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# THE WEEKLY EXPOSITOR,

AUDI ALTERAM PARTEM.

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

VOL. 1.]

MONTREAL, THURSDAY, AUGUST 27, 1846.

[No. 2.

## Literature.

*A True Description of Lake Superior Country; also a Minute Account of the Copper Mines.*  
By John R. St. John.—New York, 1846.

(Concluded from last number)

### MINERAL VEINS.

[It will be necessary to keep the relation which the rocks and veins traversing them, have to each other, constantly in view.]

Veins are intersected with other veins, and sometimes with veins of other metals at both acute and right angles. Two lines approaching each other, generally have a large deposit at their confluence. It is a good sign if the branches or lodes enlarge in width or depth, but if bad they are horizontal or rising. It is a sign of a poor vein if it separates or divides into strings and sharp extremities. It is even a worse sign when a vein descends perpendicular, than when it runs horizontal. Copper will pay for working when only six inches wide, and tin when only three inches wide, in the Cornwall mines. The richest depth for copper ore, in mines which have been worked, has been found to be from 40 to 80 fathoms, (from 20 to 60 for tin,) although great quantities may be raised at 80 to 100 fathoms, yet the quality decreases, and the ore is too apt to be decayed. The veins of the Cornish mines run East and West varying some 15 degrees. The veins of Lake Superior run N.E. and S.W., with slight variations.

**True Veins.**—The northwesterly range of hills, commencing at the extremity of Keeweenaw Point and stretching in a S.W. direction into the interior, are more clearly of the trapose origin than either of the other ranges, and the rock of the southerly portion of this range is greenstone, while that of the northerly flank is almost invariably either an amygdaloid or a rock approaching to toadstone.

So far as the hills lying south of this northerly range are concerned, they would appear to be as a whole deficient in minerals, and the rocks are not apparently intersected by veins or dykes of any more recent date than that of the uplift of the northerly trap hills, near the Lake.

Veins of a date posterior to the uplift of the trap rock last mentioned are of frequent occurrence, and traverse a portion of the trap range, pass into the conglomerate and sometimes completely across the three sedimentary rocks, immediately above the trap, for an unbroken length of several miles, rarely varying more than 12 or 15 degrees from a right angle to the course of the sedimentary rocks, cutting across the dyke and conforming to the dip of the sedimentary rocks. These veins all belong to a single epoch and must be regarded as *True Veins*, and all carry the same mineral contents; and, from examinations, it is confidently believed that most, if not all, the metalliferous veins of the upper peninsula or Lake Superior regions belong to the epoch of those under consideration. It is true, native metals (particularly copper) are found in places in the greenstone, but the quantity is small and almost always may be traced to a connection with metalliferous veins in the vicinity.

Native copper in very thin plates was occasionally noticed as occupying the joints of

the greenstone of Isle Royale, though in small quantities, but the veins so far as examined there are less perfectly developed in their passage across the conglomerate, and very rarely contain any traces of zinc.

In speaking of the greenstone, Dr. Houghton says, "I not only include the true greenstone, but also those altered forms of gneiss and gneissoid granite which are sometimes associated with it, while the outer or northerly portion of the same range is usually composed of an amygdaloid form of trap."

### IRREGULAR, FALSE VEINS.

After perusing the following chapter, the reader will have perceived that the condensations from Dr. Houghton's report ceased with the last, which treated of *Regular Veins*.

I write this chapter in the hope of inducing more thorough examination and minute investigation into *Irregular Veins*. The great bane and loss in mining operations is the vast amount expended and thrown away upon *irregular or false veins*, which proceeds from lack of power or knowledge to decide between true and false ones. This the reader may call a "conglomerate" chapter, if he will. If the suggestions it contains shall induce investigation of the subject, their object will be fulfilled, whatever may be thought of their *philosophy or orthodoxy*. Against any arraignment for either I here enter my caveat, that one possibility is just as good as another in defining the probable results of an *indemonstrable* proposition.

Where veins intersect the lake's shores, they are almost invariably marked by the appearance of the white spar covering, which in many instances are several feet wide, and may be traced by eye into the water thirty or forty feet in depth. Several of these wider ones occur between Copper and Eagle Harbours, in which, when the spar has been removed, boulders and ragged deposits of native copper have been found of various sizes. And from one on the conglomerate edge of the shore, on lease 15, belonging to the Boston Company, I saw already taken out two pieces of native copper, one weighing 800 lbs., the other some 60 lbs., which were cut off with chisels and sledge hammer from an imbedded sheet, four inches thick at the place of detachment, leaving the imagination to fix its own estimate of the quantity or extent of that portion remaining in the vein. Scientific men have heretofore contended that native copper existed only disseminated and as boulders. Here, at least, it appears in a sheet, but to what extent can only be determined by working.

In some of these veins, as at Agate Harbour, different kinds of ore, or, I think, different stages of advance from ore to native copper, are found,—such as the mother of ores, glass, green carbonate, and black sulphuret, all taken from the same vein. This vein and the one from which the native copper spoken of above was taken, are but one mile apart.

Native silver and native copper are often taken out attached to each other. Some of the veins, by the reports of analyzers, have a preponderance of silver ore. The copper from the same vein or rock.

*Irregular Veins* are of very frequent occurrence as well upon the surface as below it, which often present the best appearances, and afford specimens very likely to deceive the

novice in exploring and mining. There may be injections into a crevice only, which extend but a short way in depth or length; and though well filled while the cone raised by the interior pressure continued, and during which all the crevices were wide below in proportion to their depth, and would, had this great cone had its apex attitude, been well-filled veins, no doubt leading to large deposits like *true veins*; but by the subsequent action they are not; for that cone's fallen and depressed apex is now the synclinal axis of Lake Superior, to which the strata around it dip. When the gas by which it had been swelled forth found vent and escaped, it carried forth in the explosion those boulders of primitive rock and native metal found in all directions, and then, following, forth rushed the conglomerate, and found its level around the trap-hills, which, with fire above and fire beneath, were softened—then it was amygdaloid, greenstone, and trap were blended, and then was the native copper disseminated, more in some places than in others, according to the heat and supply of the ore. The apex or cone raised by distending the earth, unsupported at the escapement of the cause, gradually settled back, sinking lower and lower as the interior heat and pressure abated, and the matter in cooling contracted, closing first upon the surface, and shutting, as they descend, the seams and crevices opened by the expansion. The closing of those seams, veins, or crevices, in this way, compressed and forced down their contents as far as they closed. Failing, however, to resume their places in many instances, have left to unknown depths *true veins*, defined by the wall rocks, which, though shewing they have been rent asunder, are also smothered by the action of heat. In some instances, there is but one defined wall rock, while the other side is filled with native copper, disseminated throughout, as at the deep shaft of the Eagle River. In other cases, as in the Pittsburgh Company's drift, three miles back of Eagle River, both sides are workable, and the metal is disseminated in the general rock, showing that the rock had been so heated as to either take up the copper when coming in contact, or to smelt such portions of the ore as it might have possessed in its organization, the latter of which is rather sustained by the frequent occurrence of toadstone, showing that something has passed away as a gas. By this it will be readily seen why miners follow a vein that widens as it descends, even though no ore be immediately found, and discard a vein that contracts, or runs up, or even horizontal. Their experience has taught them the results to expect.

### THE PLEASURE TOUR.

When I left Copper Harbour, on the 25th October, arrangements were making for the completion this winter of a waggon road from Copper Harbour to Eagle River. By letters received within a few days, I learn that the contemplated road is now finished between Copper and Agate Harbours, nine miles, and rapidly progressing towards Eagle River. Preparations are making to run a stage daily between Copper Harbour and Eagle River. The workmen, I also learn, are engaged in erecting public houses at Copper Harbour and Eagle River, and no doubt Eagle and Agate Harbours will be also supplied.

Thus the pleasure traveller has a new route of unequalled beauty and interest opened to him, with accommodations and comforts. From Lake Superior, he may proceed by the voyageur's canoe up the Bois Brule River, through Upper St. Croix, and down the River St. Croix to its Falls, where is a village, fine hotel, and steamboats depart for New Orleans, or up to the Falls of St. Anthony, twenty miles above the junction of the St. Croix and Mississippi. From both the St. Croix Falls and Falls of St. Anthony millions of feet of lumber are yearly sent down. This route from Lake Superior to the Mississippi has already been traversed by many ladies with their husbands, in journeys to and from the fur stations, and may be performed with no more fatigue or inconvenience by any lady than the romance of a few nights' camping with a good India-rubber tent, sleeping on mats, skins, and blankets, laid upon boughs, and eating without a table. There is one party of ladies and gentlemen organized, I learn, for a trip on this route next season, from Hartford, and no doubt many others will be met there, for, from Buffalo, in three days Mackinaw is reached; another day, Sault St. Mary; in another, Copper Harbour; another, La Point; in one day more, Fon du Lac. If the traveller shall not wish to go to Fon du Lac, or if he do, on return of the steamer he may have his canoe or canoes launched from her off the mouth of the Brule, and entering that river two days brings him to the portage of Lake St. Croix, two days more to the Falls of St. Croix.

The canoes of any required size and convenience, and the necessary outfits of voyageurs, and supplies of any kind desired, can be obtained at all times, and on terms cheap in comparison to the usual expectations, either at St. Mary's, La Point, or Fon du Lac. The canoes may be purchased and voyageurs obtained on wages, or both canoes and men may be hired for time or voyage. All these may at any time be obtained at the Falls of St. Croix by travellers desiring to cross from the Mississippi to Lake Superior. Even last season dozens of canoes might be seen in a day, or the light of their camp-fires at night, upon this route. Often far ahead would be heard coming, on the night air, the voyageurs' chorus, till tuning a point, with arrow speed and graceful circle, on they come. They meet—the chorus ceases—a mutual "Bon soir!" "Bon soir!"—"Adieu! adieu!"—we pass—again the song. Perhaps an hour after, we hear, though far apart by the river's turns, faintly, across the bends, the whoop that interlards their song. On, with the current and the oar, they fly toward the frigid north, and we toward the equator.

#### STEAM AND SAIL VESSELS.

Before leaving the Sault St. Mary's, I examined the vessels, which are as follows:

*Julia Palmer*, steamboat, belonging to Col. W. F. P. Taylor, of Buffalo, was lying at the foot of the rapids, preparatory to being hauled over the desert. She is a staunch and very well found vessel, capable of running ten miles an hour. Has accommodations for 300 passengers, and is about 250 tons burden, rigged with sails. Her main deck contains a ladies' cabin, and there is below that a steerage cabin. On the upper deck is the dining cabin, on each side of which is a tier of state-rooms fore and aft, opening on the deck and into the dining room. Having a larger number of state-rooms than will be likely to be required, it is intended this winter, in making many proposed convenient arrangements, to throw two of those together, with a door opening into the third, in this way forming four or more family rooms, to be furnished with French bedsteads, and trundle beds under them for children. Forward, on the same deck, two large rooms are to be constructed from state rooms, one for a gentlemen's room, and the other a ladies' parlour. This boat will afford every desirable comfort to the pleasure traveller.

*Independence*, propeller, owned by Capt. Bristol & Co., commanded by Capt. Bristol, many years a skilful navigator of the lower lakes. She is 280 tons, a good sea vessel, and of the propeller speed. She has good cabins and accommodations, and will probably leave alternately with the *Palmer*.

Schooner *Napoleon* is a new and beautiful, as well arranged, found, and rigged vessel, of 180 tons, as floats on any waters in the world. She was built at St. Mary, and made one trip last fall, in which she proved herself to possess useful qualities, only equalled by her beauty and symmetry. She is owned by Oliver Newbury of Detroit, who, I have lately learned, is this winter having a similar one built at the same place, to be launched next spring.

Schooner *Swallow*, Capt. John Stanord, belongs to the New York and Lake Superior Mining Company. Is being overhauled this winter, for next year's business.

Also, schooners *Merchant* and *Algonquin*, of about 80 tons each; the *Sis-kaw-it*, *Fur-Trader*, *Chippewa*, and *Ocean*, of a smaller class; and a small British vessel, the *White-Fish*.

### THE NECESSITIES OF THE RAILWAY SYSTEM.

(From the London Railway Record)

The instability of principle which marked the whole public career of the Minister who lately held the reins of the state coach was probably never more strongly exhibited than in the line of policy he pursued with reference to railway legislation. The leading feature of expediency in his character, which has at times rendered him a useful, but always by consequence what the world reckons an unprincipled, statesman, has prominently marked his sayings and promises of doing on behalf of what he has himself eloquently acknowledged to be one of the greatest civilizing instruments of the age. The burning fever of speculation which afflicted the public in the summer and autumn of last year was so violent, and its inevitable results were so palpable, that it could not escape the prescriptions of the "Great Doctor," whose skilful eye foresaw its debilitating effect on the constitution of our commercial and monetary system. The workings of the disease were strong at the time Parliament met in January; and hardly had the echo of the Royal voice departed ere Sir Robert Peel announced his purpose of unfolding his gracious intentions on behalf of the fever-stricken railway.

The important day, big with the fate of scrip and stags, arrived, and with it came as clever a veiling of Government intentions as ever was tried by a hard-pressed occupant of the Treasury Bench. The Government to the fullest extent admitted the importance of the question; but they dreaded the consequence of a deviation from the old English rule of non-interference with enterprise, and very coolly transferred the responsibility of dealing with the evil to the shoulders of a Select Committee. Months have since elapsed, and have more strongly brought to light the results of the mad mania of the past year. And what have been the practical remedies of the momentous Session which is now about to close? Like Addison's conceptions, they have brought forth nothing.

No one can be more fully alive than we are to the great benefit which this country has derived from the freedom which our system has permitted to enterprise. It is evidenced in the great works which British capital has reared as monuments to future ages of the skill and the enterprise of England in the nineteenth century. But there is much of cant and misconception in the common phrase of "free, unshackled enterprise." It has become a rallying cry of party, hardly less ridiculous than the belabouring of "the British lion," or the solemn

appeal "to the wisdom of our ancestors."—Railway undertakings bear small affinity to the commercial enterprise for which this country has so long and so beneficially been distinguished. Railway-making is not commerce, in the sense, at least, which the British merchant is accustomed to attach to his idea of the pursuit. Modern intellect has discovered a great civilising principle, which has revolutionised one system of internal, and is daily affecting the international, communication of the civilised world. Good means of communication from one place to another have always been reckoned among the chief promoters of commercial and industrial prosperity. Railways now monopolise the main lines of the traffic of this country. The associative principle, which experience has proved to be of so much advantage in many departments of commerce, has happily achieved what the intellect of Gray conceived, and the energy and skill of Stephenson worked out—it has, in less than twenty years, effected that which would have cost a Government a century and a half; it has been accomplished by a large investment of private capital, producing moderately remunerative returns to those embarked in it; while, had it been left solely to state enterprise, the consequence would have been a large draw on the public purse, and judging from the trial of the system in Belgium, with but slender returns to the national coffers. No man who has the courage to wade through the verbiage of a Railway Act can fail at once to discover the complete dissimilarity between railway enterprise and commerce generally, or—still further to limit the comparison—between railway undertakings and other works carried out on the associative or joint-stock principle. The vast compulsory powers, the extensive privileges, and, above all, the gigantic monopoly which the Legislature sanctions in each Act of Railway incorporation, preclude the supposition. It is just then to infer that the grantor has the right of control or supervision for the public weal, over the exercise of the powers conferred on the grantee.

The advance of the Railway system has been so very rapid and legislative appreciation of the subject so remarkably slow, that the multifarious evils flowing from the almost uncontrolled powers vested in this *imperium in imperio* have forced themselves on public attention. Railway legislation has been of the crudest and most unsystematic character, and public opinion has been tinged with the same disordered hue. When thought has been directed to the subject, it has unfortunately rushed into extremes—into blind bigotry or prejudice, or, as some contend, selfishness, on behalf of things as they are, on the one hand—and into the most unworkable liberalism by those who would reform, on the other. Of Mr. Morrison's recent attempts to tinker the system of Railway legislation we say nothing, for *de mortuis nil nisi bonum*. We are now under a new dynasty of Ministerial rule. In the few years that have elapsed since the same statesmen held the seals of office, wonderful has been the stride of Railway enterprise, and its importance as a branch of State care is such, that it must soon have the earnest attention of a Ministry who have so solemnly pledged themselves to a liberal dealing with all great questions of social well-being. Much is anticipated from the men who have just succeeded to power. Their first exercise of it has been creditable as evincing an earnestness to deal with great questions under large views. Much will be expected of them by the Railway interest next Session. Let them bear this truth in mind, that if they would thoroughly reform the abuses of the past system of Railway legislation, they must avoid the shallow expediency and temporising policy of their predecessors; they must

take the initiative of reform in their own hands if they would escape a thousand impracticable crotchets, long dreary discussions, and Sessions of profitless theories.

### MEAT AND BREAD.

In a clever article by Edward Hurst, Esq. in the last number of *Dolman's Magazine*, the writer speaks of the relative value of bread and meat, and intimates that a pound of meat ought to cost no more than a pound of bread. In Scotland, before the Union, butchers' meat was as cheap and even cheaper than oatmeal bread, and every other country must once have been similarly situated.

Strange as this may sound in a country like this, where the ordinary price of bread is about twopence a-pound and meat eightpence a-pound, including the bone and some refuse, and uncooked, it is no doubt correct. Lord Kaimes and Blackstone—indeed, all who have written on the progress of the human race—agree that the first state of man was that of a hunter, like the Indians at this day. As the number of men increased, and when animals became scarce, it became necessary to catch and rear such as could be tamed, and tribes and nations became shepherds, cowherds, and swineherds. There was a transition from the hunter to the cattle-breeding state. This was the state of the Jewish Arabs, from Abraham down to Joseph's time. Such was the state of early Rome—at its commencement as a depasturing country; and such was the ancient state of all the northern nations. At all such periods, meat must have been much cheaper than the produce of tilled, ploughed, or arable land, the quantity of which was small, and cultivated with great labour, difficulty, and uncertainty. Mankind increased, and still pressed on the means of maintenance; for we find, as late as Julius Cæsar, the Helvetians bursting from their mountain sides into Gaul to obtain land to enable them to exist, as their own country had become too narrow for them. The highlanders, in the early history of half the nations of the world, were too strong for the people of the plains—the herdsmen and shepherds; but in this instance, as in many others, the organization of their armies enabled the Romans—as allies of the Gauls—to drive the Helvetians back to their mountains.

From the cattle-breeding state to the agricultural or tillage state, the transition became in time easy, and was facilitated by that instrument so much celebrated in all countries—the plough. Rome was at an early period in this agricultural state. But in the process of time large portions of land about the "eternal city" were occupied by the Roman aristocracy; and when wheat could be obtained, as it could be, at a much cheaper rate from Sicily, Egypt, and Lybia, it ceased to be cultivated about Rome, and much of the land not required by the amazingly wealthy senators for their gardens was laid down in pasturage. It was found more profitable to raise stock than corn. This change must have been highly advantageous to the Roman people, as its tenacity was to equalise the price of meat and bread—a matter lost sight of altogether by that party historian Mr. Allison. Corn, indeed, could be imported into Rome at a cheap rate; but the Roman farmer had never any thing to fear from a competition with cattle, which could not be sent in any considerable number across the sea, even if raised in Egypt or Sicily. This is so obvious that it is unnecessary to dwell upon it.

In England, for many years, the chief attention of agriculturists has been turned to the cultivation of corn, as if that was the only article of consumption required by man. Yet we have meat, deducting the bone, &c. at from 9l. to 10l. per pound, and bread, sifted of all bran and pollard, and baked, at less than 2l. per pound; and land in the Romney marshes, which will not fatten cattle, though it does sheep, letting to the graziers at £5 an

acre, and in Pevensy level, where cattle will fatten, at a similar rate; whilst there are millions of acres of plough land that will not let for more than 20s. an acre; and it is notorious that not one farmer in ten keeps half the stock that he ought—nay, worse, thousands of farms are not half cultivated—not half manured, because the stock upon them is insufficient.

What is to be inferred from all this? Is it not, that, by foolish laws, the attention of farmers has been called too much to the raising of corn, whilst the raising of stock—meat,—as necessary for man in these climates as bread,—has been neglected? If the price of a pound of bread and a pound of meat ought to be, according to Mr. Hurst, about equal, does it not indicate to the farmer that he now ought to pay much more attention to raising meat than he has done? It is true that a corn crop comes in every year, whilst the returns from stock take 2, 3, or 4 years; but the difference between the price of meat and bread is so enormous, that the profit on the former must surely compensate for difference in time. We wish to speak with care and modesty on the subject, because we are aware that it is one that practical men only are competent to form and give an opinion on; but the hints we throw out may, perhaps, direct the attention of some of our readers to it.

### CORRESPONDENCE.

TO THE EDITOR OF THE WEEKLY EXPOSITOR.

SIR,—I observe by your paper of the 20th inst. that the professed object of the *Expositor*, among other things, is the reformation of abuses in the public departments of this distracted and ill-governed Province. With a view of assisting you in your praiseworthy and very arduous undertaking, I beg leave through your columns, in a short series of letters, to offer some observations on the Emigrant Establishment of this city, with a view of demonstrating that the system at present pursued is bad from bottom to top.

It is well known to the inhabitants of Montreal that large numbers of emigrants remain in this city during the winter months, and have to be relieved by the charitable public, on whom they are cast wholly dependent for subsistence. It is often asked, What becomes of the Emigrant Fund—or rather the Emigrant Tax? This secret shall be no longer hidden; and I hope to satisfy the public on the subject.

During the year 1844, the number of emigrants who arrived at the port of Quebec was in round numbers about 20,000, paying a tax of something like £3850. Out of this sum, at the port of Montreal, there was paid to the Forwarders, for the transport of emigrants to the different sections of the Province, the sum of £524 currency, whilst there was paid to the Emigrant Agent and his staff, the sum of £537,—thus showing that the salaries of the officers of the establishment exceeded the amount given for the relief of emigrants by £13. This, Mr. Editor, is something like the Irish Poor Law. But what became of the remaining £2789 which the emigrant had to pay before he was cleared at the Custom-House?—that is the question. It is well known that the relief given at Quebec is trifling: the above sum of £524 sent all who required it as far as Kingston. The relief from this latter place is also trifling, having no tolls to pay from Kingston to the head of the Lake.

But perhaps the public are not generally aware that there are no fewer than eight Emigrant Agents between Quebec and Hamilton, who annually pocket something like \$5,800 of the Emigrant Tax, or more than one-fourth of the whole amount. This is justice to the suffering emigrants, at the expense of their own pockets! The Adminis-

tration may create places for their favorites, and the community may, if they will, tacitly submit to pay for and perpetuate the abuse; but that the already destitute stranger who arrives on our shores should be compelled to contribute out of his penury to the support of such a state of things, is surely a great and manifest wrong.

Well, sir, there are few diseases without a remedy; and, with the utmost deference to the opinions of others who may have the interest of the emigrant at heart, I would suggest such a remedy for the evils connected with the Emigrant Establishment. First, let us commence at the port of Montreal, where the expenses are enormous, considering the duty to be performed; for if performed, the case would not be so bad; but it is not, nor even attempted. In the first place, the emigrants are neglected on their arrival at this port; they seldom or never see the Emigrant Agent before arriving at the Emigrant Shed, and then only late in the afternoon, when he meets them in the character of a *Nero*, calling them paupers, &c. the moment they ask relief. The poor people are not aware that, for the harsh treatment with which he visits them, he is pocketing annually nine hundred dollars of their hard-earned money. Yet such is the case, and it cannot be denied. Then come the applicants for a free passage, when the truly poor and deserving emigrant is wholly neglected and set aside. The cunning and the crafty man, with his pockets full of money, soon finds out how to manage. He goes to some of his old acquaintances, gets them to write a touching letter to the Emigrant Agent; the Agent knows the party sending this letter, consequently the rich man gets a free passage, whilst the poor and simple emigrant is left behind. He has to settle in Montreal; the winter sets in; he is forced to beg, and become a burthen upon the citizens; his children are brought up in idleness or worse, when they should be scattered among the farmers, learning agricultural pursuits, which would make them honest, industrious, and useful people, instead of begging in the streets, and oftentimes stealing from the citizens. Our goal is a standing evidence of this. Both males and females are found there, who should be with their friends in different parts of the Province, and who would be sent there provided that a proper system were adopted.

Whilst, therefore, Montreal may boast of being the capital of British North America and of possessing the Seat of Government, she has also to lament and say that she is the seat of pauperism and crime,—which is chiefly to be attributed to the bad system of managing emigrants upon their arrival; although the widow, the orphan, the lame, blind, lunatic, and foolish emigrant have to subscribe in equal proportions the sum of nine hundred dollars for the season to pay an emigrant agent, who lends little or no attention to them. Such a salary is shameful, and a crying sin. One hundred pounds would be sufficient at the port of Montreal, and one man more than sufficient to do what is to be done, even were everything performed that should be required. Were the agent to visit the steam-boats every morning on their arrival, and speak with the emigrants, then proceed to the sheds, commence to examine those who have been more than 48 hours in the premises, he would be through all his work before 12 o'clock. The remainder of the day he might spend in answering letters, if any; no more assistants are required than a labourer, nurse, and police. The doctor might attend as usual, but his salary is far too much. Remember I speak for the poor, out of whose pockets the whole comes.

In future letters I purpose to make known many other glaring facts.

I am, Sir,  
Your obed. servant,  
P. BRENNAN.

## NOTICE TO CORRESPONDENTS.

"VIATOR" is quite correct in supposing that the subject of his complaint comes legitimately under the head of "public abuses," and the nuisance of which he complains is admitted on all hands to be a very great one. No lady can at any hour of the day pass Donegana's Hotel without being compelled to leave the side-walk and cross the street, unless indeed she prefer coming in contact with half a dozen greasy cab-drivers who are constantly hanging about the entrance. This is a glaring evil and cannot be too promptly remedied. The same remarks apply to Daley's Hotel, and we have no doubt the nuisance is as much felt by the proprietors as by the public. There are cab stands near enough to both hotels without blocking up other streets unnecessarily with vehicles. Why do not the Police attend to these things?

"DYSPEPSIA" is right. A man may be taken ill and die here on Sunday, before he can find his way into a Druggist's Store for the means of relief. The system is different in England, and even Scotland—rigid and undescending Scotland,—the Shop of the Druggist is as accessible on the Sunday as the Kirk itself. In Canada the Confectioner's Shop is kept open, and so is the public Bar-room, but not to him to whom the results of a week's intense labor and fatigue has on the Sabbath morning brought debility, and pain, and fever. He must wait patiently till Monday, and lose the time on that day, which might have been devoted (if a poor man) to the subsistence of a starving family, when the preceding, had he but been enabled to obtain access to the store of the Druggist would have sufficed to restore to him his health. This ought to be easily remedied.

P BRENNAN will perceive that we have inserted his letter complaining of the heavy evils under which the Emigrant labours on his arrival in this country. The subject is one of great importance; but before we can give insertion to any others on the same subject, we must request that he will communicate with us personally at the office, at any time between ten and twelve o'clock in the forenoon.

In reply to "AN ENQUIRER," we answer that Earl Cathcart receives £7,000 Sterling a year as Governor General, and we believe he still retains his pay as Commander of the Forces, £3,000 a year. His Excellency also has his pay as a Lieutenant General, about £500 a year, and his emoluments as Colonel in Chief of the 11th Hussars, about £900 per annum. Earl Cathcart also enjoys and regularly draws rations of meat, bread, firewood, candles, &c., for himself and family, and forage for his horses.

## NOTICE.

We cord and make to the Subscribers of the "WEEKLY EXPOSITOR," every apology for the irregularity of the delivery of the first number. This was in a degree occasioned by the fact of a very large edition having been distributed throughout the city. It certainly was restoring the attributes of the "New Broom," but can't shall be taken that it does not occur in future. Subscribers and those desirous of becoming such, who have not the first number, may obtain it on application. On enquiry we find that a copy was left at the private residence or office of each of those on our list.

THE  
WEEKLY EXPOSITOR.

MONTREAL, THURSDAY, AUG. 27, 1846.

THE ADJUTANT GENERALSHIP OF  
MILITIA.

Although this subject has been worn nearly threadbare by the majority of the press of the country, it involves too serious considerations not to be made matter of record in a paper professing to denounce all public abuses from whatsoever quarter originating.

A great deal has been written on both sides as to the appointment of Col. Young,—an officer on the full pay of Her Majesty's service—to the Adjutant Generalship of Militia, and, however painful it may be to the feelings of that officer, to see his name day after day before the public, both in approval and condemnation of his appointment, it must, nevertheless, be satisfactory to him, to know that, however much the Government are taken to task for the unpopularity—almost illegality—of an act not his own, his name, and character, and capability are put beyond all question.

But neither the integrity of the man, nor the qualifications of the soldier—nor his particular aptitude to discharge, with efficiency, the duties of a particular office are at issue here. The question is purely one of colonial privilege and colonial right, which have been grossly violated by the Administration, seemingly through feelings of pique and disappointment at the discomfiture of their own plans, the unveiling of their unworthy political intrigues to the already sufficiently disgusted public.

No man, who reflects calmly and dispassionately on the subject can, or will, or does doubt that the very precipitancy of the appointment of Col. Young, on the resignation or refusal of the office by Sir Allan MacNab, bears the strongest internal evidence of the angry feelings which induced Mr. Draper to throw the gauntlet of defiance in the teeth of every Canadian, by intimating, if not absolutely expressing, his determination to mock at public opinion, by cutting the cord of his difficulties, and appointing one to the office whom he knew could not but be, from his position, obnoxious to the generality of the people. That the nomination in question would be strongly protested against Mr. Draper could not for one instant doubt, but is it quite certain that the consciousness of that fact did not the more confirm him in his purpose?—if not, where was the pressing necessity for this hasty appointment of an Adjutant General,—a step, we repeat, which seemed taken, when we consider the position in the Province of the individual appointed, more with a view to startle the refractory into awe at his promptness of decision, than to meet a public and pressing want.

But, Col. Young we put wholly on one side, in the consideration of this subject. It is not he who is arraigned at the bar of public opinion, but the Government who placed him where he is. There is the crime—not for having appointed to office an incompetent party, but for having insulted the country by indirectly declaring it to be necessary to go out of it for an Adjutant General of Militia,—we repeat out of it, because Col. Young is not of the colony although in it. Nor was the time of the appointment less objectionable or misplaced. Had it been made at the crisis when our relations with the United States rendered it necessary that the Militia of the Province should be put on an efficient footing, some show of excuse might have been offered, but now that the danger, then impending, has passed

away, it is difficult to see why the duties of an Adjutant General of Militia cannot be as properly performed now, as heretofore, by Canadians, native or adopted. Nay, it was at the very moment when war seemed the least likely to be avoided, that Sir Allan MacNab was looked upon as the future Adjutant General of Canada, and when, of course, high efficiency and experience was in every sense to be desired, yet the Government who were giving him the appointment, in order of course to strengthen their own political influence, must have been perfectly aware that the gallant Knight, although brave and accomplished, knew nothing whatever of the important duties of the Department over which it was intended he should preside.

We make these observations, not, it will be understood, with the slightest view to censure the Administration for having given to Sir Allan an office which it has for years been supposed he would eventually fill, but in order to show that, if they could, at a crisis like that through which we have just passed, invest an officer, not of competent experience, with so important a trust, they have the less excuse for the plea they now offer, that Col. Young was selected solely for his efficiency. There is a contradiction involved in all this which cannot blind those who closely watch the conduct of the Administration, and can fully comprehend the tortuous tendency of its actions.

The proper place, however, for the ample discussion of this question is the House of Assembly, where of course the subject will be brought up at an early day of the Session. It cannot for one moment be supposed that Parliament will compromise its own dignity, and the interests of the people confided to its care, without laying at the foot of the throne the strongest remonstrance against this encroachment on the rights and privileges, and even character for capability, of Her Majesty's Canadian subjects. Such course, not only is the only one which can be pursued, with any prospect of removal of the injustice, but will prevent a recurrence of similar abuses of the Administrative power.

## MEETING OF THE PORTLAND &amp; ATLANTIC RAILWAY PROPRIETORS.

In conformity with the notice given, a meeting of the proprietors of this undertaking took place on Saturday last, at the office of the Company, in Little St. James Street. It was an interesting moment. Most of the influential people of the city and its neighbourhood were present, and, by their loud and repeated cheering during the proceedings, manifested their deep interest in whatever fell from the Chairman or other speakers, of a nature to assure them that the important enterprise would not be abandoned.

The Hon. Mr. Moffatt, who presided, after stating that the meeting had been called in pursuance of the notice required by law, intimated its object to be, as indeed everybody knew, to ascertain whether the sense of the proprietors was in favor of the prosecution

or abandonment of an enterprise which, he was happy to say, had been so successful since the meeting of the 10th inst. on the Champ de Mars, as to have received an accession of encouragement in a further disposal of shares amounting to upwards of 1400. After expatiating on the improved prospects of the scheme, and the confidence which it was evident was fast infusing itself into the public mind, the Chairman declared that whatever decision the meeting should now come to—and they only could have a voice in the matter who had been subscribers previous to the canvass made since the 10th,—would be binding on all parties. He did not for a moment doubt what that decision would be. It would be to commence boldly with what they have now subscribed, and to trust to their own energies and resources for the means of completion.

The Secretary then read the Report:—

The Board of Directors of the St. Lawrence and Atlantic Railroad Co., beg leave to

#### REPORT,

That since the meeting of Proprietors held on the 30th ultimo 1410 shares have been subscribed of the Company's Stock, conditionally on the work being immediately commenced. The Directors have gratefully to acknowledge the strenuous assistance rendered to them by the Committee appointed at the last meeting to secure additional subscriptions, and they are happy in stating their belief that the information thus conveyed to the Public has produced a thorough conviction of the vital importance of the Railroad, and of its decided claims to be regarded as a profitable investment for capital independent of all other motives for its formation.

The present position of the Company's subscription list is, 3964 shares held in Canada, 1000 subscribed on account of future contracts for work on the road; about 650 subscribed in England, by the scripholders there, and 1983 held by scripholders in Great Britain; giving a total of shares 7597.

Of this number, the Directors regard as available for the immediate prosecution of the work: 3964 shares held in Canada, 650 shares subscribed in England; 750 shares of those subscribed on account of future contracts; making a total of 5364 shares, or £268200.

The shares held by scripholders in England the Directors do not feel warranted in taking into an account of their available means, inasmuch as these parties can relieve themselves of future liability by forfeiture of their first instalments. But, at the same time, the Directors would express their confident hope that the very different auspices under which they now meet the proprietors, will remove that anxiety to withdraw from the enterprise which has, for some time, been manifested in England, and they consequently anticipate a considerable increase to the amount thus stated as now available.

At the last meeting of Proprietors, the Directors stated, that on the result of the appeal to the public, then suggested, ascertained, they would be prepared to recommend either the immediate winding up of the undertaking or its energetic prosecution. And it is now their duty in laying the foregoing statements of affairs before the Proprietors—to give it as their decided opinion that it is expedient, at once, to enter upon the construction of a portion of the Railroad, leaving it, however, to the Proprietors to instruct them definitely thereon.

On this point the Directors would remark that—Independent of the English Scripholders—they have ample means to construct from 50 to 60 miles of the Railroad; that this portion of the road would, in their opinion, be productive in itself and would enable the Directors to obtain sufficient means to complete the work to Sherbrooke—a point about thirty miles from the Boundary Line—and which, if once attained, the Directors feel sufficient confidence in the now awakened feeling in Montreal and the adjoining districts, to believe that the additional amount required to complete this great work will be eventually subscribed.

With reference to the expenditure upon the Railroad, should the Proprietors resolve to proceed, the Directors would propose to commence the works of the St. Lawrence, and to complete the two sections to the Richelieu River, and thence to St. Hyacinthe, as soon as possible. Immediately on the completion of the first, or both of these sections, the road should be opened to the public.

In recommending the Proprietors to resolve on commencing the work with a capital at sufficient for its completion, the Directors have been, to a certain extent, guided in their decision by the known fact, that of all the Railroads now in successful operation in New England, not one corporation commenced with their full capital subscribed; and in the case of the Railroad now in progress of construction from Portland, Boston, and New York, the Directors have reason to believe, that the portion of capital subscribed is much within the sum which this Corporation now has at its disposal.

The Directors beg leave to conclude their present Report by reporting their recommendation, that, under the now favourable state of public opinion towards this great work, the Proprietors should resolve to instruct them to proceed with the construction of the Railroad, as far as their means can be made available for the purpose.

All which is respectfully submitted.

G. MOFFATT,  
President.

Montreal, 22nd August, 1846.

After the reading and adoption of this Report, on the motion of Mr. Hart, seconded by General Evans, Samuel Gerrard, Esq., submitted the following Resolution:—

That the proprietors learn with much satisfaction the more favourable position in which the affairs of the Corporation now stand, and that believing the interest of the proprietors will be best promoted by an immediate commencement of the Railroad, the Board of Directors be, and they are hereby authorized and instructed to put such portion of the work under contract as they may consider most expedient,—completing the Railroad in such point as the means at their disposal will permit.

This was carried without a dissentient voice, but on the contrary with much and unanimous cheering, after Mr. Elder, the seconder, had concluded an energetic speech, in which he fully demonstrated, from the example of the Americans, that only very limited means were necessary to a commencement—the completion would speedily follow.

Some remarks were made by the Hon. Mr. Harwood, of Vaudreuil, the object of which seemed to the meeting to be that the stockholders in England had not been sufficiently informed on the subject of the enterprise in which they had embarked their capital, and that this had been, in a great degree, the reason why they had evinced so much anxiety to back out of all connexion with the "St. Lawrence and Atlantic Railroad."

The Hon. Mr. Moffatt (the Chairman) contended that this was not the cause, but rather that it had been in consequence of the panic which had pervaded all England, from the overgrown working of the Railroad system in that country. This alone he believed was the true reason of the anxiety of the English stockholders to withdraw from the obligations they had contracted in the "St. Lawrence and Portland Railroad."

Major Campbell corroborated this view of the subject. He had been in England during the period when the Railroad fever was at its height, and he confidently believed that had a Railroad been proposed to run from Mars to Jupiter, such was the infatua-

tion of the people, it would have been eagerly caught at.

Mr. Galt felt it incumbent on him to offer an observation to the meeting. He had been the party deputed to act as the agent of the Corporation in England, and so far from withholding any information from the directors or stockholders there, he had been on all occasions most solicitous to afford it. Mr. Galt's brief explanation was received with much cheering from the meeting.

This conversation ended, the motion of Mr. Gerrard, which had in the meanwhile been suspended, was, as we have before remarked, passed with universal acclamation, the question having been twice put. Thanks were then returned to the Hon. Chairman, whose seat had been taken by Mr. Gerrard, and the meeting broke up, evidently deeply impressed with the importance of the question they had finally decided upon, that day.

And thus has commenced an enterprise which, up to the moment of the determination to take action upon it, had agitated the minds of the great bulk of the population of Montreal with alternate hope and fear—hope that the good sense of those who had not joined in the great and national undertaking would eventually overstep the barriers of prejudice, and awaken to a proper appreciation of the advantages to be derived from it—fear that some petty interest or influence would blind them to the importance of the project, and thus take from it that strength which is to be found in combination and union alone.

But the scabbard is now thrown away,—the Rubicon is passed—and it is vain to look back upon the gulph which once seemed impassable. It will be seen from the advertisement in this day's paper that contracts for the works are already advertised for.

#### INEFFICIENCY OF THE LAWS.

The wretched condition of the social system, and the imperfect manner in which the laws which ought to regulate that system are administered in this section of the Province, are matters of universal complaint. It is quite evident that the want of dignity and firmness in the Judges who, instead of upholding the majesty of the law, are the first to make it sit lightly upon the criminal, thereby giving the worst of examples to a jury generally composed of ignorant and prejudiced persons, is one of the great reasons why crime and violence are of so frequent occurrence. Men, who, with the certainty of punishment for guilt staring them in the face, would hesitate at the commission of the slightest offence against the laws, now daringly and recklessly imbue their hands in the blood of their fellow creatures in all the confidence of immunity for the grossest of crimes.

In regard to the inhuman and execrable murder of Leonard—perpetrated in the broad face of day, and in presence of numerous people, nay where the police were assumed even to be—we confess we cannot, without unmitigated disappointment and concern, remark the apathy which exists on a subject so

vitally affecting all branches of the community, and of all shades and parties. We regret, of all shades and parties, for it cannot be expected that this system of deliberate murder will go altogether unavenged. The passions of men are similar, no matter what the difference in their political creed, and if it be found that the laws are so inefficient, or their administration so perverted, that the smoking blood of the victim shall cry in vain for retribution, the knife of the avenger will be raised, and bloodshed, and desolation to the heart of the widow and the orphan, must stalk throughout the land. The country should unite and imperiously demand redress from the Government.

Five men have been pronounced guilty on evidence before them, by the jury empowered to investigate the circumstances attending the murder of Leonard—namely, James O'Donnell, Barnard Corrigan, Michael Palmer, Barnard Rafter, and Dennis Brennan. Of these, two (Rafter and O'Donnell) have, it appears, been arrested and committed by the Coroner. Of course, they will be tried, and on the result much that will have an influence over the morals and feelings of an indignant public will depend. The Magistrates and Judges, and the Jury who try them, will do well to think of this.

But, not the affair of Leonard alone indicates something wrong in our moral and judicial system. The *Morning Courier* of Tuesday, contains the account of not less than three other violent assaults upon individuals, committed by parties evidently seeking life, and two of them on the very route where should be stationed part of the Mounted Police force, which has been especially raised for the preservation of order on that particular line. What, we ask, is the use of this force, if people are to incur the risk of being beaten to death with bludgeons, without an attempt on their part at prevention? If the Lachine Mounted Police are precluded, by the Act, from leaving the banks of the Canal where the labourers are immediately employed, of course no blame can attach to their mode of distribution; but if, as we have reason to believe, and as is the case on other canals of the Province, their power extends as far back as three miles from the line of works, we conceive that, as a means of common precaution, part of the force ought to be stationed along the main road, where outrages are much more likely to occur than on the Canal itself.—These men should patrol the road day and night, and by their presence, check all disposition to outrage.—This duty is neither very great nor very difficult, especially when we consider that the force has had little or nothing to do since their first formation.—An active and vigilant Superintendent would soon put down all inclination to riot, were the system of patrolling adopted.

There can be no question that, had the limits of the jurisdiction of the Lachine Canal Police extended to the race ground, they ought to have been there, and on the alert to prevent any disturbance, in which case the unfortunate man Leonard would have escaped the cruel death he met with, while, on the other hand, his assailants would have been dispersed and captured, if not cut to pieces.

And what is the conduct of the Government—if indeed we may be said to have any Government at all—in a matter thus involving the safety and lives of her Majesty's subjects? Do they cause any enquiry to be instituted into the neglect, originating in some quarter, of those arrangements which ought to have been made for the preservation of the public peace? It is idle to pretend that no violence could have been anticipated, and that therefore no unusual precaution was called for. The answer is direct, obvious, incapable of refutation. Such is the disorganized state of the social system—such the weakness, impotence of the criminal law, that men who would tremble at the thought of committing similar acts at home in very apprehension of the iron grasp of justice, here find ample field for the indulgence of their worst passions, and are ready, at every moment, for the perpetration of crimes which they are sensible can be committed with perfect impunity: and this being the case, there is no moment when bodies of men are congregated, and labouring under the mingled excitement produced by angry feelings and ardent spirits, that some outbreak, some violence, may not be expected from them. We repeat, until the judicial system of Eastern Canada is made to undergo a radical change, and to be clothed with something of the dignity and sternness which invest the character of the criminal judge at home, no public meeting should ever be suffered to take place in or near Montreal unless the Police are in attendance.

A mounted Police Force is ever more efficient than a foot: witness the high and extraordinary state of quietude which pervades all France, which is chiefly under the surveillance of their inimitable *gend'armerie*, or mounted police. A body of at least one half the number of the present constabulary should be raised, and be constantly on duty in the environs of the city, relieving each other at stated intervals. They should be in attendance at the summons of the Magistrate, at every popular meeting, whether for business or pleasure, in which case we should have none of those disgraceful scenes which are now of almost daily occurrence. The expense would be trifling compared with the evil avoided.

#### THE PROSSER STEAM CARRIAGE.

We have had an opportunity of seeing the ingenious miniature railway which has been constructed by Mr. Badgley, for the purpose of illustration of the utility and safety of the Prosser Steam Carriage. There is no doubt that, on short or limited routes, and with light weights, the action of this carriage on wooden railways would be all that could be desired; but, although we were impressed favorably with the principle at first sight, it has occurred to us on reflection, that a very heavy train would produce such wear by friction of the edges of the guide wheels upon that portion of the rail on which they rest, as to weaken the mass, or at least to lose their own directing power. The angular mode of formation of the

guide wheels is moreover unfavorable to their character for strength and durability. So at least it seems to us on consideration. There is one great advantage in favor of the Prosser principle, provided it can be shown, from experience, and after a due test of its efficacy, and this we submit cannot properly be done from a mere drawing-room model, which is that the passage is rendered unnecessary, the wheels of the carriage moving on the plain rail, and being kept in its place by the guide wheels. The experiment might be tried, in the outset, and over a limited space, when the result would soon be made manifest. A heavy train going with great velocity would, we are inclined to think, snap asunder the connecting parts of the guide wheel.

#### BURNING OF THE THEATRE AT QUEBEC.—

A highly interesting account of this fearful calamity, which filled so many of the families of Quebec with horror, mourning, and desolation, has been published in the *United Service Magazine*, and re-produced in the *New-York Albion*. It is from the graphic pen of that well-known writer, Sir James Alexander, and contains many minute details of interesting facts connected with the occurrence which have hitherto been unknown to the public. Should it not, in the meantime, be generally copied into the daily papers, we purpose giving it in the ensuing number of the *Weekly Expositor*, together with the plan of the building, shewing the fatal door at the entrance of which so many human beings perished by a cruel and lingering death, even at the moment when one single forward footstep would, had they been enabled to take it, have secured their safety. We have ever looked upon this melancholy accident as one of the most thrilling and soul-stirring disasters that ever befel suffering humanity, and willingly believe that there are few who do not share our sentiments. As a record of an event of so domestic and unexampled and painful a character, the reprint in the columns of this paper, we conceive, will be acceptable to our subscribers generally.

WINTER'S EXHIBITION.—We are no lovers of humbug. The excellence of these paintings, and the extraordinary effects produced by light and shade upon them, are admitted by all who have witnessed the exhibition; but when "clap-trap" is resorted to to awaken the public curiosity at the expense of their pockets, we think the matter fair subject for criticism. For some weeks past it has been announced that each would be the very last when the public would have an opportunity of seeing these paintings; and now, when almost every body has seen them, and a laudable curiosity has been so fully gratified as naturally to occasion a thinness of attendance, we are for the first time apprized that there is a second edition of two other paintings about to be exhibited. Thus the public—a very liberal public, if we may judge from the audiences we saw on the only two occasions when we entered these rooms—are to be made to pay twice for that which should have been a continuation, a part and parcel of the first; for we are not to be told that the paint-

ings last announced were not here from the commencement; or, even if they have not, that it had not been in contemplation to exhibit them when the public curiosity had been sated with the first series of what we repeat, to be most extraordinary productions of art.

We trust that Mr. Winter will profit by these hints, and if he does make a charge for that which the public were fairly entitled to see in the first instance, at least reduce it one half.

It is singular that in a city like Montreal, and notwithstanding the universal complaint of depression in all branches of trade, the system of high prices should be kept up by those who profess to cater for the public amusement. What can be more preposterous, for instance, nay unreasonable, than to charge five shillings for a Box admission to a second-rate Theatre, when in London the very poetry of theatricals, all that is excellent in the profession, may be seen for the same money. This should not be.

**RAILWAY GUAGES.**—A great deal of discussion on the respective merits of the broad and narrow guage for railways has taken place in England. Each system has its advocates, but, as will be seen from an extract we have elsewhere given, a Bill in favor of the narrow has had a second reading in the House of Lords, and eventually passed through Committee.—This hint may be of use to those who undertake the great work now on the eve of commencement in this country.

*Extract of a Letter, dated Toronto, 10th Aug.*

"We made a voyage of exploration along the northern shore of Lake Superior, and are in possession of nearly all the information the miners had to impart. Mr. Douglas had discovered 3; Mr. Parr, 2; Mr. Shepherd, 18; Mr. Smith, 6; and Mr. Stanard, none worth working. The ore ranged from 80 per cent. to 7. Mr. Stanard had surveyed the shores from the Sault Ste. Marie to 75 miles beyond Michipicottou, and had discovered nothing valuable."

We have received a report of the survey and estimated expense of the Wolfe Island, Kingston, and Toronto Rail-Road. This work is designed to fill up the connecting link between the great chains of rail-roads contemplated in the Eastern and Western sections of Canada. The distance from Kingston to Toronto is 165 miles; from Kingston to the south side of Wolfe Island, 8 miles: total 173 miles. The estimated cost is £5,000 per mile; making an aggregate of £865,000. The day cannot be far distant when these rail-roads will be in successful operation. We feel convinced that improvements of this kind will tend to develop the resources of the country and advance its prosperity to an extent equal to the anticipations of the most sanguine friends of internal improvement.

We understand that the news of the determination to commence the Rail-Road was received with great rejoicings in the Townships, and at Sherbrooke particularly.

A gentleman in town received a letter by the last mail, from a friend in London, in which it is stated that there was a current rumour in the city that Lord John Russell had fixed on his own brother, the Duke of Bedford, as the individual to be honored with the high appointment of Governor General of Canada. The present Duke of Bedford, when Marquis of Tavistock, was a highly distinguished member of the Whig party, and sat for years in the British Parliament. He is a man of enormous wealth, his income being not far short of two hundred thousand pounds a year, and this is the only thing that makes us doubt whether a man in his position would come to this distant dependency of the Empire. Report in town to-day says that Lord Cathcart's suite are selling off their furniture, &c.—*Courier.*

The Rifle Brigade were inspected yesterday on the Old Race Course by Major General Sir James Hope. This is an old corps, one of the most renowned in the British service, during the Peninsular war, when it was the 95th Regiment, looked remarkably well, and went through their inspection and manœuvres with a steadiness which could not be surpassed. They are very fine looking men, almost all English and Scotch, and have the character of being one of the best conducted Regiments in the British Army.—*Ibid.*

We received a note from the Caledonia Springs yesterday, dated Tuesday, August 25, 2 o'clock, p.m., in which our correspondent states that Eaton was just starting on the 979th mile. There is not the slightest doubt but that he finished yesterday. We understand that Eaton declares himself ready to continue the undertaking for some hundred miles more if bets are taken up in his favour.—*Ibid.*

[He has since completed his task.—*Ed.*]

**THE GUAGE.**—On the second reading of the Guage Bill in the House of Lords, the Earl of Clarendon said, he thought that nothing could be more desirable than a uniformity of guage. The question was not one respecting the adoption of a guage for the first time, but how they were to deal with existing circumstances, and how they were to get out of the present difficulties. They had already upwards of 2,000 miles of railway formed upon a guage which a noble lord (Lord Beaumont) called the very worst in existence. That, however, had never been proved. The Commissioners entered minutely into inquiries respecting the merits of the two guages, and they reported in favour of the narrow guage, as being cheaper and better for the conveyance of luggage and merchandise. It was moreover shown, that all foreign engineers who had come over to inspect the English lines before they established their lines upon the continent, after comparing the advantages of the different guages, had adopted the very guage which his noble friend called the very worst in existence. Although it might be considered desirable to collect a large body of engineers together to report upon this subject, he did not think that the result would be anything but such as was calculated to increase the confusion in which they were involved. Amongst the engineers that were examined before the Commissioners, scarcely two of them were found to agree in opinion respecting the guages. Out of about forty engineers who had thus expressed their opinion, he believed upwards of thirty of them had declared themselves in favour of the narrow guage. The Bill was strictly confined and founded upon the resolutions introduced by the late Government, which were unanimously adopted by both Houses of Parliament. He had no other option than to frame a Bill strictly in accordance with those resolutions, which Bill he now thought it was desirable to pass. (The Bill was read a second time, and has since passed through Committee.)

**RAILWAYS IN ITALY—THE POETRY OF ART.**—And not to forget the great wonder of modern time, I hear people talking of a railway across the Lagune, as if it were to poetise Venice, as if this new approach were a magnificent invention to bring the syren of the Adriatic into "the dull catalogue of common things"; and they call on me to join the outcry, to echo sentimental denunciations, quoted out of Murray's hand-book; but I cannot, I have no sympathy with them. To me, that tremendous bridge, spanning the sea, only adds to the wonderful, one wonder more; to great sources of thought, one yet greater. Those persons, methinks, must be strangely prosaic *au fond* who can see poetry in a Gothic pinnacle, or a crumbling temple, or a gladiator's circus, and in this gigantic causeway and its seventy-five arches, traversed with fiery speed by dragons, brazen-winged, to which neither alp nor ocean can oppose a barrier—nothing but a common place; I must see a future fraught with hopes for Venice,—

Twin memories of olden time  
With new virtues more sublime"

—Mrs. Jamieson's Memoirs.

The American Mail of this morning brings no news whatever. Below we give from the *Courier and Enquirer* the last New York market prices:—

#### NEW YORK MARKETS,

Monday, August 24, 1846.

**ASRES.**—The advance noticed last week is established. Pots are selling freely at \$3 56½c, and Pearls at \$4 12½c.

**FLOUR.**—\$4 to \$4 06½ is the uniform price for Michigan and Genesee, and occasionally lots of the former at 9d. under, the market is very quiet. Southern is dull at \$4 12½c. to \$4 25c., except Brandywine which commands \$4 37½c.

**GRAIN.**—The market is a little stiffer for Corn, and Western mixed is selling at 52½c. Oats, are dull at 29c. to 30c. Rye is in demand for distilling and export, and a good sample of old will command 75c. A lot of Southern Wheat sold at 75½c.

**PROVISIONS.**—The market is very quiet for both Beef and Pork, and no change in prices.

The Mail for England, to leave Boston on the 1st September, will be closed at the Montreal Post Office, tomorrow, (Friday,) at Seven, P. M.

### ST. LAWRENCE AND ATLANTIC RAIL-ROAD.

#### NOTICE.

THE STOCKHOLDERS of the St. Lawrence and Atlantic Rail-Road Company, having, at their Special General Meeting, held on the 2nd instant, unanimously resolved upon the immediate commencement of the Rail-Road, whereby the Subscriptions for Shares of Stock conditional upon that resolve (received subsequent to the 30th ultimo) have become absolute, the New Stockholders are requested to PAY the FIRST 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.

### ST. LAWRENCE AND ATLANTIC RAIL-ROAD.

#### NOTICE.

THE DIRECTORS of the St. Lawrence and Atlantic Rail-Road Company hereby convene a SPECIAL GENERAL MEETING of the STOCKHOLDERS in the said Company, to be holden at the Company's Office, No. 18, Little St. James Street, in the City of Montreal, on the TWELFTH day of SEPTEMBER next, at the hour of TWO o'clock, P. M. precisely, to take into consideration the demand made upon the Provisional Committee in London by a portion of the Scrip-holders, for the re-payment of their Deposits, and to decide thereon.

THOMAS STEERS,

Secretary.

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

ST. LAWRENCE & 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 Railroad Company, Montreal, Aug. 25, 1846.

POST OFFICE NOTICE

THE DEPUTY POST-MASTER GENERAL being authorized to extend the Northern Mail Route in Upper Canada from the present terminus (Penetanguishene), to the SAULT STE. MARIE, the Public is informed that the FIRST DESPATCH will be from Penetanguishene, on the FIRST SEPTEMBER next.—Letters for this Mail should be posted in Montreal on or before the 26th. The communication is intended to be Monthly, leaving Penetanguishene on the 1st of each month; with this exception, that, commencing next Summer, during the months of June, July, August and September, it will be Semi-Monthly, and the despatch will be from Penetanguishene on the 1st and 15th of those months. POST OFFICES will be established at the following places, viz:— OWEN'S SOUND, MANTOWANING (on the Grand Manitoulin), LA CLOCHE, ST. JOSEPHS, and SAULT STE. MARIE. General Post Office, Montreal, 22nd August, 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 Lachine 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 2 columns: From Montreal, From Laprairie. Rows for 9 o'clock, 10 o'clock, 12 o'clock, Noon, 4 o'clock P.M.

RAIL-ROAD CARS.

Table with 2 columns: From St. Johns, From Laprairie. Rows for 9 o'clock, 1 o'clock P.M., 10 o'clock, 6 o'clock P.M.

ON SUNDAYS.

THE FURTHER NOTICE. Cars by Locomotive, from St. Johns, 8 o'clock, A. M. or on arrival of the Lake Champlain boats.

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

F A R E S.

First Class Passengers, 5s.; Ditto, over and back same day, 6s. (provided they state their intentions on taking their Tickets). Second Class Passengers, 2s. 6d.; Ditto, over and back same day, 3s. 9d. (provided they state their intentions on taking their Tickets). All Freight to be paid for on delivery. Application for Freight or Passage from Montreal, to be made on Board the Prince Albert.

RAIL-ROAD OFFICE. Montreal, August 25, 1846.

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

R E M O V A L.

DONOGHUE & MANTZ have REMOVED their Printing Establishment from Great St. James Street, to HAYES'S BUILDINGS, No. 142, Notre Dame Street, two doors East of the French Cathedral. Montreal, 25th May, 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 BRIDGMAN, Esq., and the Vice-Royal Residence of Lords DUNHAM and SYDENHAM, which has been greatly enlarged and fitted with

EVERY CONVENIENCE & ORNAMENT which Comfort and Luxury can desire.

THE SITUATION is central, and within an easy distance of the Champ-de-Mars, the Cathedrales, 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. Helena, and the opposite shore, the Mountain, and the adjacent Picturesque Country. The Establishment has been furnished throughout with NEW AND COSTLY FURNITURE, and added in every

THE FIRST HOTEL IN BRITISH AMERICA!! Among the conveniences will be found SIX BATHING ROOMS and a BILLIARD ROOM.

THE TABLE

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

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

J. M. DONEGANA.

CALEDONIA SPRINGS.

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

THE CANADA HOUSE,

which is now Open for the reception of Visitors.

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

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

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

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

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

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

The Charges at the CANADA HOUSE will be as follows.— By the Month £6 0 0 By the Week 0 5 0 per diem. By the Day 0 7 6

HENRY CLIFTON.

Caledonia Springs, June 30, 1846.

TO SURVEYORS AND EXPLORERS.

THE Subscribers have lately received a Large Assortment of

- FRENCH PRESERVED MEATS, warranted to keep. SARDINES A L'HUILE. POTTED FISH. ANCHOVY PASTE. FARINA OF VEGETABLES, for making all kinds of VEGETABLE SOUP. ESSENCE OF MEATS. ESSENCE OF CELERY. PORTABLE SOUP. WAX MATCHES, not affected by Damp. GERMAN TINDER. All kinds of PORTABLE MEDICINE CHESTS, CHEMICAL TEST CASES, &c.. Fitted up to Order.

S. J. LYMAN & CO.

Chemists and Druggists.

PLACE D'ARMS, Montreal, 20th Aug. 1846.

BOOK, JOB AND ORNAMENTAL PRINTING.

J. W. HARRISON, Corner of McGill and COMMISSIONERS 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 professes the "nimble expedient to the slow shuffling," his prices will be suited to the emergency of the times. August 20, 1845.

WINES.

MAITLANDS, TYLER & CO. have RECENTLY LANDED: 100 Baskets "PERRIER, JASSET & Co.'s" First Quality CHAMPAGNE. 100 Baskets "JACQUESSON'S" First Quality CHAMPAGNE. 150 Cases "BARTON & GRESTIER'S" Superior CLARET. 5 Hogsheads Fine "ST. GEORGE'S" BLEND. 75 Cases Curacao, Maraschino, and assorted LIQUEURS. 19th August, 1846.

FOR SALE.

TEAS: Twinkay, Young Hyson, Gunpowder and Souchong, in boxes, Molasses, Heavy, Martell's Cognac Brandy, Sicily Marsala Wine, Hulled and Raw Linseed Oil, Olive Oil, English Glue, Plug Tobacco, Pimento, and Pepper.

Patent Sperm Candles, from the Manufacturer.

STIEPIENS, 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 LINSEED OIL. ALISON & CO. 9th Aug. 1846.

FOR SALE.—2000 barrels PRIME MESS PORK, of excellent corn and quality. ALISON & CO. 9th Aug. 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. MAPPLAND, Agent, Quebec Fire Insurance Co.

GILLESPIE, 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. 10

NEW RAIL-ROAD JOURNAL.

The Weekly Expositor,

OR, REFORMER OF PUBLIC ABUSES; And Editor and Managing 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 Advance, and Two Dollars and a Half in the Country, payable in advance.

RATES OF ADVERTISING.

Six lines and under, 2s. 6d. first insertion, and 1 1/2d. each subsequent insertion. Ten lines and under 3s. 9d. first insertion, and 1s. each subsequent insertion. Above ten lines 4d. 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.

Montreal, August 11, 1846.

PRINTED FOR THE PROPRIETOR, BY

DONOGHUE & MANTZ,

Tagher's Buildings, 142, Notre Dame Street.

PUBLISHED BY T. TENNISON,

At the Office of the Proprietor,

No. 1, SAINT FRANCOIS XAVIER STREET, CORNER OF GREAT ST. JAMES STREET.

RECU

25 JUIN 1875