

THE WEEKLY EXPOSITOR,

ACDI ALTERAM PARTEM.

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

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[No. 5.]

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 reverting to 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 first, for an English public.]

CHAPTER I.

THE Canadian events of the years 1836-7,—taking by surprise, as they did, not only the British Government, who were but ill prepared to expect the misguided violence of the disaffected party, but of the people of England generally, who had ever looked upon Canada as most ultra in its loyalty and attachment to the Crown,—must be too familiar to the reader to require any thing beyond an incidental notice in a work which professes to treat chiefly, where political episodes are introduced, of the measures of amelioration subsequently adopted.

Aware of the vast importance of the Colony, even while startled by the tidings of a disaffection which was much exaggerated at the time, not only as to the numbers, but the intelligence and influence of those implicated in it, the British Government, with that promptitude of action which, in cases of emergency, is so peculiarly its own, made every disposition for the occupation of the Colony by a strong force, the moment that the opening of the communication, by water, with Canada would permit. Sir George Arthur was meanwhile sent out to relieve Sir Francis Bond Head, whose removal, it was assumed by the Whig ministry, would prove a means of softening down much of that asperity of feeling his stringent policy had created in the minds of those who made no effort to disguise their restlessness of Imperial domination, yet who, by the introduction of a more soothing and temporizing course, might be brought to view in its true light, the desperate extreme into which they had been betrayed, and to retrace their steps.

Nor this alone. With a forethought,—a pre-voynance, suited to the occasion, they applied themselves, not only to the removal of the immediate and pressing evil, but they wisely resolved to institute the most searching inquiry into the origin of a disease which had continued so long to prey upon the Canadian political system, and to apply an instant remedy. For this duty they selected one who, from his enlarged apprehension and profound and liberal views of Government, was in every sense, and at that particular epoch of Colonial history, the person most competent to the task he was called upon to undertake,—namely, that of regenerating Canada, and bestowing upon her a healthy, active, and enduring Constitution.

Canada being the land of my birth, which, while a mere youth, I had left with my regiment in 1815, I naturally felt some solicitude for its welfare, and as the news, which reached England by every packet, was of a nature to induce the belief that my services might be made available in her defence, I resolved to embark forthwith. I had recently been fighting in Spain, in aid of a liberty which, it will be remembered, it was shown, in the course of Sir Henry Hardinge's defence of my conduct, in the House of Commons, against the unfounded attacks of O'Connell, acting at the instance of his friend the would-be Spanish Duke,—Sir De Lacy Evans,—I had not much enjoyed myself; but, discouraging as had proved my experience of the recently past, I was supported by the conviction that should circumstances bring me again under the wand of authority, I should at least, in meeting Sir John Colborne, come in contact with a gentleman.

Furnished with a letter to Sir Francis Head, from the then Secretary of the Colonies,—Lord Glenelg,—who had previously, and notwithstanding the fierce manner in which I had been assailed by his party in the House of Commons, been good enough to express a desire that I should devote my time and what talent I possessed to the promotion of the cause of good government in Canada, and having been furthermore advised by Sir Henry Hardinge* that he had already sent to Sir John Colborne a letter of introduction in my

favor, I embarked at the London Docks on the 18th of February 1838, and as the ice, of which the river had been full that winter, was not yet melted, had the "novel pleasure" of being "tugged" through it for some miles down the Thames.

Notwithstanding a good deal of delay had occurred in the outset, my final departure from London proved a very abrupt one, and was moreover marked by a strong instance of that singular and unaccountable insight into the future which we usually term presentiment. The winter had been, as I have just remarked, exceedingly severe for an English season; so much so, that, instead of being enabled to leave on the 1st of January, which was the regular day of sailing of the packet, the latter had been detained in the docks for upwards of six weeks. The intermediate time had been passed by a beloved one, now no more, and myself under the hospitable roof of the beautiful, amiable, and talented Countess M——, in Montagu Square; our heavy baggage being deposited in a small lodging near the Docks, to be in readiness for embarkation at a moment's warning. On the night of the 17th, and while confident that many days must yet elapse before the ship could be got down the river, we attended a fancy ball at the Hanover-Square Rooms. It was a very brilliant and crowded affair, and the day had dawned before we all returned home, and separated for the night to meet again at breakfast. Alas! to one it was the last separation on this side of the grave.

It was not without difficulty that I could keep my eyes open, and sleep was to me then the sweetest boon upon earth; but I did not enjoy it long. I had not been half an hour in bed, when I felt myself gently shaken, and a well-known voice urging me to rise and leave for the East End of the town immediately, for nothing could induce the speaker to believe the vessel in which we were to embark would not leave the dock that morning. I endeavored to persuade my wife that the thing was impossible, and that if such were the intention some intimation would have been sent to us. Her reply was, that she had been awakened by the powerful impression forcing itself upon her mind, that she had risen in consequence, and that nothing could convince her she was wrong in attaching the faith she did to the correctness of her presentiment. There was no resisting her urgent manner. I was soon dressed; a coach was sent for, and without an opportunity of taking leave of our kind friends, we finally gained the lodging near the dock. I enquired, on alighting, if any message had been sent to announce the sailing of the vessel that day. The answer was in the negative, and I commenced rallying the disturber of her own and my rest on the fallacy of her forebodings. But, even while in the act of doing so, a loud rap at the street door announced a visitor, and one of the cabin boys entered stating that a sudden thaw having occurred during the night, the Ontario was getting out of dock, and we must, if we wished to avoid a journey to Portsmouth, embark immediately, as the "tugs" had their steam up, and were only waiting for the vessel to clear the dock to be lashed to her sides. Then came the triumph of the prophetess, for my pleasantries suddenly ceased, and the only object that now engaged my serious attention was the gathering together of our scattered luggage, and its introduction into a hackney coach as a medium of transport to the deck of the Ontario; and even so hurried was I in this, that I afterwards found I had left several articles behind. By eight o'clock we had cut our way through the rotting ice as far as Greenwich, and by the time our friends entered the breakfast room, where they of course fully expected to see those from whom they had so informally parted the evening before, we must have been half way down the river.

Although this anecdote may not be of much moment to the many, they for whom the narration is principally designed will fully understand the melancholy satisfaction with which the past is thus adverted to, and a lifeless given to a memory which must glide before every familiar eye as long as the record which summons it shall endure.

A voyage across the Atlantic is, not to all persons, the most desirable *passetemps* in the world. Fanny Kemble was in such rapture with every thing, during her first trip across the ocean, that she absolutely (so says her book) rolled about the floor of her cabin in all the wild delirium of a new-born joy. Sky, sea, sun, moon, stars, rainbows, Mother Carey's chickens—grampuses, dolphins, sharks, masts, rigging, hen-coops—all delighted—she saw poetry in them all—she *ecstasied* on them all. I confess I found no beauty whatever either in the heavens above or in the

* This gallant officer, whose name must ever be associated with India, as well as European military history, commenced his career in the same regiment with my father.

waters beneath, or in anything around me. The ship was a prison—its nausea intolerable. It pitched, it rolled, it creaked, calling up as many melancholy ideas as would the gibbet of a highwayman, swinging on a windy night, on Bagshot heath. The passage was, to crown my misery, a most tempestuous one. Every second day, at the most moderate computation, produced a gale, and there was no rest for the aching, throbbing head that would have given all the champagne "to which it was heir," for one week of uninterrupted repose. Nor indeed would this have been any very serious sacrifice, inasmuch as for three weeks, I never sat down to the dinner table; and when eventually I did summon courage to approach it, there was no enjoyment for me of the really excellent repasts which had been prepared; for if one eye was upon the table, the other most industriously measured the distance from the cabin door, while the whole system was pre-disposed much more to one description of bolt than the other. In fine, this punishment (I presume for my sins) was literally a slow and lingering death, involving the utter prostration of every energy, physical and moral. The only consolation I had was, that my infinite misery could be indulged in without my being subjected to the unfeeling scrutiny—the provoking remarks of those who have never known the horrors of that most incomprehensible of all physical weaknesses—sea-sickness. There were only four passengers on board, and the captain, as gallant and considerate a fellow as ever had the misfortune to bustle about in a tarpaulin hat and pea jacket, having given us up the ladies cabin, I could there be as miserable as I pleased, without being teased by the affectation of a sympathy which professed to pity what it could not, by any possibility, comprehend. However, as there is a limit to human happiness, so is there a term to human misery. On the morning of the forty-fifth day from our departure, and after forty-eight hours of the only calm we had experienced during the voyage, we made Sandy Hook, and I confess that I could scarcely have felt more pleasure than I did when this first met my view, had the veritable Theodore himself, of that name, stood before me.

And apropos, or mal-apropos if the reader chooses, to the introduction of this distinguished writer, who has, since my departure from England, paid the great debt exacted alike from kings and beggars—from wits and fools. I had been engaged, during the few months which intervened between my return from Spain and departure for Canada, in the continuation of the adventures of his celebrated hero "Jack Brag," who, it will be recollected, was transferred by him at the close of his third volume to a fitting theatre for his future action—the Commissariat Staff of Sir DeLacy Evans, in Spain. Mr. Brag, as the readers of that humorous yet justly severe production, which is meant to decry and put down vulgar assumption, must be aware, is made by the witty author, to join the British Legion in the important capacity of Acting Assistant Deputy-Deputy Assistant Commissary General, but one so eminently versed in the nicer proprieties of life, could not long be expected to continue in that somewhat inactive station. His worth and peculiar talents having attracted the notice of the great Hero of Arlaban, Mr. Brag is made to figure on the personal Staff of the immortal Evans, and under circumstances which well sustain his former character. Hook was delighted with this continuation of his own satire, and after an attentive perusal, declared it ought to secure to me, at least, five hundred pounds. He promised to use all his influence with Colburn (or, failing with him, with Bentley) to cause that sum to be paid to me for the copy-right. Now for some reason or other, which I never could comprehend, neither of these "crack" publishers had, since their publication of my "Ecarté," evinced much inclination to en-

* There is a curious anecdote connected with this work which, showing as it does, that the humor or caprice of a critic should be consulted quite as religiously as the ancients were wont to consult the stars before offering their oblations, may be here advantageously inserted for the benefit of young authors. A few days before "Ecarté" made its appearance before the London public, Jerdan, the Leviathan of the *Literary Gazette*, had some disagreement with Colburn, and wrote to him to say that whatever he next published he would cut up in his *Review*. "Ecarté" was the fated next book, and no sooner had it issued from the counter of the publisher, when Jerdan, throwing all his acrimony into his pen, sought to annihilate it in a few brief sentences, which Colburn, who showed me the *impartial critic's* note, subsequently declared to me had had a most pernicious effect upon the sale of the book. And it was in this spirit that he, who lauded "Deazley's *Rome*" to the skies, pronounced "Ecarté" (a book which others have said ought to be in the hands of every young man designing to visit Paris) a publication fit only for the stews of London. But the best part of the story is to be told. On the very next day after the ill-natured and threatened critique had gone forth to the public, there was an evening reunion of literary people at Mr. Redding's—the author of the "Bechford Papers" &c.—at which were present Harrison Ainsworth, Thomas Campbell, Silk Buckingham the author of "Tremaine," Charles Ollier, and a number of other distinguished writers of the day whose names I do not recollect. Late in the evening and after coffee had been served, Jerdan made his appearance flushed, as was his wont, with the fumes of the "Tuscan grape." After conversing a short time with those who were most intimate with him, he came up to me, a personal stranger, and said "he should be very happy to have the pleasure of talking wine with me." Most of those in the room had been aware of the severity—nay, bitter personality—of the critic's remarks the preceding day, and they naturally felt some surprise at his movement. It was soon, however, evident that the *Solon* of the *Literary Gazette* did not know whom he was thus honoring, and their wonder gave place to amusement. I rose from a tabouret on which I had been sitting near the feet of the mistress of the house, and exchanging a significant glance with her, observed that Mr. Jerdan did the author of "Ecarté" too much honor in inviting him to drink wine with him, but that nevertheless I should be most happy to accept his proposal. Jerdan stared, drew up his eyebrows, seemed for the first time conscious of a *mal entendu*, bowed stiffly, sipped his wine, and then turned to converse with somebody else.

I allude to this anecdote particularly, because it tends to show how completely the fame of a writer is at the mercy and in the power of the critic. Here is a man professing to guide the public taste, who without any personal feeling towards myself, not even knowing me, when he wrote his *Review*, denounces a book he has eagerly devoured, not for the purpose of seeking food for commendation, but with the avowed object of collecting materials for disparage. And wherefore? Simply to gratify a low and unworthy feeling of pique, to which a man of letters should be immeasurably superior. Had Mr. Jerdan not given

courage my literary efforts, so that I have had little hope of any other success than what the promised influence, which I knew to be great, might command. Hook took some trouble in the matter, but was ultimately unsuccessful. Both publishers, he said, considered the dramatis personæ in the book to be too faithfully sketched to be mistaken, and the strictures on the radicals of Westminster too severe. The following was his last note to me on the subject, announcing the failure of his negotiation with Colburn:—

"ATHENEUM, Saturday.

"MY DEAR SIR,—I am obliged to leave for the Grove this afternoon, but shall be back to call on you on Thursday about one. Colburn finally declines the *Brag*, although it has been submitted to another reader, of, as I conclude, a similar radical mode of thinking as the former. When I call on Thursday, I shall bring the *Brag* complete, and from you take it to Bentley, with my opinion. I wish I was not obliged to go so soon, as I would have called to-day, because as time presses with you, I am the more anxious for the success of the book.

"Till Thursday, believe me yours faithfully,

"———, Brompton."

"THEOD. HOOK."

The negotiation with Bentley was not more fortunate, and the manuscript, the concluding chapters of which were not completed when I commenced my arrangements for leaving England, was returned to me by the warm-hearted and gifted individual who had, as he himself expressed it, acted as my ambassador on the occasion. Still I do not despair of having the book published yet; nor this by reason of any merit that may be discovered in the work itself, as from the fact of its being an *apanage* to one of the most popular and sarcastic of the many publications that have emanated from the fertile imagination of the lamented author for whom Colburn & Bentley have almost exclusively published. But to return.

On Sunday, the 25th of March, we entered the fine harbour of New York, the approach to which, bounded by the magnificent scenery of Brooklyn on the one hand, and by the picturesque shores of Staten Island on the other, was exceedingly beautiful. The day was fine, the atmosphere serene and clear. The sun shone brightly, even warmly for the season of the year, and the numbers of small boats that glided about in the offing, spreading their white lateen sails to the breeze, afforded a perceptible and pleasing contrast to the arrival of the stranger near the gloomy English metropolis, where nothing meets the eye and ear but dense and seemingly interminable rows of filthy colliers, a lowering and misty atmosphere, the ho-heave-ho of fellows naked to the waist, and dark with soot as their own coal, discharging their cargo from the lighters, the din of noisy fish women, slang dogs'-meat-men, and all the thousand-and-one vulgarities to which the Eastern portion of the city of London is heir, and which renders any approach to it by water, and in this direction, a matter of melancholy, and certainly not of pleasure. As soon as we were moored at the quai, a well-dressed and civil custom-house officer came on board, requested us to point out what baggage we wished to have set apart for our immediate use, and without any other demand than our simple assurance that there was nothing liable to duty in what was selected, suffered it to be conveyed to the neat hackney coaches taken from the number of those waiting to receive us.

We alighted at the Carleton, a large new hôtel in a central part of the Broadway, and found it, what an American gentleman in London assured me I should, abounding in comfort and accommodation. There was a very large ordinary, or table d'hôte, at which nearly two hundred persons sat down every day at five o'clock. The table was exceedingly well supplied with every description of viands, and I certainly could not observe any of that indecent haste in the despatch of the meal, which had been ascribed to the Americans of a better condition, by Captain Hamilton and subsequent writers. At an earlier hour of the day, there was a dinner served at the same table, principally for young men, clerks in the different shops of the city, who "boarded," that is to say, ate their meals there; and as there was a limit to the time when they could be spared from their several avocations, there was necessarily a corresponding celerity of despatch in the process of mastication. This rule applies to every hôtel in every city of America; but it must be confessed the same practice prevails in Canada. The moment the last morsel of food has been swallowed, a clerk in a Canadian store (of course there are a few exceptions) draws back his chair, and rushes out of the room as rapidly as he entered it. This eternal shuffling, rising, and hurrying off, often before the last course is placed upon the table, (operations not of course performed simultaneously, but by the feeders in succession,) produces a discord and inconvenience which constitute any thing but the agreeable either in sound or appearance to those who remain behind. Nay, there is something even offensive in the practice. While an Englishman, accustomed to any thing like decent society, would as soon think of getting into bed with his boots on as of rising from a table before the cloth has been removed, most business people, both in the States and in Canada, seem to make it a matter of rivalry to swallow their food in the least possible space of time. In both countries it seems to be a fruit of that "go-ahead" system which lays so emphatic a value upon time, and in all probability will not be discontinued until ease and luxury

indulgence to this paltry and ungenerous spirit. I should have written many more words than I have. These might not have greatly benefited the public it is true, but they would at least have profited me, and that is no mean consideration. Of course, I am prepared to expect, that should the *impartial critic* of the *Literary Gazette* notice these remarks, he will do so in the same spirit in which he reviewed "Ecarté."

and independence of labor, which attach to the higher orders of society in England, shall have been introduced among them.

During the voyage I had devoted such portions of my time as the horrid nausea which pervaded my system would permit, to a perusal of the works of Hall, Hamilton, and Miss Martineau, endeavouring to impress upon my memory the peculiarities attributed by each of those writers to the people I was about to mix with for a short season, and to judge from my own unbiassed observation how far they were borne out in their general application. One remark of Captain Hamilton had always struck me not only as being a very great absurdity, but as exhibiting a querulousness of disposition which seemed to aim at the detection of fault in whatsoever quarter it could be found, and this with the view to the gratification of personal pique. The remark I mean is that which refers to the practice followed by the American ladies of eating their eggs out of a wine glass, instead of the natural shell. That George Brummell—the king's fool—might, had he visited America, have criticized this peculiarity I can perfectly understand, but how a man of sense and a soldier like Captain Hamilton, who has often, I doubt not, in the course of his service peeled a hard egg with his fingers, and “stuck a mutton light” into the socket of a bayonet made to supply the absence of a candlestick, could have ever thought of bringing this forward as a matter of grave accusation against the American ladies, unless indeed from the motive I have hinted, has ever appeared to me most extraordinary. The remark having been made, however, I was anxious to observe what there was of singularity in a process calling for so much ill-natured comment, and accordingly sought the opportunity of witnessing the commission of the unpardonable act. This was not long denied to me. On the morning following my arrival at the Carlton, I had the good fortune to be seated at the breakfast table nearly opposite to two or three very pretty and fashionably attired women, who severally went through the whole of the mysterious operation. Each (for after Captain Hamilton I cannot be too particular in my description) coolly and deliberately took an egg from the stand, broke it, and emptied its contents into a bright, clear, chrysal wine glass which stood on the table before her. A little pepper and salt was then added, after which—oh! tell it not in Gath—the egg was eaten, even as people usually eat eggs, with a spoon, with this exception only that it came to the lips from a polished glass, instead of the not very white shell in which it had been brought to the table. I confess I was so dull as not to notice anything so very *outré* in this; for whether it was from the agreeable manners of those who thus set the Hamiltonian code at defiance, or from whatever unknown cause, I was rather disposed to like than to disapprove of this mode of conveying an egg to one's lips from a purer covering than was evinced in some of the unbroken shells within the stand. Heartily responding, therefore, to the

Poma, ova, atque nuces,
Si det tibi sordida, edas,

I even ventured to follow the example set me by the fair Americans, and emptying a couple of eggs into my own glass, and adding thereto a due quantum of Cayenne and salt, found that there are worse things to be dreamt of in one's philosophy than eating the contents of an egg with a silver spoon from the pure and polished crystal.

While on the subject of Captain Hamilton's “Men and Manners in America,” I cannot refrain from a second commentary on what struck me as somewhat singular and anomalous in his remarks. It appears, according to his own admission, that he had been very strongly and favorably impressed with the activity of the various New York Fire Companies, and had been anxiously waiting for an opportunity of witnessing their exertions. He states, if I recollect right, that he had commissioned a person to apprise him at whatever moment a fire should break out; and that when on finally receiving the intimation, and repairing to the scene, he discovered, to his great disappointment, that it had been got under with little effort. Now it might be easily comprehended that Captain Hamilton might have felt some little regret that he had not been present, when a fire had actually taken place, but it is rather difficult to understand how it should have proved a subject of disappointment to him that a conflagration had been prevented, and hundreds of families, perhaps without other means of subsistence afforded them beyond the cover of their roofs, thereby saved from penury, and mayhap from death. To say nothing worse of the observation, it was a very inconsiderate and unguarded one.

Whatever the manners of the Americans within doors, I must confess that, as far as New York can afford an illustration, the lower classes of their citizens lose nothing by a comparison with those in the larger cities of England. I think I never saw so few badly dressed persons, even in the most frequented and business thoroughfares; nor even among these could I detect any of that *brusquerie* which is so common to the same class at home. No swagging drayman or sooty coal-heaver disputed the wall with the better dressed loungee on the Broadway, as if he experienced a deep satisfaction in the attempt to make the garments of the latter as filthy as his own; but, on the contrary, I particularly remarked that whenever laboring men or porters carrying loads were necessarily driven to the footway, they always made it a point of yielding to the right or to the left, as circumstances might require. In short, the street demeanor of the lower orders of people in New York strongly reminded me of the Parisians.

One more remark on a practice, or rather neglect of a practice, attributed to the New-Yorkers by a celebrated tourist, already named by me, and I have done.

Fanny Kemble, in the course of her Journal, loudly inveighs against the incivility of the tradespeople of this city, whose undue independence, according to her statement, was productive of much inconvenience. Now I can from my own experience safely affirm that this is not by any means a general cause of complaint. In the course of the three or four days that I remained in New York, I made at least a dozen purchases, at nearly as many different shops, and on all occasions the parcel was invariably sent, or offered to be sent, to my hôtel, and this precisely in the same matter-of-course way that is usual in London. Miss Kemble must have been singularly unfortunate in her selection of tradesmen.

One very serious inconvenience I was spared. I had a good deal of luggage, among which were some rather heavy cases difficult to be opened. To have these exempted from the usual Custom-House scrutiny was of course an object, but I scarcely hoped to escape the ordeal. Much to my satisfaction, however, the information was conveyed to me that Mr. Buchanan, the then British Consul, would procure an order from the head of the Custom-House for the landing of my baggage without the usual visitation. This was done accordingly, and a mark of kindness thereby shown me, which to the traveller is far more important than the hospitality of a dozen dinners.

I had been two days in New York when Sir Francis Bond Head arrived from Canada, on his return to England. He stopped at the Carlton, and, it must be confessed, in a garb which did not much liken him to the Governor of a British province. Owing to the very bad state of the roads (it was that worst of all seasons in America, the close of winter and dawning of spring), he had that morning left the conveyance in which he had performed his previous journey, and walked into the city. He wore, at his arrival, a rough winter dress, surmounted by a common raccoon-skin soldier's cap, and nearly up to the knees his high travelling boots, which otherwise seemed not to have made acquaintance with a polishing brush since his departure from Toronto, were a perfect incrustation of mud. The dress itself was admirably adapted for the execrable roads through which he had journeyed, and which I was fated so immediately afterwards to flounder along, but the singularity was that so plain a costume should have decked the person of an English ex-Governor, at the moment of his entrance into a chief city of a people who had been watching all his movements with an anxious interest.

Later in the day his baggage arrived, and after having given him some hours for his toilet, I sent in my card and was admitted. The manner of Sir Francis Head seemed to me to be agitated, even uneasy. Whether this arose from the trials he had already undergone in Toronto, or from the knowledge he possessed that there were Canadian patriots prowling about in search of him, (he had travelled strictly *incog.*) it was difficult to comprehend. He was, however, in the course of his conversation with me on the subject of the recent troubles, both nervous and absent, so much so indeed that he would have allowed me to take my leave without the slightest allusion in reply to Lord Glenelg's letter, which I had handed to him on my entrance, and which he, seemingly in pure abstraction and unconsciousness of the act, had opened and closed half a dozen times at least. Nay, I had risen to depart, and had actually made my bow, when finding that he had made no allusion to the subject, I remarked that I had reason to believe Lord Glenelg's communication to him conveyed some desire that an appointment should be given to me in Canada, which was my native country. He replied that such indeed was the tenor of the letter, but that as he was leaving Canada it was of course out of his power to carry out his Lordship's wishes, and that the only course he could pursue would be to forward it to Sir George Arthur, who had just relieved him. This was obvious enough, and I fully expected that he would enclose the communication to Sir George with a line or two from himself, but he simply handed it to me with the seal unrestored, and requested that I would place it, accompanied by his compliments, in Sir George Arthur's hands. Yet in all this there was no unkindness, no desire that I could detect to frustrate or discourage my views, and when I withdrew he shook me warmly by the hand. That the letter was not enclosed, as certainly, in common courtesy it ought to have been, I have always attributed to that nervous indecision and absence of fixed purpose to which I have already alluded. I saw Sir Francis on several subsequent occasions prior to my departure from New York, but the subject of Lord Glenelg's letter was never resumed.

A day or two after the arrival of the ex-Governor of Upper Canada, Lord Gosford, who had quitted the Lower Province under nearly similar circumstances, reached the same hôtel (the Carlton) also. As I had no letter of introduction to his Lordship, and could not satisfy myself that his principles of government, as exemplified in the course of his rule in Canada, were of a nature to call from me any particular mark of respect, I denied myself the honor of calling upon him, although a particular mission with which I was charged would have rendered this course imperative on me had his Lordship not been actually returning home. As it was, I did not desire that my mind should be subjected to the risk of incurring a bias from representations which it might be difficult to remove afterwards, and which might prejudice the interests I had undertaken to serve.

NOTICE TO CORRESPONDENTS.

Will our CORNWALL friend be obliging enough to throw off the vis inertiae for once, and commit to paper the facts he once narrated regarding the marriage of the Hero of the Windmill? He will perceive our object in making the request. No delay "an you love us, Hal."

"A CRICKET PLAYER" is rather severe on the "handsomest" man in Canada. We have always understood that he (the latter) prides himself more on his personal appearance than his acknowledgedly great talents; but we do not think that, although he avows himself ready for anything from "shying a copper up to manslaughter," he is so wickedly prone to the "killing" art as "A CRICKET PLAYER" would insinuate.

"JULIA'S" fragment has been received. The lines are beautiful and impassioned, and indicate the true soul of Poetry. We would gladly publish them, but fear the measure is too long for the columns of the "EXPOSITOR." If, however, we can possibly find room for them on some early occasion, we shall be delighted to meet the wishes of so ardent a disciple of the glory muse. It is one thing to compose harmonious rhymes, but very different to write poetry. "JULIA" does.

If, as we understand, an inquiry is being instituted into the arrangements of the Emigrant Department, there can be no necessity for the publication of P. BRENAN'S second letter.—We are glad to find the Government are not insensible to public opinion in all things.

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, SEPT. 17, 1846.

REPEAL OF THE NAVIGATION LAWS.

The great guns of the Montreal Press are waxing warm on this subject, although indeed it is difficult to know against what particular object their fire is directed. The *Courier* comes out in all the majesty of his might, and congratulates himself on not being single-handed in the contest, but having for his allies all the talent of the City Press. This may be; but it is not talent, but plain unvarnished fact, that must be brought prominently forward. As the *Courier* justly remarks, "*Magna est Veritas, et prevalebit.*" It is difficult to determine whether the *Times* is one of the allies in question or opposed to the views of the *Courier*; for certes the former, while professing not to comprehend the arguments of his opponents, which he denounces as nonsense, is not much more comprehensible himself. It is, among other things, remarked by the *Times*, that Canada demands from England that her shipping shall be placed on the same footing with that of the United States, Germany, France, &c., while she (Canada) at the same time claims indulgences in the market of England which are denied to other powers. Now either our apprehension is very dull, or it is precisely because that protection has been withdrawn that the merchants of Canada seek—not as a demand, for that would be injudicious and premature—

but as a boon of compensation, the removal of what is universally felt to be a heavy restriction. Had Free Trade principles not been introduced,—had the protection hitherto enjoyed by the Canadian merchant and, through him, the grower of produce not been withdrawn, we should in all probability not have heard the question of the repeal of the Navigation Laws mooted.

Since it is admitted by the *Times*, as a strong presumption, that the day is not far distant when the British Government will accord this very privilege to the Colony, where can be the sin or danger to the empire in relinquishing what cannot more inconvenience her now than hereafter, yet what may be, and is, of the utmost moment to the prosperity of the Colony.

It is surely not a sound argument to maintain, as a reason for refusal, that the concession would be one without precedent. No concession made to public opinion, in the onward march of the science of Government, can have had a precedent in its more immediate sphere of action. There was no precedent when the Catholic Emancipation Bill, considered at one time far more difficult of attainment than can ever be the repeal of the Navigation Laws, was carried in despite of the fiercest opposition, and the loudest outcries of the press. Neither was there any precedent for the Reform Bill which became, notwithstanding similar prejudice and similar opposition, the law of the land. No nation, it is asserted, is permitted to invest its freight in foreign bottoms. No nation, we answer, only a few years back, doubted its own right to traffic in human flesh, yet Great Britain put an end to the system, and, through the action of an enlarged liberality, gave freedom, and wealth, and intelligence to an abused and stricken people. And what shall prevent her from removing the moral bond which fetters another portion of her people. Surely not because the thing is without precedent! England can well afford to do that which is without precedent, provided the course be not inconsistent with her dignity.

But there is even a greater reason why Great Britain should concede that, without the enjoyment of which we maintain, Canada—full of natural resources—of all the elements which constitute greatness in a country—can never be more than a mere Colony. It is admitted, by a morning paper, that the effect of the Navigation Laws is, in a great degree, defeated by the facility afforded for the passage, duty free, of Canadian produce through the States, and the subsequent shipment to England in American bottoms. This being the case, where is the policy of refusing to open the St. Lawrence to the flags of other powers?—of crippling the energies and indeed the prosperity of the Colony, by continuing an impost which can be so easily evaded.

Were the St. Lawrence opened to the flags of all countries, the effect would obviously be, to bring down the exorbitant charges of the British shipowner; nor can we perceive any reason why this should not be done. Nor, since it must be a consideration with the British Government to preserve a depôt wherefrom to draft her seamen in time of need, should the competition be suffered to go to

such an extent as to drive the British ship owner out of the market. In order to prevent a ruinous opposition from crippling him, the lowest tariff should be named, and this to be regulated by the prices now charged for freight in American bottoms. In all cases, it would be imperative that British bottoms consenting to carry at the reduced tariff, should have the preference. This we offer as a mere hint which may be improved upon.

MORE PUBLIC ABUSE.

It appears that a Mr. Gordon, who had been some time in the Adjutant-General's office in Eastern Canada, has been removed without any complaint, and replaced by a Radical of the name of Phelan. This reminds us of the interregnum that supervened between Lord Sydenham's death and the arrival of his successor, when the Administration of the day fortified themselves on every point by giving situations right and left to the friends of their supporters, thus leaving nothing at the disposal of the unfortunate Sir Charles Bagot when he finally did arrive. We recommend Mr. Gordon to see Lord Elgin when he comes, and ascertain from him whether it is his interpretation of Responsible Government that officers in unimportant situations are to be turned away without ceremony, when no complaint has been preferred against them, their places being supplied by others.

TRAFALGAR-MOUNT CEMETERY.

In compliance with our promise of last week, we recur to this subject. It is anything but agreeable to be compelled to denounce any public enterprise whatever, and especially one undertaken with the views set forth in the Prospectus; but we have a public duty to perform, and this consideration must outweigh all others.

A petition has been handed to us so numerously signed by the householders of the City, that we cannot but infer the public feeling to be against the establishment of a burial place on the site proposed, and the reasons for this are so self-evident that it would be idle to seek to dispute them. A cemetery of the kind proposed may be a very desirable residence for the dead, but we cannot believe that the living will be much advantaged by it. There are several objections. The first and greatest is that it will tend to destroy the purity of the water of the Mountain springs, which in the heat of summer constitute the chief luxury of the citizens of all classes. The second, that it will unavoidably lead to the depreciation of property in the neighbourhood. And the third, that it will deface one of the most beautiful views in the island, that of the gently rising ground immediately at the foot of the Mountain.

It is in vain to advance that there is an instance—a pleasing one we admit—of the introduction of a cemetery into the heart of a city: we mean the spot where repose the bones of Abelard and Heloise, the *Pere la Chaise* of Paris. But beautiful and touching as it is to observe the neatly dressed groups of Parisians entering the consecrated ground,

and decorating with wreaths and garlands of flowers the tomb of some loved father or mother, or brother or sister, or child or friend, it cannot be denied that the air of the environs of this picturesque abode of the dead is too often impregnated with the seeds of disease lurking in the damp exhalations from a fattened ground, yielding up all the corruption of the corpses it contains.

That the public feeling is against the Mount-Trafalgar Cometary is, as we have before remarked, evident from the petition preferred against it, and we therefore cannot but think that an energetic expression of the public voice through the proper channel will meet with the attention it deserves.

BRIDGE ACROSS THE ST. LAWRENCE.

We copy below the remarks of the *Economist* on the subject of a Bridge which it is proposed to erect connecting the Island of Montreal with the Main Land. We sincerely wish so stupendous an enterprize all the success it deserves, but we cannot but record our doubt of the practicability of the undertaking. A bridge may be begun and finished, but, subject as the pile would be, at each breaking up of the winter, to the tremendous action of the moving ice, the effects of which are too often seen, we do not believe that any foundation can be built strong enough to resist its violence. It might probably escape injury the first or even the second year, but unless a dam be constructed above it (and this would in itself be a herculean task) there can be no security for continued immunity from danger. We confess we should like to hear the opinion of an old officer of Engineers who has been any time quartered in Montreal:—

Twenty years ago, the project of a bridge across the St. Lawrence, to connect the island of Montreal with the main-land, would have been scouted as absurd and impracticable; nay, twenty months ago, there were few, even amongst our most energetic and enterprising citizens, who bestowed a thought on the subject, or would have predicted, even if they had, that a very few years would see the completion of that magnificent undertaking.

Yet such, we trust, will prove the case. The opinion is every day gaining ground, that the project is not only feasible but highly expedient for the interests of the city; and already many of our respectable inhabitants who are both able and willing to assist in carrying it into execution, are awaiting in a state of anxious expectancy public action on its behalf. The initiative only remains to be taken; and surely, after what has been done in reference to the Portland Rail-Road, and other matters of public interest, some men will be found amongst us of sufficient spirit to bring the project before the public.

Many of our readers will agree with us, that the present is peculiarly the moment for constructing the Bridge in question. The Directors of the St. Lawrence and Atlantic Rail-Road, must soon determine on the terminus of that Rail-Road. If there is to be no Bridge (we put the matter in the plainest view possible,) the terminus must be made on the opposite side of the river. If there is to be a Bridge, the Directors, we presume, will not hesitate to consult their own interests, and the wishes of the public by making the terminus somewhere in the city.

We hardly think it necessary to point out the great disadvantages of the former of these

alternatives, or the exceeding desirableness of the latter. No proprietor of real estate would wish to see Montreal translated, from the site it now occupies, to the opposite bank of the river; and yet, this is what in effect will take place, by a process of sure decay on the one side, and of rise and rapid progress on the other, if the terminus of the two contemplated Rail-Roads, the Portland and the Burlington, is not placed within the city, by the instrumentality of a Bridge,—we bid the landlords look to it in time.—Should a general exodus take place from the island, the merchant may remove his goods, and the professional man his chattels, but they cannot take their lands or their houses on their back as Eneas did his old father Anchyses, and so leave the ruins of their Troy. Without a Bridge, the Rail-Road to Portland is a nullity as far as the landed proprietor is concerned; nay, we fear in respect to him, it will make bad worse; we repeat, we bid him look to it in time.—Of all men living in Montreal, there are nonewhose interests are more deeply implicated, than his, in the construction of a Bridge.

Really, the inhabitants of this city should shake off the apathy which is so eminently characteristic of them, and if convinced, as we believe most of them are now, of the truth of our remarks, zealously address themselves to the execution of the project in question. Our respected member, Mr. Molfatt, who we regret to find does not participate in our belief of the practicability of constructing such a Bridge, will do all in his power to advance their views if they would prefer having the terminus of the Rail-Road placed opposite the town. We believe, the island of which he is the proprietor above St. Helens, will be placed at the service of the public on certain reasonable conditions. At the same time, for the consolation of those who view this contingency with alarm, we must state our belief, that the gentleman referred to, although Chairman of the Board of Rail-Road Directors, and although not disposed to subscribe towards the expense of a preliminary survey of the river, with a view to the construction of a Bridge, will not offer any effectual or fatal opposition to that work should the public determine on executing it; and thus procure, as thus we maintain they will procure, the terminus of the Rail-Road to be made in the *present* City of Montreal.

Once more, we bid our landed proprietors look to it in time.

WORKING COPPER MINES.

The following letter has been addressed to us by one who seems to be much more conversant with the mineral productions of the country than our Geologists. If it really be, as he has stated to ourselves, that copper is to be found in abundance, not merely on Lake Superior, but in various other parts of Canada, the suggestions offered in his letter cannot too soon occupy the attention of the Government. He has promised other communications on the subject, and we doubt not they will prove of interest to those who are lending their attention to this new branch of Canadian speculation:—

TO THE EDITOR OF THE WEEKLY EXPOSITOR.

SIR,—As the press is the principal medium through which information is communicated to the public, you will, if you think the following remarks worthy of a place in your widely-circulated paper, oblige a constant reader by giving them insertion. Much has been said in favor of Railroads and Free Trade. Each have its friends and its foes. Some view them as good things and others as evil. But the subject to which I would wish to draw the attention of the inhabitants of Canada is of a different kind, though to the speculators, it will be like all other things,—more or less a speculation. The subject to which

I refer is that of exploring and working the Mines of the Province of Canada, not only in the vicinity of Lake Superior, but throughout the length and breadth of the United Canadas.—Being myself a practical miner, and having given the subject a little consideration, I think I can make it appear (at least so it seems to me) that it is a subject of vital importance to every inhabitant of Canada. It is not a visionary scheme, but a reality which would infuse new life and energy throughout the whole Province. It would greatly augment its wealth and increase its population, and if the Canadian Government were to pass a Bill for that purpose, and throw open the mineral treasures of Canada, they would confer a boon on the whole population. But, sir, as these assertions will require some degree of proof, I will at once state a few reasons in order to establish the fact.

1st. It would be a means of enriching the Government by causing a great ingress to the Province. Persons would be found to work the mines and pay certain dues to the Government, according as the contracting parties should agree, and in a few years the Government would derive many millions from this source alone.

2nd. It would cause a great circulation of money. Men of capital in Britain, instead of going as they now do, to explore and work the mines of Cuba, Columbia, and many other unhealthy parts of the world, would send it to the more genial climate of Canada.

3rd. It would greatly increase labor. Thousands would soon find employment in a sphere which at the present time is almost if not altogether unknown in this country; and it is a source for labor unlike almost every other, as it gives permanent employment to the young and to the old—to the boy—to the man,—aye, to the father, the son, and the daughter.

4th. It would greatly increase traffic, both on the canals, which are now almost completed, and on the railroads, which are soon expected to commence; and this would be another source of revenue to the Government by means of additional tolls, and a source of profit to the speculator in the railroads.

5th. It would tend greatly to augment the population of Canada. It is not a conjecture but a fact too well known in this country, that the greatest number of emigrants pass in a very short space of time, from this to the United States, and if it be asked for what reason, the answer can be given at once. Canada has no employment for them during a long five or six months' winter; but let her mines be put in operation, and then, instead of going to the United States, they will settle themselves and families in the Province, and become a source both of wealth and strength to the community.

Governors and Ministers of this Colony, who hold the reins of the public good in your hands, you who stand at the helm to guide and direct the affairs of this Colony, it is to you that the working classes have principally to look for future employment. Your canals are nearly completed—the people are already complaining of heavy taxation, and numbers are looking with a melancholy aspect at the prospects of railroad and other conjectured accumulating evils. It is yet in your power to prevent much evil. Throw open your mineral treasures to the capitalist—make the best bargain you can, and then I believe you will benefit the whole community.

I am, Sir, yours obediently,

A PRACTICAL COPPER MINER.

Montreal, Sept. 14, 1846.

LAKE SUPERIOR COPPER MINES.

We have had an opportunity of conversing with Mr. Cunningham, who has recently returned from that region, on the subject of the Copper Mines on Lake Superior. This gentleman describes the northern shore as being extremely rich in its veins, yielding 100 ounces of silver to an hundredweight of copper, and 75½ per cent of the original ore. The expenses of uncovering and boring are £12 for every 5½ fathoms at the metallic base.

During his sojourn in that region, Mr. Cunningham was exposed to much hardship and privation.

SKETCH OF MONTREAL.

We have copied from an American paper a brief sketch of the leading features of this really beautiful city. Among other things on which the writer expatiates, is the Hotel Donegana, and certainly we must say he does no more than justice to the enterprising proprietor, who, at an immense outlay of capital, has contributed to the embellishment of Montreal in a way that deserves the hearty support of its citizens. It may be said that he is personally benefited by this; but so is every man who engages in a public enterprize. Every man, has more or less, self for his first consideration, when he devises that which is designed for the common good; yet the public are not the less benefited.

The Hotel Donegana, we quite agree with the American writer, is an honor and an embellishment to Montreal, such as it could never have expected to possess for years to come, had not the present proprietor, relying on the generous support of the public to reimburse him, embarked nearly his all in the enterprize.

We sincerely trust that those gentlemen, who have the management of the public assemblies during the approaching winter, will not fail to testify their sense of what has been done for the improvement of the city, by causing the magnificent rooms of the Hotel Donegana—built for the express purpose—to be used on all occasions of the kind:—

{ DONEGANA'S HOTEL,
MONTREAL, Aug. 29, 1846.

Montreal is no ordinary city. The traveller might linger not only days but weeks with both profit and pleasure. As it is now the capital of both Upper and Lower Canada, it is truly the concentration of the character of the two provinces. The French Canadian, the English Canadian, the Irish, the Scotch, the pure English, and the American, are here to be found with the primitive habits of their several nations. Even the churches are striking evidences of each peculiar people. Each has a style of architecture so entirely different as to appear like the structures of a different race. The dark and narrow streets, and the frowning stone buildings, are interesting to the American, being so very different from any city in our country.

Montreal contains 50,000 inhabitants, and yet it can boast of more remarkable public buildings than many cities of five times the population. The citizens of Montreal build even their private residences as massive as public edifices in the United States. It is justly remarked that they build as if they expected to be assailed by some foreign or domestic enemy. Walls of two feet thick show that security and safety seem to have been their first object. They could easily be converted into small fortifications. This fortress-like look calls to mind the troublesome times of the Feudal ages, when every man's house was truly his castle.

Among the public edifices of Montreal the CATHEDRAL, or as it is more properly called, the Parish Church, is the first object of attention. Its lofty towers can be seen at Laprairie, nine miles from Montreal, looming up like Mont Blanc among the mountains.

It is one of the wonders of the Canadas. Externally, it somewhat resembles the New York University building—with a more frowning appearance—the towers of the Cathedral are of the pointed Gothic order, while those of the University are of the

square Gothic. The height of the towers is 215 feet above the street—somewhat higher than the cliffs of Niagara. It is 260 feet in depth, and 130 in width. Well proportioned to give effect to its immense size. The number of pews is 1363, and comfortably seats '10,000 persons!' A little book before me says that it can 'can contain' 15,000 persons!! Yet the interior does not seem so immense, until you walk and rewalk through its capacious aisles, but after looking up at the lofty roof, a feeling of its imposing size gradually steals upon the mind.

The cost of this great structure was \$600,000.—It was commenced in 1823, and the main edifice so far finished as to open it for service in 1829, but the towers were not completed until 1842, nineteen years after the laying of the corner stone. Even now the stained glass windows of the towers are not finished. Its location on Notre Dame Street fronting the Place d'Armes, one of the few squares in Montreal, is very fine. It is central and on an elevation sufficient to be seen from all parts of the city.

A new CATHEDRAL is now building by the Irish, designed to rival in size and splendor the French Cathedral. Its situation is even more commanding, but its style of architecture is not so imposing.

DONEGANA'S HOTEL really deserves more than a passing notice, as it is one of the most striking edifices in Montreal. It was formerly the residence of the Governor General of Canada. Lord Durham held his court here. It fronts 100 feet on Notre Dame Street, (the Broadway of Montreal,) and with its recent additions extends 218 feet on Bonsecours Street, with a dining hall on a street in the rear, 140 feet in length by 50 feet in width. The front is finished in the Doric order. On the top of the building is a tower from which you have a fine view of all Montreal. The halls and parlors are lighted with gas.—This gives a brilliant effect to its rich and beautiful furniture. The dining hall is finished with the elegancies of a drawing room. The luxury of warm, cold, or shower bath, can be obtained at all hours of the day. In all its arrangements, in its dormitories, its parlors, its table, its baths, and its attendance, it is the first house in British North America, and will favorably compare with the very best in our country.

Mr. DONEGANA was formerly the proprietor of Rasco's, the well known hotel in St. Paul Street. He has had a valuable experience, and his untiring assiduity and gentlemanly deportment, are calculated to make every traveller enjoy the comforts around him. His assistant in the management of this splendid hotel, is GEORGE F. POPE, recently of the New York Hotel, and formerly of the St. Louis, of New Orleans. He has had ten years experience in the management of hotels in the States, and his ready attention and manners are alike calculated to make the house agreeable to the American traveller.

Among the drives at Montreal that around MOUNT ROYAL, (from which Montreal derives its name) is the most fashionable. In truth nearly every visitor rides round the mountain just as certainly as he visits the Cathedral. It is not strictly a mountain, but merely a hill, as the land is all of the best quality. The drive around is about seven miles, and is exceedingly attractive. The ascent is easy and gradual, and the view of Montreal, both in ascending and descending, by different roads, is very fine. The road is lined with pleasant residences beautifully embellished with shrubbery and trees. The GOVERNOR GENERAL of Canada resides in an old fortress-looking house, about half a mile from the road, and two miles from the city. Though it looks rough, it is said to be royally furnished.

In the suburbs, as you leave the city to go around Mount Royal, you pass the mansion

and garden of JOHN DONEGAN. It covers five or six acres of land, and is laid out and embellished in the most beautiful style. He seems to have hesitated at no expense in improving his grounds, by every thing that art or taste could devise. The mansion surrounded by fine forest trees and shrubbery, the conservatory for rare exotics, the flower garden for the more hardy plants, and the peachery, are on the plateau of the hill; while he has a forest and walks on the side of the hill, and ponds and lawns at the foot of the hill. The mansion with its wings resembles the manor house at Albany. Mr. Donegani has the reputation of being one of the very wealthiest men in Montreal, and has truly a princely residence. As a pleasure garden: it has no equal in Canada, and perhaps few superiors in the United States.

I had heard so much of the splendid stone quay in Montreal, that I expected a great deal; but I was not disappointed. It is truly a magnificent work, the admiration of all who see it, as we have nothing of the kind in America. It is more than a mile in length, facing the whole river front of Montreal. When the iron railing is put on, it will be a splendid promenade, something like the stone walk (but more substantial) on the Battery in New York. The quay is not the wharf: the latter is on a terrace below.

The LACHINE CANAL (9 miles in length) commences at the head of the quay. This ship canal is one of those gigantic structures amid the rapids of the St. Lawrence, constructed ostensibly for commercial purposes, but not a little for the military defence of the Canadas. The stone locks are stupendous,—in the chamber 200 feet in length, and 50 in depth. The water line of the canal is 110 feet in width, with 10 feet of depth. These are all now finished, except the Lachine Canal, which will be completed in the summer of 1847, and the navigation will be performed all the way by water from Ogdensburgh to Montreal, a consummation not less agreeable to the traveller, than important to the commercial interests of Montreal and Quebec. The length of all the ship canals is 40 miles. The sail down the rapids of the St. Lawrence, particularly the Cedars, is so eminently attractive, that words cannot convey any idea of their romantic beauty.

During the summer, Montreal is thronged with Americans, as this is now the fashionable route in returning from Niagara. But they generally hurry through. It seems strange that they do not linger amid the rich and varied scenery of Montreal. Its striking public buildings, its beautiful suburbs, its splendid churches, its massive quay giving a panoramic view of the whole harbor, its immense canal, and the attractive drives around Mount Royal and in all directions from the city, afford materials of amusement and study for weeks. Montreal is one of these peculiarly attractive cities where the traveller may spend weeks and yet leave with the mind unsatisfied.

I am bound for Quebec to-night, here known as the citadel of British America.

HORRIBLE FLOGGING
IN THE KINGSTON PENITENTIARY.

We subjoin, from the *Courier* of this morning, an exposé of one of the most revolting and disgusting outrages which man, wearing the badge of authority, ever perpetrated on his fellows. With the *Courier* we perfectly coincide in opinion, that not only the attention of the Government should be drawn to the inhuman punishment, but a rigid inquiry should be instituted into the case. But no; official inquiry is not the mode of treating the matter. Go through the formality of an in-

quiry, by those who are interested in the suppression of the truth, and either the charge will be hushed up, or the perpetrators of the abomination will be shielded by bribing the necessitous victim to silence. Some other mode must be taken to arrive at the facts; and if indeed it be found that such conduct has had the sanction or direction of the head-keeper of the Penitentiary, we trust that not even the influence of a 'silk gown' will prevent Mr. Draper from causing due atonement to be made to the insulted feelings of the country, by dismissing him instantaneously from an office he is so unworthy to fill. The eyes of the country are upon the Government; and we, for one, will not permit the matter to slumber, until the ends of justice have been met. Talk of barbarity in the corporal punishment! What, we ask, can equal the shame—the crime of flogging a woman, as shown below?

The statement of the *Courier* appeared yesterday in the *Times*, in a letter addressed to Mr. Draper, under the signature of "Catarqui."

Since writing the above, we have seen a gentleman who strongly expresses his disbelief of the accuracy of the charge. We hope, for the sake of humanity, that it may be found that his opinion is correct; but the letter in the *Times* scarcely leaves a doubt on the subject.

DISGUSTING BARBARITY.—As discussion on flogging soldiers seems the order of the day, and every voice is loudly lifted up against the continuance of this punishment, we propose to notice a similar system of corporal infliction, which we are told prevails to a great extent in the Provincial Penitentiary. If our readers have been horrified at the idea of flogging a soldier, generally richly deserving punishment, and from his bodily strength and rude health in most instances quite capable of enduring the punishment in a physical point of view, what will they think when we tell them that it is currently reported that women of all ages are stripped and flogged by a man, and in presence of other men, within the walls of the Provincial Penitentiary!

We say nothing of the same punishment inflicted on the male culprits, though we are told that that is done with an extent of cruelty quite shocking and perfectly unnecessary, but we do think that the flogging of women, under any circumstances, is truly horrible,—an outrage on the feelings of the community, and a disgrace to the age we live in.

We should hope that the account is, if not quite untrue, at any rate exaggerated, but we fear that our information is too correct. If this disgusting practice does prevail to the extent alleged, we should think it must be known in Kingston, and we wonder that the Press of that town has never taken up the subject.—We trust that this notice of ours will induce them to make enquiries relative to this matter, with a view to its being brought immediately under the notice of the government.—Women may be vicious, criminal, and degraded, but we would ask every man in the community who has a mother, a sister or a daughter, what they think of such treatment of the female portion of the prisoners in the Penitentiary; whether they think that stripping a woman naked, tying her up, and flogging her with a cat-o-nine-tails, in the presence of a lot of brutal gaolers and turnkeys, is a likely way of reforming her morals, or refining her disposition? We know not by whom the prison regulations have been drawn up, or by whose authority corporal punishment

is inflicted upon women, but we know this, that those who have authorized such beastly and disgusting inflictions, be they the highest officials in the country, richly deserve the same punishment, and we should enjoy nothing better than to have the command of the punishment parade, with the liberty of giving a gentle hint to the drummers.

This is a subject which cannot be allowed to drop, and we trust that Mr. Draper's attention will be called to it immediately, and that some independent Member of Parliament, if there be such an animal, will bring it before the House of Assembly and vote for a rigorous inquiry into this most abominable outrage on humanity.

THE LAST CONCERT.—When Mr. Templeton arrived, two concerts only were to be given. The persuasion of intimate friends, however, induced the vocalist to do extreme violence to his feelings, and give a third on Monday last; and to-night, another mesmeric influence having been brought into play, he takes his final leave—so say the bills—of a Montreal audience. Mr. Templeton has, moreover, been graciously pleased to signify his intention to avail himself of the pressing recommendation of his friends, and take an additional fifteen-pence for seats from whomsoever may feel inclined to pay for them at that price. The three-and-nine-penny seats, we presume, are the stalls,—the two-and-sixpenny, the vulgar pit. *Ainsi va le monde.*

THE ROCHELLE CANNON.—Although we naturally feel the greatest diffidence in placing our opinion in opposition to that of an old officer of Artillery, whose letter has been shown to us by the ingenious inventor of this gun, we cannot coincide in his view, shared by such of the Montreal press as have commented on the subject, and pronounce the piece as wholly unfitted for service. We admit that, in the field, it might be rendered unserviceable at the first or second shot from the same arm, but for purposes of defence it might be made highly available. With an embrasure merely sufficiently large for the protrusion and withdrawal of the gun itself, the machinery by which it is worked might be effectually guarded by the fortifications themselves, which, from the rapid fire that could be kept up from a series of these, and without a probability of the same interruption which the picking off of artillerymen by musketry would occasion, advancing columns might be swept away, by cannister and grape, before they could reach the breach of a fortress through which they might expect to gain an entrance. Night work alone would take from their superiority over the present arm. But we shall recur to this subject next week.

At a Special General Meeting of the Stockholders of the St. Lawrence and Atlantic Rail-Road Company, held on Saturday, at the Company's Office, St. James Street, to consider the demands made upon the Provisional Committee in London, by a portion of the English Scripholders, for the return of their deposits, and to decide thereon—the Hon. Mr. Moffatt was called to the Chair, and Mr. Steers named as Secretary.

Upon motion of ROBERT ARMOUR, Esquire, seconded by W. FOOTNER, Esquire:—

Resolved, 1.—That the Proprietors of the Capital Stock of the St. Lawrence and Atlantic Rail-Road Company, having duly considered the disinclination manifested by a portion of the Scripholders in Great Britain to continue their connexion with the enterprise, in which they are mutually engaged, and their application to the Provisional Committee in London for the repay-

ment of their deposits, feel called upon to express their regret, that a great and important Colonial work, such as the St. Lawrence and Atlantic Rail-Road, has not been met in the Mother Country, even by those who had willingly become associated with themselves, for its prosecution, with that encouragement which the large excess in the number of Shares applied for, then, over the whole capital, had given them just reason to expect.

Moved by WM. LUNN, Esquire, seconded by Mr. H. MURPHY:—

Resolved, 2.—That the proprietors, desirous of removing all cause of dissatisfaction on the part of the dissentient Scripholders in Great Britain, and the more forcibly to evince the spirit in which their enterprise has been undertaken and conducted, are disposed to adopt the suggestions of the Board of Directors, relative to the demand made by said dissentients, and in accordance therewith, to authorize, and they do hereby empower, the said Directors, to take the necessary measures to offer to such of the Scripholders in Great Britain (not having signed the Subscription of Shares Books) as may be desirous of receiving the same, the repayment of their deposits, deducting them from their proportionate share of the expenditure in England and in Canada to this date, with the exception of the cost of survey, now in prosecution, and that arising from land negotiations.

To which by BENJ. HART, Esquire, seconded by R. M'KAY, Esquire, proposed the following amendment:—

That, although the large additional support which this Rail-Road has met with in Canada, and the confidence with which it is now regarded by the public at large, leave no room for doubt that the undertaking could be prosecuted and completed, without the assistance of the English Shareholders, still, the proprietors would not feel themselves justified on sound principles in acceding to the request of the Scripholders in England.

Which was put to the meeting, and negatived; after which the original Resolution was adopted unanimously.

Moved by R. M'KAY, Esquire, seconded by MAJOR CAMPBELL, and

Resolved, 3.—That the Board of Directors be and they are hereby authorized to take measures to defend any action or actions that have been or may hereafter be brought for the recovery of their deposits, by Scripholders who may refuse to accept the compromise, as now proposed by this meeting.

T. STEERS, Secretary.

NOTICE.

WE the Undersigned hereby give notice, that application will be made by us at the next meeting of the Legislature to obtain a CHARTER for the purpose of CONSTRUCTING A BRIDGE ACROSS THE ST. LAWRENCE; say from the South side of said River to a point on St. Paul's Island (Isle St. Paul), and from said Island to the North bank with right of way across the said Island, and from the North bank of the River to a convenient terminus on the Canal.

H. STEPHENS,	ANDREW SHAW,
HUGH ALLAN,	JAMES GILMOUR,
JARON C. PIERCE,	WM. ELMONSTONE,
D. DAVIDSON,	MOSES HAYS,
WILLIAM DOW,	JOSEPH MANSON,
JOHN LEEMING,	ROBERT MACKAY,
WM. LUNN,	O. BERTHELET,
J. B. SMITH,	H. JUDAN,
J. FROTHINGHAM,	A. LA ROCQUE,
JNO. YOUNG,	B. HART,
JOHN E. MILLS,	JOSEPH BOBBERET,
L. H. HOLTON,	A. M. BELLEE,
D. L. MACDUGALL,	W. ERMTINGER,
BENJ. LYMAN,	W. C. MERRITT,
R. CORSE,	JOHN J. DAY,
DAVID TORRANCE,	GEO. ELDER, Junr.

Montreal, September 14, 1846.

THE LA ROCHELLE CANNON !!!

IN accordance with the request of a great number of persons, Mr. LA ROCHELLE has decided upon exhibiting the PIECE OF MECHANISM of which he is the inventor, and which has been an object of admiration to all those who have examined it.

The CANNON, by means of its Machinery, LOADS ITSELF and FIRES TWELVE SHOTS PER MINUTE !!!

To be seen in one of the Shops of JOSEPH BOURLANGET, Esq., Notre Dame Street, near Donegan's Hotel—Hours of Exhibition, from TEN A.M. to ONE P.M., from Two to Six and from Seven to Ten.

It will be seen by the Certificate of Colonel CAMPBELL, of the Artillery, that he considers this Gun a most ingenious invention.

Montreal, 17th Sept. 1846.

ST. LAWRENCE AND ATLANTIC RAIL-ROAD.

NOTICE TO CONTRACTORS.

PROPOSALS will be received, at the Office of the St. Lawrence and Atlantic Rail-Road Company, No. 18, Little St. James Street, in the City of Montreal, until the TWENTY FOURTH of SEPTEMBER next, for the GRADING, MASONRY, and BRIDGING, of a DIVISION of the ROAD, extending from the ST. LAWRENCE RIVER TO THE VILLAGE OF ST. HYACINTHE.—a distance of about Thirty Miles.

PLANS, PROFILES, and SPECIFICATIONS will be exhibited, and the requisite information given, at the Engineer's Rooms, in the Company's Offices, at Montreal, on or after the 15th of said month.

Persons offering to Contract for the said Work, or any part of it, will be required to accompany their proposals with satisfactory references.

By order of the Board, THOMAS STEERS, Secretary.

Office of the St. Lawrence and Atlantic Rail-Road Company, Montreal, Aug. 25, 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 Now Stockholders are requested to PAY the FIRST INSTALLMENT 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, ROMEO H. STEPHENS, will be CONTINUED by the partners, under the Firm of STEPHENS, YOUNG & CO.

JOHN YOUNG, BENJAMIN HOLMES. Montreal, 31st August, 1846.

WINES.

MAITLANDS, TYLEE & CO. have RECENTLY LANDED: 100 Baskets "FERRIER, JANET & Co.'s" First Quality CHAMPAGNE. 100 Baskets "Jacquesson's" First Quality CHAMPAGNE. 150 Cases "BARTON & GURSTNER'S" Superior CLARET. 6 Hogsheads Fine "St. George's" BURGUNDY. 75 Cases Curçona, Maraschino, and assorted LIQUORS. 19th August, 1846.

THE SUBSCRIBERS offer for SALE.—Bright Muscovado Sugar in Hhds. White Crushed Sugar in Tierces Pipes Port Wine Pouchons 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 Dried 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. No. 9, St. Nicholas Street.

RECULE WANTED.—for the EXPOSITOR OFFICE,—TWO CARRIER BOYS, who have been 25 years of age, taking round papers.

BIBLIOTHÈQUE NATIONALE DU QUÉBEC

FOR SALE.

TEAS: Twankay, Young Hyson, Gunpowder and Souchong, in boxes, Molasses, Heavy, Martel's Cognac Brandy, Sicily Marala Wine, Baled and Raw Lined Oils, Olive Oil, English Glue, Plug Tobacco, Pimento, and Pepper. ALSO, Patent Sperm Candles, from the Manufacturer. STEPHENS, YOUNG & CO. 20th August, 1846.

TO SURVEYORS AND EXPLORERS.

THE Subscribers have lately received a Large Assortment of FRENCH PRESERVED MEATS, Warranted to keep. SARDINES A L'huile. PICKLED 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.

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:—

Table with columns for PRINCE ALBERT, RAIL-ROAD CARS, and ON SUNDAYS. Includes departure times from Montreal, Laprairie, and St. Johns.

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.

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

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 a 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. LEFOURNEUX, Secretary & Treasurer, Mutual Fire Insurance Co. WM. MURRAY, Manager, Montreal Insurance Co. J. H. MAITLAND, Agent, Quebec Fire Insurance Co. GULLESPIE, MOFFATT & Co., Agents, Phoenix Insurance Co., London. JOSEPH JONES, Agent, Fire & Protection Insurance Cos., Hartford, Connecticut. JOSEPH WENHAM, Agent, British America Insurance Co. Montreal, June 25, 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 DUNHAM and SYDENHAM, which has been greatly enlarged and fitted with

EVERY CONVENIENCE & ORNAENT

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 CALLEDONIA 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. 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. Montreal, August 11, 1846.

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