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THE WEEKLY EXPOSITOR,



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

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LITERATURE.

EIGHT YEARS IN CANADA, &c.

By the Author of "Tears," &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 resuming the usual practice, and publishing in Canada first; thus affording the opportunity of a direct communication with other metropolitan publishers, which business 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 II.

On the 29th of March we took our leave of New York, and embarking on the Rochester, which, by reason of its being one of the earliest steamers of the season, was excessively crowded, ascended the beautiful Hudson as far as Albany, where, on the following morning, we took the cars for Utica. The scenery along the village of the Mohawk, through which we passed, was not at that early season of the year, when the air is bleak and the tree leafless, sufficiently developed to give it much claim to that character for loveliness which has been ascribed to it by the gifted pen of the first among American authors, Cooper; but from the graceful windings of the valley, the undulating hills, or rather hillocks, which enclose it on either hand, and the picturesque and prominent frame in which the whole is set, it was evident that it wanted but the glowing and fertilizing influence of a summer sun to render the landscape one of extreme beauty. Thus much for its character between Albany and Schenectady. From this latter place to Utica the scenery assumes a bolder character, and in the vicinity of a hamlet called, most appropriately, Canajoharie, are exhibited features which, although far inferior in grandeur, in some degree remind one of the mountain passes in Spain.

Utica was the point of termination of the luxurious rail-road travelling, and here I found that the real difficulties of an American spring journey were to commence. I had, as I have elsewhere remarked, a good deal of baggage, and the coach which was to proceed to Syracuse—a distance of fifty miles through (it was stated for our comfort) the most execrable of roads—was the only means by which I could have it transported. Now, as only a limited quantity of "plunder" was allowed to each passenger, there was no alternative than to take as many places in the coach as would pay for the extra baggage. This I did, still leaving one large case behind, to follow on the opening of the canal. To my dismay and surprise, however, I found that, while my trunks and packages had been stowed away in every available part of the coach, the full complement of passengers—most of them fat and heavy men—were preparing to take their places with me. I remonstrated with the agent—pointed out to him the injustice of filling the coach in this manner, after charging me for extra seats, and requested that, if he persisted in forcing these people upon me, he would at least return my money, when I might avail myself of some other conveyance. But I might as well have talked to the winds. The money was in his pocket, and my expostulation was unheeded. He said he had overloaded his coach with my additional "baggage," and that was his "look out." Then gentlemen wanted to go on, and they must go "any how," as well as me, while as for returning the money, he "guessed" he would do no such thing.

Finding it useless to remonstrate, I resigned myself to my fate, and ensconcing myself in a corner of the vehicle, with almost every hope of air taken from me by three of the stout men who sat on the centre bench, supported by a broad strap, that thumped ever and anon against my breast, I resolved to preserve a sullen silence, until released from my purgatory. But this was not to be the penance of a few hours. The roads, as had been truly enough stated, were execrable, even from the commencement of the journey, and as night approached, they grew worse. About midnight, the misery of our position was at its climax. The driver, a fellow who by the way preserved the most extraordinary good humour in the midst of so much difficulty, was frequently, after the most untiring exertions of guidance, compelled to stop in the middle of the road, and exclaim with an oath that he had got into an "almighty fix" for that amid

the mass of mud which surrounded him, he could not tell where the track lay. Then declaring that he would go "slick" through at all hazards, leaving his horses to find their own way, he would drag us over inequalities that threatened at every instant to overturn the coach, and what was worse than the mere act of overturning, to bury my unfortunate baggage in the sea of mire through which we moved. Finally, about two o'clock, we stuck fast, and no exertion of the horses could extricate us. The driver dismounted, and opening the door of the vehicle, courteously intimated that, unless the passengers would get out and walk through the mud, there was no chance of reaching Syracuse until the roads should begin to dry, for that his horses were completely done up. Cheerfully obeying his wish, the whole of the men, with the exception of myself, instantly alighted. I was in no mood, after having paid for my own and several extra places, to wade through deep and seemingly interminable mire, in a night so dark that the driver could not, without straining his vision, see his leaders' heads from his seat, and therefore determined not to move. Moreover, I had no inclination to abandon my baggage to the tender mercies of one who might, for ought I knew, take it into his head to lighten the outside of the coach even as he had done the inside.

Relieved of this mass of human flesh, the jaded yet spirited horses succeeded in extricating the wheels of the vehicle; and the driver resuming his seat, went on floundering as before, yet with the same almost unshaken good humor, and rather leaving the animals to pick their own road, than to guide them, until again we sank in a deep rut, from which no coaxing or whipping could prevail upon them to extricate their burden. Our case was now one of seeming hopelessness, and the only chance of relief we had was that the approaching dawn would shew us to be in the vicinity of some habitation, where assistance might be obtained. With bitter annoyance at my heart, and much the same sort of feeling with which a man takes a forced cold bath in December, I opened the door of the coach, and, plunging into the mud below, began to grope my way in the direction of the dark line before me, which I correctly assumed to be the whole breadth of the trackless road. I had not proceeded many yards, before, from increasing cold and dampness in one foot, I detected that I had lost one of my India-rubber shoes. This was a grievous deprivation at such a season, and in such a road; and satisfied, by feeling, of my loss, I retraced my steps as well as I could, making an ineffectual attempt to recover the lost treasure. But it was vain. The ill-fated shoe was buried far beneath the surface of the mud; and even if there had been light enough to have admitted of an examination, no track could have been found of the foot which had deposited its outward covering far beneath. My hands were much soiled in the fruitless search; and as I thought of Sir Francis Head and his mud-covered high boots, I now fully comprehended the sensible style of dress in which he had travelled, and the difficulties to which he must have been exposed. Giving up the shoe as irrecoverable, I again turned my back upon the horses, with the intention of "going a-head"; and had walked, as I thought, much more than a mile, when the dawning day revealed to me a rude inn on the right of the road, and the shivering passengers grouped around it—front, evidently waiting for the appearance of the vehicle they had so recently lightened. As the grey morning increased in strength, we looked backed in the direction from which it was expected, and, much to my satisfaction, I beheld the coach and horses (albeit still stationary) not more than a quarter of a mile from the house. On the driver coming up, I inquired if this was his third stoppage, and whether he had succeeded in extracting the coach after I had left it. He good humoredly "guessed" not; this had only been his second "fix," and he "rather" expected it would be his last before he reached Syracuse, as he knew where he now was, and the rest of the road was a little better than what we had passed through the preceding night. It was therefore obvious that I must have been floundering about nearly in a circle since leaving the coach, for I had assuredly walked the distance three or four times over, although I had not in reality made more than a quarter of a mile of actual progress.

On reaching the spot where we stood, the driver immediately, and as matter of course, put the services of the passengers under contribution, and they all repaired to the coach once more. Rails were taken from the fences near, and with those they raised and

propped the wheels and body of the carriage, until the horses were enabled to do their part of the duty, and extricate the coach, which was now driven up to the house, where a rude breakfast had in the meantime been prepared. This was voraciously eaten by those who had no particular repugnance to it. The remainder of the journey, performed as it was by daylight, was unmarked by similar disaster, or even by risk, although our bones continued to ache from the violent joltings of the preceding night.

Some idea may be formed of the infamous state of the roads from the fact, that, during one portion of the journey, we made only 11 miles in 12 hours, and were altogether 25 hours in reaching our destination, a distance of 50 miles. It has often since been my fate to encounter difficulties of this kind in Canada, and occasionally in the States; but nothing I have ever since experienced, has at all approached this memorable journey between Utica and Syracuse. Whoever wishes to satisfy himself, must try it at the season of the year I have named; and should he complain of the vileness of the road, he will in all probability have the consolation to learn, as I did, that had he deferred his journey for a month or two, he would have found it better.

Our first entrance into Syracuse had nothing to tempt us to remain there longer than a change of conveyance would require, for on desiring an Irish porter to unstrap a trunk from behind the coach, as it stood before the principal hôtel, he replied that "He would be d—d if he did. If I wanted the trunk off, I might unstrap it myself." As soon, therefore, as I could get the baggage removed, we proceeded by the horse cars which run between Syracuse and Auburn, a distance of 25 miles, and reached the latter place about nine o'clock the same evening.

As a "set off" to the insolence of the Irishman, I feel pleasure in here recording the very obliging conduct of an American, one of my fellow-passengers, from Utica. From the first moment of our being thrown together in American stage-coach misery, this amiable man, who was a substantial farmer on his way to visit a rich daughter at Seneca Falls, perceiving that I was a stranger, and even suspecting me to be on my way to Canada to fight against the Patriots and Sympathizers, was most forward in tendering that assistance which he conceived my ignorance of the customs of the country so much demanded. Often, when I sought in vain for the aid of the driver, would this good Samaritan tender his services, frequently lifting my luggage with his own hands whenever it might be necessary, and always ascertaining, not only that it was properly secured, but that no parcel was deficient. This certainly was disinterested kindness, and induced wholly by a benevolent disposition. As such I felt it, and my sense of the service was heightened by the very fact that he did not seem to think himself privileged to force his conversation upon me farther than I was disposed to invite it. On parting with him, I gave him my card, took his name, which I now forget, and promised, if ever I should visit the neighborhood in which he resided, to make it an especial point to call upon him.

The evening of our arrival at the beautiful and neat cottage-studded village of Auburn was Saturday; and as we were not inclined again to run the risk of being cooped up with eight fat "insides," after paying for one third of the places they occupied, we determined on passing the night and part of the following day in Auburn, for the double purpose of resting from the fatigue and jolting we had so recently endured, and (if possible) visiting its celebrated Penitentiary. On the next day, therefore, after having despatched a somewhat late breakfast, we bent our course towards that imposing pile of building. The governor was already gone to church; and on my stating to the porter the object of my visit, he informed me that the Penitentiary was never open on the Sabbath to others than the officers connected with the establishment. I however left my card, requesting that he would acquaint the governor, on his return, that the gentleman whose name it bore was a stranger travelling through the country, and intending to depart from Auburn on the following morning. I added that I would call again between one and two o'clock, when I trusted I should find an exception to the rule had been made in my favor.

At the hour named, we returned, and met the governor near the principal entrance. He received us very kindly, and expressed his ready assent to my request. He then, after some little conversation of a desultory kind, led the way, attended by the chaplain of the establishment, into the body of the building, and showed us whatever was to be seen. In consequence of its being Sunday, the whole of the convicts were in their cells, (these latter some six hundred in number, and filling corridors of stone, which rose, tier after tier, above each other,) and as we passed along, the expression of the countenances of those, who, attracted by the unusual sound of a footfall on that day, had instinctively moved to the front or open grating of their cells, was profoundly melancholy to behold. The sympathies of the human mind appeared to have been withered up in each breast, for almost every face bore the stern impress of a fixed and stubborn despair, which no ray of light or hope could ever again penetrate. One man only, of the number of those whose faces I beheld, suffered the rigidity of his features to relax even for a moment, and he was a Negro. This man absolutely seemed pleased when he saw me with a counte-

nance not many shades lighter than his own; but it was evident that his was the idle and vacant smile of a mere animal and gratified curiosity.

From the cells, which (necessarily fetid from the close confinement of so great a mass of human beings, notwithstanding the attention that is paid to the enforcement of a system of cleanliness among them, I was not sorry to leave), we were conducted to the large, commodious, and airy apartments of the women, and thence to the spacious chapel. Our inspection being finished, the governor led us again to the lower basement, where the dining rooms and kitchens are situated. The latter were well furnished with meat, of which the best quality is given to the convicts, and the bread had so tempting an appearance that I expressed a desire to be permitted to carry away a small piece of it as a sample. There were two of the convicts (cooks) in the kitchen at the time preparing the next meal for their companions, and the governor addressing one of them, desired him to cut a small square off a loaf. The man did so without replying; but, a moment afterwards, seemingly at a loss how to dispose of it, he turned to the governor, and said briefly, and in an enquiring tone, "Paper?" "Yes, put it in paper, and tie it up." This was the only sound of the human voice we had heard from that mass of living matter, during the period of our visit. It vibrated harshly on the ear, as though the man had, in infringing the regulations, done violence to himself; and for days afterwards, that peculiarly uttered word "Paper?" came, at intervals, inharmoniously to my recollection.

From the building itself, and after having pointed out the very excellent arrangements of the keepers' department, which is necessarily on an extensive but simplified scale, our polite conductors led the way across the court to the different work-rooms, where almost every description of trade is in the course of being carried on; but what most excited my curiosity and attention was the extreme beauty of many of the carpets that are made in this establishment. From the whole, a handsome revenue is derived, and this, after deducting the expenses of all connected with the prison, is paid into the State Treasury. From Captain Basil Hall's description of them, I had some curiosity to see the narrow passages in which the keepers, or overseers, have the power of being ever near the workmen, and are thus enabled to detect unseen any violation of the prescribed rules of the place. They were carefully pointed out to me by the obliging governor, and I found them exactly as described. The narrow corridor, enclosed on either side, and running along the outer extremity of the work-rooms, is provided with an estrade elevated some feet above the floor of the apartments, and is lined in such a manner that the footfall cannot be heard by the acutest ear. The inner side of the corridors, which are of wood, are perforated at certain distances, much after the manner of loop-holes for musketry, so that the distance of the eye from that surface of the partition which is visible from the work-room, is so great as to prevent it, applied as it is to so narrow an aperture, from being seen by those within, while it, on the other hand, commands a view of the actions of the convicts. Our examination of the work-rooms having been concluded, the worthy governor introduced us to a very neat garden—also the fruit of the labour of the convicts—which adjoined the building, and on which much pains and horticultural taste had been expended. Soon afterwards, we took our leave, deeply impressed with the urbanity of those who had cheerfully sacrificed to strangers so much of a day devoted, not more to religious exercises than to their own necessary leisure; and returned, with gratified curiosity, but oppressed spirits, to the hôtel.

Having agreed with the coach agent to be conveyed on to Rochester, a distance of sixty-four miles, in an "extra," for which I was to pay the moderate charge of thirty dollars, we left Auburn on the afternoon of the same day, and under a much more decided feeling of independence, it will be presumed, than when we saw the fat men get into the coach at Utica. The driver was in good spirits, the horses seemingly delighted that they had not a greater weight to drag, and away we darted from the crowded front of the hôtel, amid the flourishing of the whip, which was a bad imitation, both in sound and execution, of that of a French postillion. The day had been ushered in with a genial warmth, not usual in America at that season of the year, and it was this consideration chiefly which had induced us to avail ourselves of the afternoon to get on as far as Geneva, between which pretty village and Auburn there was, we had been informed, some picturesque views to be obtained; nor were we disappointed. The undulating nature of the country presented so many features to be admired, so many attractive *coup d'oeils*, that it was impossible to restrain a desire to revisit them when the season should be far advanced, and the foliage, that great adorer of the works of Him who clotheth the hill and the valley in all the gorgeousness of nature's beauty, more fully developed.

One remarkable feature in this day's journey was the enormous length of a disproportionately narrow bridge traversing the Lake of Geneva (one mile and eight rods in extent), over which we passed at the close of the day, of course at a walk. This, to a nervous person, must be exciting in a high degree. The starting of one of the horses, the meeting of another team—the throwing off a wheel—all are accidents that might be apprehended from one who, looking from

either window of the coach, could see only a few feet of bridge on either side, and beyond this a vast and deep sheet of water, which, in a season of tempest, must lash with no ordinary fury against the road that barely overtops its surface. No railing of any kind affords even the appearance of a safeguard to the passenger, so that one's only trust is in Providence, on the one hand, and the skill of the driver, and the proverbial tractability of the American horses, on the other.

The sun was just rising when we left Geneva, which is picturesquely situated, and the view, as we rose to the eminence which overhangs the village, was for several miles around exceedingly beautiful; nor indeed did the scenery lose much of its attractive power during the whole of our route to Rochester. This latter place we reached about four o'clock, and as I had taken my "extra" only thus far, I was compelled here to hire another to Youngstown, on the Niagara Frontier, which was the termination of our land journey, before crossing, at that point, into Canada. For this—the distance being eighty miles—I paid an additional forty dollars. In the evening we resumed our journey, and as we passed through the streets of Rochester, I could not but admire the vast improvement, both in the size and respectable appearance of the place, which had been effected in the short period that had elapsed since Captain Hall had described it as a "city of stumps." The Americans are unquestionably a "go-a-head" people, and although it frequently happens that those who build almost irretrievably ruin themselves, their successors are certain to reap a lasting benefit from their labors.

The Genesee Falls I had not an opportunity of seeing to advantage, although I caught, as I passed near them, occasional glimpses of their spray, and heard them dashing and hissing against whatever impeded their headlong course. Late at night we reached the miserable hamlet of Clarkson, where, as if to make amends for bad accommodation, there was a heavy fall of snow during the night, that offered some hope of our wheels being exchanged for runners for the remainder of the route. But this was too desirable to be true. The following morning brought with it a rapid thaw, and the only result was, that the roads, which had hitherto been tolerably good from Auburn, were again rendered heavy and unequal. Fortunately, our journey this day was, as far as Lockport, along what is called the ridge road, sandy in its nature, and from its regularity, and the almost unbroken evenness of the bottom between the ridge itself and the distant body of water, bearing the most indisputable evidence of having once formed a portion of the boundary of Lake Ontario.

During this day's drive an amusing and characteristic incident occurred. At one of the inns where we stopped to change horses, a small knot, consisting of the occupants of some half dozen dwellings, that rose stragglingly around the public house, were assembled, and looking with much apparent interest and curiosity at the "extra," in which, having felt no inclination to alight, I was indolently reclining. Presently a tall personage—evidently one in authority above his fellows—detached himself from his party, and, approaching the coach, cast his glance upon the baggage that was piled on the outside of the vehicle. He then deliberately placed his arms across the open window, and thrusting his head in, proceeded to examine the interior in a spirit of great curiosity. I bore this for some time with becoming patience, but perceiving that he was not inclined to discontinue his inspection, I abruptly demanded to know if he wanted anything? "No, Mr. Durham, no," he very quietly rejoined, "I am the stage agent here, and I was merely looking to see if your baggage was all right. That's all, Mr. Durham," and he looked significantly at me, as though he meant to convey that he had detected an English Governor travelling for security under a feigned name. This was too good a jest to be lost or nipped in the bud. To be taken for John George, Earl of Durham, without retinue or even a servant, travelling along the shores of Lake Ontario in a crazy "extra," was rich beyond measure, and on no account could I have undeciphered the simple agent. "I thank you," I simply said, with a very condescending bow, that might have satisfied him I was the person he supposed, "I think, however, that everything is secure." By this time the driver had remounted his box, and the coach began to move, "Good bye, Mr. Durham," saluted my friend, touching his hat slightly, "I wish you a pleasant journey." Again I bowed very gravely, and, as the wheels rolled on, I could observe him returning to the group, evidently for the purpose of assuring them that he had made the sapient discovery that I was actually the Governor General of Canada travelling incog. to his destination.

From Lockport to Youngstown I was forcibly impressed with the wildness of the scenery, which is everywhere peculiar to the newly-settled parts of America, but which, after so long an absence from the country, had nearly faded from my recollection. The tall, seared and blackened pine, which rises at intervals between myriads of burnt stumps in their several stages of decay—the rude and zig-zag fence—the moss-covered log—the screaming blue-jay, and the scarlet-headed woodpecker, whose measured hammerings against the trunk of the blasted pine, ring loudly in the melancholy stillness that otherwise reigns around—all these, with an occasional warble from the more merry meadow-lark, just stirring into activity and song, constitute a picture so essentially American, that its similitude is not to be found in any other part of the world. In the early Spring, and before any symptom of vegetation has made its appearance, these features are so marked that they fail not to communicate a dulness

to the spirit of the disappointed traveller, who sighs in vain for the green hedges and grassy fields of smiling England, peopled as these are by bleating herds, and the thousand sweet-tongued birds, whose every note is melody. During the whole of the route from New York to Rochester there had occurred isolated instances of this semi-barbarous cultivation, but principally was it remarkable on approaching and after leaving Rochester.

We reached Lewiston, a few miles below the Falls of Niagara, about six o'clock; and from that point beheld, for the first time since my return to the country, and in its most interesting aspect, the Canadian shore. Opposite to Lewiston is the small village of Queens-ton, and overhanging the latter, the heights on which my early friend and military patron—the warrior beneath whose bright example my young heart had been trained to a love of heroism, and who had procured me my first commission in the service—had perished in noble but unequal conflict with a foe invading almost from the spot on which I stood. More than five-and-twenty years had gone by, but the memory of the departed Brock lived as vividly in the hearts of a grateful people as it had in the early days of his fall; and in the monument which crowned the height, and which no Russian hand had yet attempted to desecrate, was evidenced the strong and praiseworthy desire to perpetuate a memory as honored as it was loved. This moment was to me particularly exciting, for it brought with it the stirring reminiscences of danger, and caused me to revert to many a trying scene in which my younger days had been passed. Since that period I had numbered a good many years, and had experienced, in other climes, a more than ordinary portion of the vicissitudes of human life; but not one of them had the freshness and warmth of the recollection of my earlier services in America, in which (independently of the fact of my having been present at the capture of Detroit, under the gallant soldier whose bones reposed beneath the monument on which my gaze was riveted, as if through the influence of an irresistible fascination) I had been present in five general engagements, and twelve months a prisoner of war with the enemy before attaining my seventeenth year. These were certainly not "piping times of peace," and I must be pardoned the egotism of incidentally alluding to them.

Pursuing our course from Lewiston, along the high banks of the Niagara River, we reached Youngstown—a distance of seven miles—soon after dark. Here the transit into Canada was to be made, and, accordingly, after having had my baggage transferred from the "extra" to the large ferry-boat, I soon found myself once more upon my native soil. It must not, however, be assumed by the reader, that I could not have selected a more direct route into Canada than that which I had deemed it advisable to pursue. Circumstances had induced my choice of the western road, and I, consequently, spent five days in journeying to Niagara, when I might have reached the Canadian frontier from Albany, and by Lake Champlain, in two.

[TO BE CONTINUED IN OUR NEXT.]

JULIA'S FRAGMENT.

'Twas here, that in a fond, impassioned fold
Our arms were linked, and as the creeping flesh
Grew closer from the burning touch, we felt
Within our glowing souls those namcless joys
Which speak in silence; and so nicely were
Our thoughts attuned to perfect mastery
That, as the loud and angry northern blast
Ran howling o'er the dreary waters' waste,
And raging billows dashed against the rocks,
Our souls were lulled; but sudden then we gazed
Into each other's eyes, and as we caught
The fierce expression of those flashing orbs
Our pulses raged with high and furious heat:
We breathed yet louder, and the fire which shot
Like vivid lightning from our straining eyes
Inflamed our blood, we trembled, sighed, and looked
Resolves unutterable. The thrill of warm desire
Ran wildly through our young and vigorous veins,
And what the coward tongue dared not proclaim
The unshackled eye with maddening strictness told!
Nor fear, nor shame, nor priestly censure stole
Upon our thoughts, for fear and shame could find
No entrance into souls like ours. We loved,
And loving felt the force of keen desire,
So pure, refined, so free from grosser sense,
We might be said to sin and yet be chaste!

ENGRAVED ON THE COLLAR OF A DOG.

Stranger, beware, the caution is but just:
This dog is savage—given to mistrust—
Ne'er deem, by wiles, his watchfulness to blind,
He hates all strangers as I hate mankind.

NOTICE TO CORRESPONDENTS.

The "MYSTERIES OF MONTREAL," have been received, and carefully read; but, without seeking to play the harsh and ungracious critic, we are compelled to say that it appears to us that a great deal of fine writing has been thrown away upon a very meagre subject. Montreal is too open—too matter-of-fact a place, and quite too inexperienced for mystery. Paris and Berlin, or even London, are old enough in iniquity to give interest to the delineation, but here we have not reached that acmé of hidden profligacy which can render its development, under the head of mystery, either piquant or interesting. We rather think the author of the *Montreal Mysteries* must have had a sniff of the "Cemetery" in view when the M^r TAVISH monument was described. But, pleasantry apart, we trust that we shall not be misunderstood. Although the style is inflated—a fault common to most young writers—the language proves a capability to do something better when not embarked in the "MONTREAL MYSTERY" line. The only hero, by the bye, to whom we have yet been introduced is a sad carrotty-headed fellow, and there is, therefore, no sympathy excited for him. As for CLARA, we know but one stern, fierce, dark looking woman like her, and that woman is a frequent attendant at the Evening Services at — Church.

The ELDERLY gentleman is informed that the "EXPOSITOR" can manage to get on without his promised support.

A "TEN PER CENT. TAX-PAYER" wishes to know why the various "shows" now, or recently, exhibiting in Montreal were left untaxed when so high contributions are levied upon the people themselves. Not being a Member of the Corporation, we cannot give him a good reason, but we are quite convinced he has only to bring the matter under the consideration of the active Mayor to have immediate action taken for the removal of the evil. As he justly says, it is rather a hardship to tax milk, water, beer, and bread carts, conveying the necessaries of life, when its luxuries are left untouched. The public have paid Mr. Winter, Mr. Templeton, and Monsieur Philippe, quite money enough to have admitted of the performances of these artists being very highly taxed indeed. They could well afford it.

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. 24, 1846.

THE BOARD OF WORKS.

Several of the papers have taken up the subject of a defalcation, amounting to five hundred pounds, on the part of a paymaster on one of the Canals—and it is curious to observe how the subject is handled, according to the particular views of particular parties.—The *Courier* of Monday, with the frankness that usually characterizes that journal, has a rather long article which we extract below; while in reference to the same subject, the *Herald* gives in its number of Tuesday, the following from the *Gazette*:

"We have no direct information, but we believe the fact is something like this—that, a different mode of payment being adopted, a long account was closed, and the paymaster found his cash deficient some four or five hundred pounds, which, unless explained, he will have to make

good, or rather to lose. The securities are ample; there is no reason to presume fraud, and the detection of the error, from which possibly the party himself is the sufferer, was owing to the introduction of an improved system—so at least we have heard, it currently stated."

But why, after all, raise such a clamor about so paltry a deficiency as this, when the inquiry should have been instituted long ago, and at its fountain head? Why have Mr. Killaly's defalcations not been brought prominently before the public, and how is it that he has, notwithstanding the most serious charges of mismanagement of the Department while Chairman of the Board of Works, been allowed to retain eight hundred sterling a year? Of the opinion of the ministry themselves, in regard to Mr. Killaly's conduct, some opinion may be inferred from what we shall proceed to state.

Early in the course of the last session, and in the apartments of Col. Prince, the member for Essex, Col. Gowan, the member for Leeds stated, and with no injunction to secrecy, that he, as well as the Solicitor General, had been told that morning by Mr. Morris, that on investigation it had been found that the expenses of the Board of Works exceeded the estimates, by upwards of a hundred thousand pounds more than he, Col. Gowan, had calculated they would! We are positive as to the substance of the remark, although we may not be strictly correct in the details, for we write altogether from memory. We certainly had fully expected, after this declaration, to have heard the matter seriously taken up by the Administration, but instead of that, to our great surprise—no not to our surprise, for we are surprised at nothing that is done by Mr. Draper's Government—the eulogy of the Board of Works was afterwards later pronounced in the house, under the sanction of the Executive.

They are not the five hundred pounds now deficient, that have been the means of impeding the advancement, from want of funds, of the public works of the Province. But they are the larger items, compared with which this is but the veriest trifle; and for which Mr. Killaly should have been called to account, as well as his factotum, Mr. Power, the contractor on the Welland Canal, who, very wisely, when the subject became one of partial inquiry, if not of investigation, made the best of his way to England.

All the infamy that has been perpetrated in the Board of Works attaches to those who are now carefully removed by the Government from the responsibility; but the country is yet to learn why Mr. Morris, after making the admission he did, did not insist on Mr. Killaly's expulsion from all connection with the Board of Works.

Who, by the way, is the spy who gave the information in the first instance? We should like to know this "enemy in the camp." He may be useful to us.

The following is what appeared in the *Courier* of Monday:—

"RESOURCED DEFALCATION IN THE BOARD OF WORKS.—For several days there have been whispers in private circles that some important disclosures would soon be brought to light, involving individuals high in the confidence of the very important Department of Public Works. We have

been in daily expectation of hearing something from our ministerial contemporaries, but they either have no information or else they are determined to keep it to themselves. It is right that the public should know that a heavy defalcation has been discovered on the part of a paymaster on one of the principal canals. It is supposed that it has existed for some time. Mr. Thos. A. Begly has been the principal accountant of the Board, and it was his duty to have exercised a check over the paymaster. We have not heard whether he has been called on for explanations or whether he has given any, but most assuredly his friends ought to explain to the public how it happens, that the system of check which he has adopted, has proved so inefficacious. Mr. Thos. A. Begly, however, has been doing good service to Mr. Robinson and his colleagues, and his management will not, we suspect, be very rigidly enquired into. Public interest will now be excited as to the management of the financial affairs of the Board of Works. If the paymaster on one canal can manage to become a defaulter, why not all the paymasters? We shall, in all probability, have to return to this subject."

"We take the above from the *Pilot* of Saturday—and we regret to say that there is too much reason to believe that a considerable defalcation has been discovered in the accounts of the Paymaster of the Board of Works. We understand, however, that the amount does not exceed £500. We learnt some days ago, the office of Paymaster of the Board of Works was to be done away with, and before it was discovered that any defalcation existed. It is certainly unfortunate that the brother of the Paymaster should have been the Secretary of the Board, and the only check upon this department of the public works. At the same time we cannot help attaching blame to Mr. Killaly in relation to this matter; as chief officer of the Board of Works, it was his duty to have looked closely into every branch of the Department.

"As to the insinuation about Mr. T. A. Begly's 'doing good service to Mr. Robinson and his colleagues,' we do not exactly understand it—but we will venture to say that Mr. Robinson is independent enough not to allow any such motives to influence his conduct in the matter, and that he will do justice to all parties and at all hazards, having at the same time due regard for the public interests. It is well known that the Board of Works' department has been looked upon by the public with great suspicion for many months past, and a variety of charge brought against it, which—whether true or unfounded—required investigation. We have no doubt but that many of these are not founded on facts; nevertheless, the whole should undergo the severest scrutiny, and we rely upon Mr. Robinson, and his colleague, Mr. Casgrain, for the due performance of this duty, however onerous and disagreeable it may prove."

QUALIFICATIONS FOR A GOVERNOR.

After all, it would appear that Lord Elgin has not been chosen for any particular aptitude that has been discovered in him to supply the place of Lord Metcalfe, but simply because he has succeeded the best hitherto, as a Colonial Governor—not, be it understood, of any important dependency of Great Britain in India, but of a comparatively obscure Island in the West Indies.—We, by no means, offer these remarks with a view to detract in any way from Lord Elgin's merit as a statesman,—that will establish itself when his Lordship arrives amongst us,—but in order to point out either the difficulty the Home Government must have in providing competent Governors for

Canada, or the indifference they seemingly entertain as to the manner in which its affairs are administered.

This was not the case a few years back. Canada was then considered more worthy of the Imperial regard. In 1838, Lord Durham, a man celebrated for the important political trusts with which he had been honored by the Sovereign, was sent out with almost kingly authority.—To him succeeded Mr. Poulett Thomson, taken as it were from the very councils of the Empire, and thus, so far the Home Government manifested its interest in the Colony.—Not so when they sent out Sir Charles Bagot. But they redeemed themselves when his place was supplied by the best and most popular Governor that has ever swayed the destinies of Canada—Lord Metcalfe.—To his Lordship they gave a merely nominal successor, and now they send us a Governor whose claims to Canadian favor, we are gravely told, are merely those of seniority in the routine of Colonial Government, and a successful rule over an abased if not enslaved population. But let the paragraph, taken from a London quasi official source, and inserted in most of the newspapers of this city, explain itself:—

“IMPORTANT COLONIAL APPOINTMENTS.—The system upon which the present government is acting in its colonial appointments is eminently satisfactory. Instead of being given to partizans, they have in every recent instance been made the rewards of efficient public service, and in this respect partake rather the character of promotions than appointments. Thus, Lord Elgin, after acting with much ability as Governor of Jamaica, has been appointed to the more important post of Governor General of Canada; Sir C. E. Grey, late Governor of Barbadoes, will succeed Lord Elgin in Jamaica; while Lieutenant-Governor Colonel Reid, from Bermuda, will replace Sir C. E. Grey, and he himself be succeeded at Bermuda by Captain Elliott. The only fresh appointment is, therefore, to the least important post, and the principle is established that a colonial governor, by an able and diligent discharge of his duty, may rise through regular gradations to the highest honors and emoluments of the department.”

Now, assuredly it will not be pretended that the mere fact of having governed the Colonies above named, by any means involves a proper qualification for the Government of Canada. Lord Elgin may possess every requisite power, but we certainly object to the principle in the abstract.

By the way, we see a friend of scarlet frock-coat notoriety has been appointed to the government of an old quarter of ours, Barbadoes.—It is a pity that this regulation of succession in Governments, according to seniority, could not have been departed from in this instance, and Col. Reid sent to Canada.—So practised a hand at invention could not have failed to establish a mode of Government which might have had the effect of reconciling all political parties, and then what a foretaste of the millenium we should have enjoyed.

Col. Reid was a Brigadier-General under Sir De Lacy Evans, in Spain, and when the fanciful Adjutant-General of that force, Sir Gaspard Le Marchant, who afterwards commanded the 98th Regiment, fully impressed with the belief that the Spaniards are as easily frightened by red, as are their bulls, order-

ed red frock-coats for the officers of the Legion, General Reid was the only person who obeyed the order, and procured one.

The winter of 1835 was rather a severe one for Spain. General Reid was occupied in fortifying Trevino, captured from the Carlists, and not many leagues distant from Vittoria, then the head-quarters of the army. No man could be more indefatigable. He was constantly at his post on the ramparts, superintending the work, and on the white field of snow, which, during much of the time, covered these and the adjacent country. The tall figure of the General, in his frock of dazzling scarlet, might not inaptly have been compared to a moving pillar of fire. Such a bright example, we regret to say, was not generally followed by his officers, while the places of the lazy men were often supplied by black-eyed senoritas of the humbler class, who were warmed, amid snow and cold, by the very sight of the memorable coat which formed their centre of attraction.

But not only in this was the ingenuity of General Reid exercised, giving earnest of his ample qualification to govern, not only a fortress but a colony, but he was the inventor and proposer of a system to General Evans, who, doubtless, jealous of his talent for discovery, would not avail himself of a scheme, by which the strictest economy (another essential in government) might have been preserved.

This proposal was, that the men of the Legion should, on a march, be supplied simply with roasted chestnuts, which were to be carried in their havresacks, and furthermore, that instead of the useless appendage of great coats, a blanket should be worn, with a hole cut in the middle, so as to admit of its being thrown over the head, thus protecting all parts of the body from exposure. This blanket, worn as it was during the day, was to be the covering at night, and, if our memory be correct, the vacant space left for the introduction of the head through it, was to be covered, no matter on what part of the body it rested, by the bag of roasted chestnuts.

When we take into consideration these illustrations of the economical principle, with that of the General's almost Spartan diet of ration bread, ration wine, and ration meat, we cannot but think the British Government would have acted wisely in sending him out to Canada. How he would have retrenched the fat salaries of the Executive, while making them do their duty. And what a close eye he would have had on the Board of Works.

THE ARMY.

Under the head of “Government Improvement of the Condition of the Army,” the *Courier* has given, in its columns of yesterday, several excellent remarks, from which we extract the following:—

“The Officers of the army too, will have to look about them, under the new state of things, or they will find their heels sharply trod upon by the intelligent privates, and we do not believe that the present system of purchasing commissions can be allowed to remain as it is. We are decidedly of opinion that no man should be allowed to enter the service without having been educated for it at a military college, and then

that he should do duty in the ranks, for one year at least, as a Cadet, before receiving his commission; and we would have no step given afterwards, as far as the rank of Captain, without previous examination, not only in matters strictly military, but on all subjects of general literature and information, such as ought to form a part of the education of every gentleman. People think that the abolition of purchase would keep the higher classes from entering the army, but we do not see why this should be the case. There is no purchase in the navy, and yet we see it entered daily by some of the sons of the first men in the kingdom; neither is it found to have this effect in the Continental armies which are mostly officered by the sons of the nobility.”

In the above strictures we fully agree. Officers of the line should go through the same routine of military study as the Artillery and Engineers, and, as in those highly efficient corps, the system of purchase should be done away with. We do not say that there are not many men of high education and scientific attainment in the line, constituted as the system is; but it also cannot be denied, that any dunce, who can command money and interest, may obtain a commission. This is unjust to the officers of Engineers and Artillery, who cannot enter without being duly qualified, and to whom, even with all his study and acquirements, the privilege of purchase is denied.

Nothing, we conceive, reflects higher honor on the British Government than the system which has recently been adopted for the elevation of the morale of the army, in the promotion, as occasion offers, of the Sergeant-Majors of regiments, and the liberal allowance to them for an outfit, which places them then more on an equality with those by whom they had so recently been commanded.

We perceive, and with satisfaction, that not less than two Sergeant-Majors and one Color-Sergeant of regiments serving in this country have been promoted last month: namely, Sergeant-Major Knott, of the 52nd, to an Ensigncy in the 4th, or King's Own; Color-Sergeant Fortuad, of the 23rd, to be Quarter-Master in his own regiment; and Sergeant-Major Taylor of the 71st, to the same office in his own corps: the last two, of course, from the first battalions of these regiments, now in the West Indies. This is well, and affords the best encouragement to good conduct in the soldier.

THE ROCHELLE CANNON.

We, last week, promised to revert to this subject in our ensuing impression, but the following letter, addressed to the *Times*, by a Quebec correspondent of that journal, so fully anticipates what remarks we should have offered, that we content ourselves with giving it insertion, unaccompanied by any further commentary of our own:—

I think Col. Campbell, after summing up all the good qualities of La Rochelle's self-loading, self-spunging, self-firing model cannon, in his letter to Mr. La Rochelle, published in the *Herald*, viz: that it is an ingenious piece of mechanism, easily worked, and correct in its movement, “and the effect produced,” makes a curious assertion when he states it is unfit for all practical purposes. When steam power was first applied to drive weaving looms, the hand-loom weavers conceived that the application was very absurd, and perfectly unfit for all practical purposes; in short, it did not seem to them possible that as fine fabrics could be made by machinery as by

hand. It did not seem to them awful that the substitution of power for ordinary looms was to be the means of depriving many of them of bread, and of causing a great reduction in wages generally, because, owing to the facility of manufacture, prices had fallen. La Rochelle's machine can load, elevate, and fire; why can it not be used with garrison guns? During the hottest fire no terror could be inspired into the heart of the machine, and the solitary director of a battery might be safe under cover of the works. Less artillerymen would be required for garrison towns; the saving in that way would be great, each artilleryman, probably, costs Government £100 a year. A machine similar to La Rochelle's might cost £200, but it would last for years, and great would be the consequent saving; besides, when there will be fewer artillerymen there will be fewer officers, and in that way, too, a considerable saving may be effected. Mr. La Rochelle ought to send his model to the Board of Ordnance, in England, who would cause it to be examined by some scientific officer, and give it a fair trial.

THE OPENING OF THE RAILWAY.

It is said that the breaking of ground for the Canadian portion of the St. Lawrence and Atlantic Rail-road, will take place at no distant period. This is certainly the season for a public celebration of the kind, for if we are to assume the same interest here that has been manifested at Portland, a vast concourse of people will assemble on the occasion, and it is therefore important that a favourable season should be chosen. It might certainly be desirable that the new (and, it is to be hoped, permanent) Governor-General should be present on an occasion of the kind, but if, as is stated, he will only leave England in November, the autumn will be too much advanced to render the ceremony what it ought to be, one of interest and enjoyment to all classes of the population.

THE OLYMPIC THEATRE.

This Theatre has again been opened, and, according to our recommendation, at reduced prices. There is a charm about the acting of Mrs. Skerrett, (who we have no hesitation in stating constitutes the chief strength of the house), that will always draw audiences; but whether these are to be of a better order, will much depend upon Mr. Skerrett himself. He has succeeded in rooting out one nuisance; but another, not less glaring still remains; and while this continues, no respectable woman—certainly no lady—will venture into the Olympic. The offensive exhibition of which we complain, is the extension of their whole persons along the benches, of certain frequenters of the theatre,—principally very young men—who should not be permitted to occupy the front seats, to the exclusion of those who do know how to conduct themselves. We particularly noticed this last evening. Two youths were extended at the full length of their limbs, on a front seat, adjoining one wherein sat a private party, who must have been as much disgusted at the sight as we were. Nor was this confined to the youths in question. Men, who ought to have known much better, and whom we shall name if this conduct be repeated, were lolling about like so many gawky school-boys, and vociferating in a manner to drive any lady from the house. Talk of Mrs. Trollope in America! She had better have visited the

Olympic Theatre in Montreal last night, when she would have enjoyed once more the delight of seeing human feet thrown over the edges of the boxes. All this may do very well; but well-bred people always consult the convenience of those around them as well as their own. We are sure Mr. Skerrett will rectify this.

MINERAL WEALTH OF CANADA.

We direct the attention of all classes of the public to the second letter of a Cornwall Miner, which appears in our present number. If, as he asserts, (and he ought to know,) the soil of Canada abounds in minerals of various kinds, the attention of proprietors should be directed to the wealth which lies concealed in the bosom of their respective grounds. One of the most clever and witty women we ever knew, accounted for the names of Canada and America (South) in the following manner: namely, that when Columbus first discovered the New World, he came first to Canada, which, finding it to be seemingly barren and uninhabited, he again left, exclaiming as he did so, "*A qui nada!*" but that visiting South America and ascertaining its riches, he changed his tone of disappointment to one of joy,—as he cried out, in the full gratification of his heart, "*Ah muy rica!*" It would appear, however, according to our Cornwall Miner, and from the discoveries on Lake Superior, that Canada was not, after all, so poor a country as Columbus is supposed to have thought it.

The firemen met last night on the Place d'Armes for the purpose of giving a silver medal to Mr. Lepage, the constructor of the new fire-engine which obtained the prize at the late competition in this city. The firemen present were addressed by Mr. Lepage, and by the Captain and Lieutenant of the *Hero*. It has been proposed to build a suitable workshop for Mr. Lepage, in order that he may exercise his ingenuity in the line wherein he has proved so successful.

The Mormons and Anti-Mormons had a fight on the 11th instant, in which the latter lost from 8 to 15 men killed, and the former 1 man killed.

The Hon. Mr. Cayley was a passenger on board the *Cambria*, and arrived in town on Tuesday. The hon. gentleman, we are happy to learn, has been perfectly successful in effecting the financial arrangements which were the object of his hasty visit to London; and has obtained, upon very favourable terms, all the means required for the completion of our public works, the Imperial Government having consented to waive for the years 1845 and 1846 the appropriation of £64,000 per annum towards the sinking fund on our debt, which will produce for present purposes £128,000 currency, and having consented to guarantee the balance, of £140,000 sterling, on the loan of £1,500,000, which they had declined doing, on the ground that they were entitled to be credited with the premium of exchange on the sum for which debentures had been issued (£1,360,000), which would have made up the million and a half to be guaranteed. This last item will, with the difference of currency and exchange, give us £170,000 currency. The debentures for

this amount not having been prepared, and the money being required for immediate purposes, we understand that Mr. Cayley effected an arrangement with the Bank of England to advance the amount at 4 per cent on the security of debentures bearing the same rate of interest, to be immediately prepared and sent home for sale. Mr. Cayley has thus secured £298,000 of the estimated sum of £500,000 required for the completion of our public works; and has made an arrangement with a London banking firm by which the balance required—not now, in consequence of the realization of provincial assets exceeding £100,000—will be at our command on our issuing provincial debentures bearing 5 per cent interest; the house in question agreeing to advance, when called upon, 75 per cent of the amount, in anticipation of the sale of the debentures when issued. This last sum, it may still be hoped, will not be required; but if so, Mr. Cayley's arrangements will obviate the possibility of any delay in completing our public works.—*Herald*.

CORRESPONDENCE.

TO THE EDITOR OF THE WEEKLY EXPOSITOR.

SIR,—In reading the WEEKLY EXPOSITOR of the 17th, I perceive that my first letter has been published to the inhabitants of Canada, or at least to so much of it as the circulation of your paper extends. I also perceive the introductory remarks to be of a very bold character, for which I hope I shall not fall under the censure of geologists. Be that as it may, every candid reader of that letter cannot but see that my object is to benefit the whole population of Canada, and to open a channel for permanent labour. With such an object in view, sir, I intend to proceed without fearing the power or courting the smiles of any; and in order to accomplish that object, I will endeavour to open the eyes of the Canadian population, not by making them geologists, but mineralists. I am certain, from recent discoveries which have been made in different parts of England, that it was not because there were no minerals, but from a want of knowing how to prove them when seen, the extensive mines of manganise, both in Cornwall and Devonshire, were unknown 40 years ago; and I think manganise was altogether unknown in England 70 years back. I also know a lead mine which was discovered about 20 years since in Cornwall, which was visible to the eye of the ploughman every time the field was ploughed, but from a want of knowing what it was, it remained as a thing of no value. These, with a variety of recent discoveries which have been made and are frequently being made in the mineral resources of England, must convince any one that gives the subject the least consideration, that it is solely from ignorance of their nature that so many valuable mines remained so long unknown.—Much may yet be discovered in Canada, if the inhabitants are put in possession of the means of distinguishing a stone of ore from one of a common kind. But, sir, lest I should be too tedious, or occupy too much space in your valuable paper, I will at once proceed and give the necessary information.

1st. I will begin with Copper ore:—This is frequently so much like mundic in color that many persons would not know the one from the other; but copper ore will cut with a knife and mundic will not, besides copper ore is of a variety of colors—red, black, green, gray, yellow, and variegated. To make sure that it is copper ore, take some of it and pound it into small particles, then put it into a glass, add to it vitriolic acid,

let it continue in the glass 24 hours, then take a pen-knife, or other bright iron, dip it into the acid, and if it is copper it will change the exterior of the iron to a copper color. It frequently happens that these ores are too deep for the eye to discover, but if there is much ore underneath there will be frequently a gozen to be seen. Gozen has the appearance of a stone burnt in the fire, and is full of small holes; or, to be more particular on gozens, it has much the appearance of a coal partly burnt in a smith's forge, but in color it has the appearance of old rusty iron. I have in my possession gozen which came about 70 miles above a certain town in Canada, which has all the appearance of copper gozen, and I am informed that it is in great abundance.

2nd. Silver ores. These are also of various colors. I have assayed some that were very rich, and in color red as a brick; but others gray and black, and some the color of a pure dollar. Besides, silver is frequently found intermixed with other ores, such as lead and copper, and not unfrequently in flakin and gozen. I have assayed gozen which contained 15 grains avordupoise in an ounce, that is 1120 ounces in a ton, and so hid was the silver that not a particle could be seen without its passing through the crucible and test. Silver ores will cut with a knife, and the part cut will appear red.

3rd. Tin is either of a black or rusty color, and is known by washing it on a shovel, and if bruised down very fine, and varied properly it will throw off a water the color of milk.

4th. Lead ore is of a uniform color, much the same as when it is smelted, and is very coarse and flakey; this is called potters lead. Some is very fine in its grain, and hard; this is silver lead.

5th. Antimony ores are much the color of lead, but if you apply to it a red-hot iron it will melt with flux.

6th. Manganite is very valuable. It is obtained at a cheap rate, sells high, and is easily exported by being pulverised, and sent in barrels as flour. Manganise is in most cases easily discovered. Much of it has a good deal the appearance of what is called a clinker, taken from a blacksmith's forge, and when newly broke it will stick to the tongue. It is often discovered in small particles in mole-hills, sometimes in fields newly ploughed. After rain, if you discover any signs of it, sink a hole, and if it gurgles up the hill you will see a black stain. Follow on that stain by sinking another hole, and you will soon discover the place where it is, its value is known by the strength of its gas, or more correctly by putting it through a certain process, and then the application of muriatic acid, which process is unnecessary for me to explain.

If, sir, this should meet with the same reception as the first, I will, in my next, give an account of a Cornish Mine in order to show the number of persons employed.

I am, sir, yours obediently,
A PRACTICAL CORNISH MINER.

Montreal, Sept. 19, 1846.

THOMAS CAMPBELL A NEWSPAPER WRITER.—On coming to town (in 1802), it would appear that Campbell commenced writing for the newspapers, under the auspices of Perry, of the *Morning Chronicle*. He was not very successful, nor could it be expected: experience must have been wanting. A knowledge of the political topics of the time and the art of rapid composition, those essentials in writing for the mass, were not qualities with which Campbell was endowed. Great knowledge of literature, care in the choice of words, and slowness in composition, were impediments in concocting the ephemeral article of

a newspaper. In no department of the multifarious literature of the metropolis could the poet have been employed with less effect. He must have been an utter stranger to the tact which, in the newspaper contest of that time, when politics ran high, must have been more than ever demanded; he had none of that positive acquaintance with men and things, connected with political affairs, which can be obtained at the seat of government alone. Political knowledge was not then diffused as widely as it is at present, and the duties of an adroit writer in a London newspaper were not to be acquired in the country. It suffices that the poet was unsuccessful, though Perry retained him for some time to aid in filling up the poet's corner of his paper.—*New Monthly Magazine*.

A TRILATERAL RAIL.—Since the first introduction of wrought-iron rails for railways, by Birkenshaw, much ingenuity has been exerted to discover a form which, with a minimum of metal, should give a maximum of stability and strength. Considerable difference of opinion exists as to the best form of rail in use at the present day, each particular rail having its advocates. A rail has been patented by Mr. Wheeler which bids fair to dispose of this question, its advantages being of so positive a character as to establish its superiority in all those points so essential to the perfection of railways. The following substantial advantages are claimed for this form of rail over those heretofore employed. Great strength, and impossibility of the rail curling or springing at the end. Greater steadiness, from the character and position of its bearing upon the continuous sleeper. Increased safety, inasmuch as wheels with deeper flanges can advantageously be used on this rail. Greater durability, arising, firstly, from the form of the rail itself; secondly, from its having three bearing surfaces available in succession. While the alarmists are so loudly predicting a probable deficiency and greatly enhanced cost of iron, it is of no small importance to manipulate that material into the most advantageous form. Railway companies are also well aware that everything tending to increased durability of their permanent way is of the utmost importance to their interests, and may, in the long run, prove a remedy for the depreciative consequences of rivalry and competition.—*Mechanics' Magazine*.

EARTHQUAKES.—A letter from Lucca states that about one o'clock on the 12th instant two smart shocks of an earthquake were felt in that city, the second being far the stronger. The great bell of the principal tower was heard to toll; the bells in the houses vibrated; chimneys, and several statues in gardens, were thrown down; but happily no lives were lost or persons injured.—Three shocks of an earthquake were felt in the canton of Vaud, on the morning of the 17th instant. The effects were more violent at the towns of Morges and Yverdon. At the last-named place, by the second shock which took place, walls were split, and part of the ramparts towards the salt magazine thrown down. The trees are described as having been agitated as in a tempest, although the wind was perfectly calm. Bells were set ringing, and men and animals were upset. The whole population rushed into open air, fearing to be buried in the ruins of their houses. The modulation seemed to run from east to west.—*Dublin Paper*.

PRESERVATION OF FLOWERS.—As you are fond of having flowers in your room, and as your present garden is so far from your house, you will, perhaps, be glad to know how to preserve cut flowers as long as possible. The most simple rules are, not to put too many flowers in a glass, to change the water every morning, and to remove every decayed leaf as soon as it appears, cutting off the ends of the stems occasionally, as soon as they show any symptoms of decay. A more efficacious way, however, is to put nitrate of soda in the water; about as much as can easily be taken up between the fore-finger and thumb, put into the glass every time the water is changed, will preserve cut flowers in all their beauty for above a fortnight. Nitrate of potash (that is, common saltpetre), in powder, has nearly the same effect, but it is not quite so efficacious.—*Mrs. Loudon's Lady's Country Companion*.

The New York Mail received this morning brought no intelligence of moment.

The next Mail for England, to leave Boston on the 1st of October, will be closed at the Montreal Post Office on Monday, the 28th inst., at Seven o'clock, p. m.—Newspapers must be posted by Five o'clock.

IN BANKRUPTCY.

BY AUCTION.

EXTENSIVE SALE OF VALUABLE LUMBER, &c.—At the Timber Yards of Messrs. JOHN KELLY & Co., BLEURY Street, HARMONIE Street, and CORTE Street, on SATURDAY and MONDAY, the 26th and 28th September instant, will be sold, without reserve, in Lots to suit purchasers, viz. —

Deals—Cherry Wood—Oak—Battens, tongued and grooved—Pine Boards—Black Walnut—Cedar Logs—1 and 6 in. Plank—Work Benches—Scantling—Window Sashes, finished and unfinished—Doors and Frames—Vice and Frames—Stair Strings and Steps—Morticing Machines—Hand Screws—Planes—Saws—Augurs—Axes—Adzes—Patent Scales, &c. &c.

ALSO,
One capital Carriage Horse,
One Lumber Wagon,
Three Common Carts,
One Stanhope,
Two Sets Harness.

To be put up at TWELVE o'clock on SATURDAY.

CONDITIONS OF SALE.—Cash, on delivery in the yard. A deposit of £2 10s. will be required from all purchasers, which amount will be forfeited if the Timber, &c. purchased, is not removed within twenty-four hours after the second day of sale.

Sale each day at TEN o'clock.

GEORGE WEEKES, } Assignees.
JOHN G. DINNING, }

IN BANKRUPTCY.

In the matter of JOHN KELLY & CO., Contractors and Carpenters, Montreal, BANKRUPT.

NOTICE is hereby given, that the undersigned have been duly appointed Assignees to administer the Estate of the said Bankrupts.

GEORGE WEEKES, } Assignees.
JOHN G. DINNING, }

Montreal, 19th September, 1846.

RIVER DU CHENE BRIDGE.

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

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

By order,
THOMAS A. BEGLY,
Secretary.

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

NICOLET BRIDGE.

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

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

By order,
THOMAS A. BEGLY,
Secretary.

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

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 (the St. Paul), and from said Island to the North bank with a cut of way across the said Island, and from the North bank of the River to a convenient terminus on the Canal.

H. STEPHENS,
HUGH ALLAN,
JASON C. PIERCE,
D. DAVIDSON,
WILLIAM DOW,
JOHN LEEMING,
WM. LUNS,
J. B. SMITH,
J. FROTHINGHAM,
JNO. YOUNG,
JOHN E. MILLS,
L. H. HOLTON,
D. L. MACDOUGALL,
BENJ. LYMAN,
R. CORSE,
DAVID TORRANCE,
ANDREW SNAW,
JAMES GILMORE,
WM. EDMONSTONE,
MORSE HAYS,
JOSEPH MARSON,
ROBERT MACKAY
O. BERTHELOT,
H. JUDAH,
A. LAROCQUE,
B. HART,
JOSEPH BOURET,
L. M. DELILLE,
W. ERVINGTON,
W. C. MERRITT,
JOHN J. DAY,
GEO. ELDER, JR.

Montreal, September 14, 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.

The Montreal Papers, French and English; the Quebec Gazette, the Canadian, at Quebec; the Sherbrooke Gazette, at Sherbrooke; the Stanstead Journal; the Toronto Colonist; the Kingston Chronicle; the Boston Courier and Boston Post; the New York Commercial Advertiser, and the Journal of Commerce, at New York; will insert the above until the 24th proximo.

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 Subscribers 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 1/2. 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 heretofore carried on by Messrs. HARRISON STEPHENS, JOHN YOUNG, and ROMEO H. STEPHENS, will be CONTINUED by the Subscribers, under the Firm of STEPHENS, YOUNG & CO.

JOHN YOUNG, BENJAMIN HOLMES.

Montreal, 31st August, 1846.

NOTICE IS HEREBY GIVEN,

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

R. GERRARD,

Agent, Alliance Insurance Co., London.

RYAN, CHAPMAN & Co.,

Agents, Globe Insurance Co., London.

J. L. LETOURNEUX,

Secretary & Treasurer, Mutual Fire Insurance Co.

WM. MURRAY,

Manager, Montreal Insurance Co.

J. H. MAITLAND,

Agent, Quebec Fire Insurance Co.

GILLESPIE, MOFFATT & Co.,

Agents, Phoenix Insurance Co., London.

JOSEPH JONES,

Agent, Etna & Protection Insurance Cos., Hartford, Connecticut.

JOSEPH WENHAM,

Agent, British America Insurance Co.

Montreal, June 25, 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 Salmus, in time to leave at half past 4 o'clock, P. M., precisely. The low water upon the Laprairie Ferry making it imperative that the Prince Albert should leave Montreal in the evening much earlier than at present; at same time the Public will observe by the following arrangement that Passengers may go from MONTREAL to ST. JOHNS and back EVERY DAY, except Sunday, by leaving Montreal at NINE o'clock, A. M., and St. Johns at ONE o'clock, P. M., viz.:-

PRINCE ALBERT.

Table with 2 columns: From Montreal, From Laprairie. Times listed for U.S. Mail & Passengers, Noon, and P.M.

RAIL-ROAD CARS.

Table with 2 columns: From St. Johns, From Laprairie. Times listed for A.M. and P.M.

ON SUNDAYS.

PRINCE ALBERT, from Montreal, 3 o'clock, P. M. CARS by Locomotive, from St. Johns, 8 o'clock, A. M., or on arrival of the Lake Champlain Boats.

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

FARES.

First Class Passengers, \$1. Ditto, over and back same day, 50. (provided they state their intentions on taking their Tickets). Second Class Passengers, 50 Cts. Ditto, over and back same day, 30 Cts. (provided they state their intentions on taking their Tickets). All Freight to be paid for on delivery. Application for Freight or Passage from Montreal, to be made on Board the Prince Albert.

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

THE SUBSCRIBERS offer for SALE:-

- Bright Muscovado Sugar in Hhds. White Crushed Sugar in Tierces Paper Port Wine Purest Cuban Honey (Clear) Bales Cuba Cigars for Cigars Roasted Coffee in Barrels Green do in Bags Seal Oil Whalo and Oils Dyez Barrels No. 1 Arichat Herrings Dyez Herrings in Boxes 10 M Superior Cuba Cigars Bees Wax, Pure Malagony, Cedar Pimento in Barrels Jamaica Preserved Fruits, &c. &c.

W. H. LEACRAFT & CO.

Sept. 3. No. 9, St. Nicholas Street.

TO SURVEYORS AND EXPLORERS.

THE Subscribers have lately received a Large Assortment of FRENCH PRESERVED MEATS, Warranted to keep. SARDINES A L'HOILE. POPPED 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 Lamp, GERMAN TINNERS. 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, 29th Aug. 1846.

WINES.

MAITLANDS, TYLER & CO. have RECENTLY LANDED: 100 Baskets "Perrin, Jaxet & Co.'s" First Quality CHAMPAGNE. 100 Baskets "Jacquissen's" First Quality CHAMPAGNE. 150 Cases "Barton & Guestier's" Superior CLARET. 5 Hogsheads "St. Geron's" BURGUNDY. 75 Cases Curacao, Maraschino, and assorted LIQUEURS. 19th August, 1846.

FOR SALE.

TEAS: Twankay, Young Hyson, Gunpowder and Souehong, in boxes, Molasses, Heavy, Martell's Cognac Brandy, Fifty Marais Wine, Rotted and Raw Linned Oils, Olive Oil, English Ghee, Plug Tobacco, Pimento, and Pepper. ALSO Patent Sperm Candles, from the Manufacturer. STEPHENS, YOUNG & CO. 29th August, 1846.

DONEGANA'S HOTEL.

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

SPLENDID BUILDING

in Notre Dame Street, formerly the Property of WILLIAM BIRNIE, Esq., and the Vice-legal Residence of Lord DRUMMOND 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 University, the Cathedral, Bishop's Church, the Bank, the Government Office, the Court House, and other Public Buildings. The openness of the site, and the elevation upon which the Hotel stands, ensures it abundance of light and air, while it commands upon every side an Excellent View, including the River, the Island of St. Helens, and the opposite shore, the Mountain, and the adjacent Picture-que Country. The Establishment has been furnished throughout with NEW AND COSTLY FURNITURE, and fitted in every way worthy of what it is—

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

THE TABLE

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

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

Es now Open for the reception of Visitors.

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

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

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

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

Mr. 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..... £0 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 the 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 Street and Great St. James Street. The names of communicators of flagrant abuses or injustices will not, unless they desire it, be made known. FARES OF STAGES AND STAGES.—Two Dollars per Annum in Montreal, and Two Dollars and a Half in the Country, payable in advance. Montreal, August 11, 1846.

PRINTED FOR THE PROPRIETOR, BY DONOGHUE & MANTZ,

Thayer's Buildings, 113, Notre Dame Street.

PUBLISHED BY J. TAINSON,

At the Office of the Proprietor, No. 1, SAINT FRANCOIS XAVIER STREET,

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

25 JUN 1875

OTHEQUE NATIONALE DU QUEBEC