathy of despair, it would have traced in the far distant horizon a semblance to that dark and scarcely visible cloud which subsequently burst forth into a hurricane over that vast and extraordinary land now a mighty republic when this, although longer settled, is yet comparatively in its infancy.

It is not our intention, however, to enter deeply into a description of this truly gratifying meeting, which the very honor, if not the interests, of the country demanded should be, as it proved, numerously attended and successful in result. After the example which had been set by the citizens of Portland, it would have been little creditable in those of Montreal to have hesitated in the adoption of the course to be pursued by them, even had not a more than ordinary necessity for exertion grown out of passing commercial events. But when, even irrespective of these, the semi-monthly accounts which we receive from England, France, and indeed from all parts of the inhabitable globe, prove to us the immense fortunes that are made, the rich revenues that are derived, from speculations in the rail-road enterprise, it must at once occur to every sensible man,—be he in what class of society he may, or whatever his pecuniary resources,—that no more profitable field for the investment of his money can be opened to him. What, at this moment, is Rothschild, the King of Rail-Roads in France? More wealthy and possessed of more power (for his power is not restrained,) than the wealthy and powerful monarch of that kingdom himself. Nor are his means or his inclination to do good to his fellow-men more restricted. The rapidity with which riches are acquired in this new field of speculation, seems to enlarge the heart,—to infuse into it a spirit of generosity; and he who once, upon the Bourse or Exchange of Paris, would, millionaire as he is, have worked himself into a fever at the loss of a few hundreds of pounds, has since made many a proud but indigent family happy by bestowing upon them shares, which could be accepted, when other means of assistance would have been refused.

Surely, then, if the whole European world are united in their endeavours to procure wealth from this new and seemingly exhaustless mine, and if our neighbors the Americans, ever provident and sagacious in all that appertains to their prosperity, have found so much benefit to accrue from the Rail-road enterprise, is it not madness in us to throw from us the first and great opportunity that is afforded for sharing in the same advantages? We address not those—the many—who with spirited emulation, and a correct estimate of the all-importance of the subject, have felt and acknowledged the forcible appeals made to them on the day of the meeting, and previously through the public journals—

and among the number of these latter we may especially notice the communications made through the *Mimere* to the French Canadians,—but our remarks are intended to reach those who yet hesitate to drink pearls with Cleopatra, but rather prefer, with the inflexibility of a Diogenes, to cling to the tub which conceals from them the dazzling splendor of the meridian and golden sun.

And then how delightful, withal, when imbedded in mountains of ice, and beholding around us but one vast field of enduring snow, to be enabled, in a few hours, to reach and to gaze upon the dark blue sea, and to hear the roaring of that which reminds us we are no longer in the prison house in which we have so long been pent up; or when stern winter has departed, and the smiling face of nature dons its gladsome hue, to have it at our will to pass one day at that same sea-side, and the next on the banks of the St. Lawrence nearly a thousand miles from its source, and this at an expense so trifling as to be almost insensible.

As one of the many instances of the rapid and improved change in social manners effected by this new phase in locomotion, the increase in domestic comfort and enjoyment, the promotion of health and economy, and the hilarity of spirit consequent on the exchange for a purer air of the insalubrious atmosphere of a crowded city, we have elsewhere copied from the *London Railway Record* an account of a recent pleasure excursion from London to Brighton. Let those who hesitate about speculating in the Portland Railroad read this account, shewing how a distance of twice fifty miles can be traversed in a few short hours, affording, moreover, all the requisite time for recreation near the seaside, and all this for the trifling sum of five shillings and sixpence sterling, and then fail, if he can, to become as enthusiastic a disciple of the system as he had heretofore been cold.

In regard to this Railroad, it may be truly observed, and in every sense, that *ce n'est que le premier pas qui coûte*. The Portland undertaking once completed, it will be found so valuable an investment, that Canada will, like England, soon be cut up into Rail-roads, and the only difficulty then, we prophecy, will be to obtain shares—and thus will profit and pleasure go hand in hand together.

The number of signatures to the several books, since the meeting on the Champ-de-Mars, has been great compared with the quantity of shares subscribed. The amount of these, we understand, does not exceed fourteen hundred. On Saturday the 22nd instant, the meeting of stockholders will be held at the Company's Offices, No. 18, Little St. James Street, finally to determine whether the Rail-road shall be prosecuted or abandoned. We cannot but express our disappointment at the result of the canvass; and while we exonerate the bulk of the population of Montreal from apathetic indifference, we cannot, at the same time, but feel that many who possess large and valuable real estate in this city, have not come forward to sustain up this undertaking, so vitally

important to their own interests, and those of this community generally. A couple of days yet remain for these persons to redeem themselves from the almost odium they have incurred among their fellow-citizens by the course they have pursued, suicidal as it is to the common weal.

We would advise the publication of the names of the subscribers, being citizens of Montreal, and the amounts subscribed by each, by which measure the public will be enabled to judge between those who have generously assisted this undertaking and those who have so illiberally determined to benefit by the activity and energy of their fellow-citizens, without any exertion on their own parts; for it is now clearly understood by all, that it is an undertaking the success of which involves the prosperity or ruin of Montreal, and to which duty impels every citizen to subscribe according to his means.

MORE GOVERNMENT ABUSES.

THE ASSISTANT-SECRETARYSHIP.

We believe there is no doubt that the situation of Assistant-Secretary for Canada West is to be vacated by the present incumbent, Mr. Hopkirk, who, like his chief, has served under every Administration, Radical and Conservative, since the first introduction of Responsible Government into the country. Few people will regret that Mr. Hopkirk should be ousted from an office which requires amenity of manner and a certain degree of courtesy; but there can also be no doubt that, if the report be true—and we have reason to believe it is—the office of Collector of Customs at Kingston, which he is to get, will be raised in value to that of the situation which he leaves, in order to make room for some pliant tool of the Executive, the country will visit this gross perversion of honesty and justice with the utmost indignation.

Can anything be more atrocious, we ask, than to increase the expenses of the province in order to meet an exigency of this kind? If it be necessary for the ends of Government, or if it suit the "expediency of the public service," that Mr. Hopkirk should be removed from his present situation to make room for another party, why should he not be displaced at once and with the same absence of ceremony that the Government have thought proper to evince in their removal of the Adjutant-Generals of Canada East and West? Let them answer to the Country, if in truth they have the hardihood to make such an appointment under the circumstances we have named. But they are capable of anything.

READY, THE EMBEZZLER.

It appears that, after all, the *exposé* involved in the trial of this young man, and which it was supposed would have been made on that occasion, has been wisely avoided by the non-appearance of the guilty party. The criminal law in Canada is, it must be confessed, singularly administered. The murderer may steep his hand in the blood of his victim, he may relentlessly tear from him the sweetest and the dearest

of God's gifts, and yet go forth after the mockery of a trial, with the brand of Cain upon his brow it is true, but yet in defiance of that first and just fiat of the Creator which pronounces that blood shall be atoned for by blood alone; and, in like manner, the forger and the thief find it no difficult matter to elude the punishment their crimes have entailed.

The manner in which the delinquency of Ready was hushed up from the commencement ever struck us with surprise, and we could not but believe that some very extraordinary influence had been brought to bear upon the matter. A high official personage has been openly accused by a portion of the press of having given indirect countenance to the play transactions of the young man, and it is well known that the fruit of these play transactions was robbery. Whether the individual to whom we refer won money from Ready or not we have no means of knowing, nor is it important that we should know. But we cannot refrain from remarking on the singularity of the fact that he whose name has thus been coupled with that of Ready, should have been one of a party who, not later than last year, won a considerable sum of money from the son of a distinguished public functionary of the province, whose name not long afterwards appeared in the *Gazette*, and who, we are credibly informed, attributed his bankruptcy which resulted, chiefly to his pecuniary losses on that occasion. Will the individual in question deny that he won money on the night to which he must well know we allude?

Ready should never have been admitted to bail. The security of the Banks, the interests of the whole commercial community require that he should not; and had justice been the sort of justice which heads this paper, blindfolded, the public would not have to complain of that maudlin sympathy for the guilty which throws its mantle around them at the expense of the public good.

NEW MINISTERIAL NEGOCIATION.—It seems to be now tolerably well known that Mr. Draper, well assured that a vote of want of confidence by the great majority of the house will displace him from office early in the opening of the next Session, unless he can in the mean while, form a coalition with the French party, has again been coquetting with Messrs. Caron and Morin—the former to be President of the Council—the latter Commissioner of Crown Lands. Whether the virtue of these gentlemen will long enable them to hold out against so brilliant a temptation, it is difficult to say, but should the negotiation, like the former, fall to the ground, the Conservative party may rely upon it the matter will not end there. Rather than meet the house, constituted as parties now are, Mr. Draper will throw himself into the arms of the Radical party. "*Aut Cesar, aut nullis*" is his motto; and unless he can continue to preside over the country,—for he is literally Governor General,—it matters little to him who else rules, provided the Conservatives of his own party who distrust and dislike him are made

to feel the effect of his revenge. The Conservatives should look to this, for these repeated negotiations with his opponents, while shewing how little he enjoys the confidence of his party, cannot but lead every reflecting mind to the conviction that his tampering has a much of a personal as a political object.

We are glad to find from the very fact of the offer being made to Mr. Morin of the Commissionership of Crown Lands, that the clever and sagacious Member for Kingston has declined associating himself with Government so generally unpopular as present. Better things are, we trust, in reserve for him, and the day cannot be far distant when we shall see him a member of the Administration, although not exactly under Mr. Draper. There are others associated with this latter who, we confess, we should rather have desired to have seen evincing less precipitation in attaching themselves to his tail.

SILK GOWNS AND ELECTION COMMITTEES.

—It is well known that the Member for Frontenac bore a very conspicuous share in the proceedings of the Oxford Committee, and it was supposed, by the party most interested and affected by the resignation of his seat by the late Member for Prince Edward, that place had been conferred upon him for the express purpose of dissolving the Committee. The assertion was even made by the opposition press, and stoutly denied by the Conservative. We ourselves never had a doubt on the subject, but if we had entertained such doubt it would have been utterly dispelled by the knowledge we have recently obtained that the Member for Prince Edward was provided for, solely with the object in view which was, at the time of the appointment, in duplicate or triplicate, we forget which, attributed to the Government.—Moreover, silk gowns are not manufactured every day by Mr. Draper, and what particular merit was there found in the Member for Frontenac, unless it was that of political subserviency, which should have entitled him to a silk gown more than several other men of his profession, who occupy seats in Parliament?

MONTREAL RACES.—These annual exhibitions have commenced, and not, we regret to state, without being marked by serious violence. Last evening, after the Police had left the ground, a gang of ruffians, armed with bludgeons, &c. attacked and beat a man of the name of Leonard so severely that he died of his wounds this morning. A coroner's inquest is sitting on the body.—As a place of resort for gentlemen, we can have no objection to a race-course in the abstract, but as the theatre of rendezvous of all the black-legs and ruffians from both sides of the line, we cordially wish that the turf was under some sort of censorship.

We have deferred the publication of this paper, from an expectation that we should be enabled to give our readers a summary of the latest intelligence from Europe. The English Mail has not, however, arrived, although it is confidently expected to-morrow. On all occasions the 'WEEKLY EXPOSITOR' will, in anticipation of some similar contingency, be issued after the arrival of the American mail.

The 'WEEKLY EXPOSITOR' is published every Thursday, by JOSEPH TENNYSON, at the Office, corner of St. James and François Xavier Streets.

ANNUAL MEETING OF THE STOCKHOLDERS OF THE ATLANTIC AND ST. LAWRENCE RAILROAD.—The Annual Meeting of the Stockholders of the Atlantic and St. Lawrence Railway was held at the City Hall, Portland, on the 4th.

The following gentlemen were elected Directors for the ensuing year:—William P. Preble, John Anderson, St John Smith, Eliphale Greely, James L. Farmer, John Mussey, John A. Poor, Josiah S. Little, John B. Brown, John Dow, Thomas Hammond, Wm. P. Fessenden, and Ezra F. Beal, of Norway. Judge Preble, on behalf of the Board of Directors, submitted a Report of the operations of the Company, since the organization of the Company, September 25, 1845.

The number of shares taken is 10,309; the advance of 5 per cent. was paid on 9,836; the payment of 5 per cent. on 931 shares was also secured by bond, and 82 shares had been declared forfeited for nonpayment.

On the August assessment, one-fifth was paid up the first day.

The company have expended about \$17,000, of which sum, \$10,959 84 was for surveys.

Three routes had been surveyed, and a location finally adopted; 12 miles are under contract, and in the process of construction; and 20 miles further will be under contract and completed next year.

The Company have about \$50,000 cash, in their treasury. The greatest harmony and enthusiasm are evinced in carrying on the work.

ST. LAWRENCE AND ATLANTIC RAIL-ROAD.

THE Undersigned, being Proprietors of not less than One Hundred and Fifty Shares in the Capital Stock of the ST. LAWRENCE AND ATLANTIC RAILROAD COMPANY, hereby convene a SPECIAL GENERAL MEETING of the STOCKHOLDERS in the said Company, to be held at the COMPANY'S OFFICES, No. 8, Little St. James street, in the City of Montreal, on SATURDAY, the TWENTY-SECOND instant, at the hour of TWO o'clock, P.M., precisely, for the purpose of taking into consideration the then existing position of the affairs of the said Company, and of deciding upon the expediency of proceeding with the construction of the Road, or of taking measures for the legal abandonment of the undertaking.

Particular attention is requested to the fact, that this Meeting is convoked in lieu of that intended to be held on the 17th instant, which is considered too early a date to mature the expected results of the Public Meeting to be held on the Champ de-Mars on the 10th instant, and as not affording the legal notice required by the Act of Incorporation.

- G. MOFFATT. JOHN PROTHINGHAM. WILLIAM TWINAME. THOMAS URE. COLLIS ROSS & Co. JOHN FORRANCE & Co. JOHN YOUNG. CARTER, COWAN & Co. JOSEPH JONES. T. A. STAVNAR. COWAN & CROSS. THOS. KAY & Co. TAIT, FOWLER & Co. D. L. MACPHERSON. ROBERT ARMOUR.

August 6, 1846.

Extract from the Minutes of the Board of Directors of the St. Lawrence and Atlantic Railroad Company, Monday, 3rd August, 1846.

WHEREAS at a Special General Meeting of the Stockholders in the ST. LAWRENCE AND ATLANTIC RAILROAD COMPANY, held at DALEY'S HOTEL, in this City, on THURSDAY, the THIRTIETH ultimo, it was

Resolved, That renewed efforts should be made to induce a more general support of the undertaking than has been extended to it, preparatory to another Special General Meeting of the Corporation, to be called for the express purpose of deciding whether the work shall be forthwith commenced, or of legally dissolving the Company; and it is expedient to make known that in the event of the abandonment of the Undertaking, no Contribution towards the expenses incurred will be required from persons subscribing for Stock, since the said Meeting held on the 30th ultimo, theretofore.

Resolved.—That in the event of its being determined, at the next Special General Meeting of the Shareholders, to dissolve the Company, the Subscriber for Shares subsequent to the 30th ultimo shall be exempt from the payment of any instalment thereon, or contribution towards the expenses incurred or to be incurred by the Corporation.

THOMAS STEERS, Secretary and Treasurer.

Office of the St. Lawrence and Atlantic Railroad Company, Montreal, Aug. 6, 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. BARON) and himself, during the twelve years they conducted the Establishment so well known as "RASCOS HOTEL," begs to inform them that he has now removed into that

SPLENDID BUILDING

in Notre Dame Street, formerly the Property of WILLIAM DUNHAM, Esq., and the Vice Regal Residence of Louis DUBOIS and SYDENHAM, which has been greatly enlarged and fitted with

EVERY CONVENIENCE & ORNAMENT with the Utmost Comfort and Elegance can desire.

THE SITUATION is central, and within an easy distance of the Champ-de-Mars, the Cathedral, 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 Picture-que 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 Rascos's.

J. M. DONEGANA.

Montreal, 20th August, 1846.

CALEDONIA SPRINGS.

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

THE CANADA HOUSE,

Es 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.

Mrs 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.

FOR SALE.

TEAS: Twankay, Young Hyson, Gunpowder and Souchong, in boxes,

- Molasses Heavy, Martell's Cognac Brandy, Suetly Madeira Wine, Bottled and Raw Luscious Oils, Olive Oil, English Glue, Plug Tobacco, Pimento, and Pepper.

Patent Sperm Candles, from the Manufacturer.

STEPHENS, YOUNG & CO.

20th August, 1846.

FOR SALE.—ROYAL NAVY and MERCHANT CANVAS, Brown and Bleached, of all the different Nos.

ALISON & CO.

9th Aug., 1846.

FOR SALE.—20 Hhds. and Quarter Casks BOILED and RAW LINSÉED OIL.

ALISON & CO.

9th Aug., 1846.

FOR SALE.—2000 barrels PRIME MESS PORK, of excellent corn and quality.

ALISON & CO.

9th Aug., 1846.

TO SURVEYORS AND EXPLORERS.

THE Subscribers have lately received a Large Assortment of

- FRENCH PRESERVED MEATS, Warranted to keep. SARDINES A L'HOILE. PORTED TISH. ANCHOVY PASTE. FARINA OF VEGETABLES, for making all kinds of VEG TABLE 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 Barrels "PERRIER, JANET & Co's" First Quality CHAMPAGNE. 100 Barrels "JACQUESSON'S" First Quality CHAMPAGNE.

- 150 Cases "HARRIS & GUERIN'S" Superior CLARET 6 Bottles Fine "ST. GEORGE'S" BURGUNDY. 75 Cases Currant, Maraschino, and assorted LIQUORS. 19th August, 1846. 10

BOOK, JOB AND ORNAMENTAL PRINTING.

J. W. HARRISON, Corner of McGill and COMMERCE STREETS, is prepared to execute (at the time promised) every order with which he may be favored, in a style of unsurpassed beauty and, as he prefers the "invaluable" expense to the slow shilling, his prices will be suited to the emergency of the times. August 20, 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 CAMPHENE 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, Phoenix Insurance Co., London.

JOSEPH JONES, Agent, mine & Protection Insurance Cos., Hartford, Connecticut.

JOSEPH WENHAM, Agent, British America Insurance Co.

Montreal, June 25, 1846. 10

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. Francois 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.

RATES OF ADVERTISING.

Six lines and under, 2s. 6d. first insertion, and 7/4d. each subsequent insertion. Ten lines and under 3s. 9d. first insertion, and 1s. each subsequent insertion. Above ten lines 1d. per line first insertion, and 1d. per line each subsequent insertion. The usual discount is made where parties advertise by the year, or for a considerable time. The price of a square of 24 lines is 4 1/2 per annum.

Montreal, August 11, 1846.

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