



THE WORLD

NEW-YORK, THURSDAY, AUGUST 30, 1860

PRICE, ONE CENT.

NEW PUBLICATIONS.

THE INDEPENDENT OF THIS WEEK,
Contains
ANOTHER NEW POEM

BY
MRS ELIZABETH BARRETT BROWNING,
entitled
"THE SWORD OF CASTRUCCIO CASTRUCCI."
Mrs. Browning has been engaged as a Special Contributor
to the Independent, and original productions from her pen
will frequently appear in its columns.

HORACE GREELEY,
writes an article every week for the Independent, over his
signature, discussing the political topics of the day.
These articles are the most interesting and valuable which
have been elicited by the present Presidential Campaign.
Mr. Greeley's contribution this week is entitled
"COLUMBIA, THE LAND OF THE FREE."

HENRY WARD BEECHER,
furnishes every week a Sermon expressly reported and re-
vised for The Independent. "Honor all Men" is the text
on which he discourses this week.

REV. STEPHEN H. TYNG, D.D.,
writing for The Independent a series of admirable arti-
cles, called
"THE LOST ONE FOUND."

These practical papers are designed to point out the way
for the formation of a true and noble Christian character.
They are illustrated with abundant instances which have
fallen under the author's personal observation, and are
thus made exceedingly interesting and instructive.

JOHN BIGELOW,
The well-known Editor of The Evening Post, contributes
this week to The Independent a graphic description of a
visit which he made to the cell where

TOUSSAINT LOUVERTURE
spent his last days. This interesting paper contains some
new facts in regard to the St. Domingo hero, which have
not before been made public. Mr. Bigelow, during his
recent foreign tour, took pains to make some original inves-
tigations into the trial and imprisonment of the great Black
man, the fruits of which are given in this narrative from
his pen.

GRACE GREENWOOD,
Who is rusticated in the wilds of Pennsylvania, paints this
week a picture of a
"SUNSET ON THE MOUNTAIN."

The family Page of THE INDEPENDENT
Has every week a new and original contribution from this
graceful writer.

"THE SILVER KNIFE—A TRUE INCIDENT,"
is the title of a charming Story for Children,
By
ISABELLA G. OAKLEY.

"A NEW VERSION OF PSALM CXIV,"
Is contributed by
DR. ABRAHAM COLES.

OF New-York, N. Y.,
Author of "Thirteen Versions of Dies Irae."

In addition to the above articles, this week's number of
THE INDEPENDENT contains a great variety of interest-
ing reading connected with current topics, foreign and do-
mestic, secular and religious, literary and financial.

It is furnished for Two Dollars a year, by mail, to all per-
sons residing out of New-York and Brooklyn. To persons
residing in either of these cities, it is delivered at their
doors by carriers at Two Dollars and a half.

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World.

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Jersey.—Two small families of four or five persons
could find superior accommodations for a few weeks, or until
September, if desired, at this beautiful summer resort,
by going immediately at the premises, two minutes'
walk to the West Bloomfield Railroad Depot. Commu-
cation railroad with New-York six times daily.

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LARGE AND PRECIOUS SALE OF PAPERS AND STATIONERY.
Comprising fine, superfine, and extra Note, Letter, Cap,
and Blank Book Papers, and an extensive variety of Station-
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ment for capable, civil servants—English, Irish, German,
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SERVANTS.—THE EMPLOYMENT SOCIE-
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IMPORTERS AND JOBBERS
OF
DRY GOODS,
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DRY GOODS FOR THE FALL TRADE, suited to all sections
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And all other goods connected with the
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BROADWAY, CHAMBERS and READE Streets.

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Colors—Just received by A. T. STEWART & CO.

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to the fall trade.

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TIN PLATES OF EVERY DESCRIPTION;
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REGULUS ANTIMONY,
SHEET BRASS, BRASS KETTLES,
COPPER BOTTOMS,
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EXTRA SIZE SHEETS COPPER ROLLED TO ORDER,
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Offer a full assortment of Builders Hardware to
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GOLD MEDAL
PATENT OVERSTRUNG GRANDS AND SQUARE

Are now considered the best Pianos manufactured.
These instruments have taken sixteen first premiums,
gold and silver medals, within the last four years, in com-
petition with pianos of the best makers of New-York, Bos-
ton, Philadelphia, and Baltimore.

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Wolfehampt, and other musical celebrities.
S. & SONS do not refer to artists who were in this coun-
try many years ago, or to certificates and testimonials given
a long time since, as it is a well known fact that such im-
portant improvements have been made in pianos quite re-
cently, that many makers whose instruments were justly
considered to rank among the best years ago cannot by any
means claim the same position at the present time.

We submit the following certificate given within the
last six months, by nearly all the leading and most
prominent artists and musicians now residing in this coun-
try:

"The undersigned, having personally examined and
practically tested the improvements in Grand Pianos,
invented by H. STEINWAY, in which the covered strings
are overstrung above these improvements, do hereby certify:
"1. That, as the result of the said improvement, the
voice of the piano is greatly improved in quality, quantity
and power.

"2. The sound by STEINWAY'S improvement is much
more even, less harsh, stronger and much better prolonged
than that realized in any other piano with which we are ac-
quainted.

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STEINWAY as most novel, ingenious and important. No
piano of similar construction has ever been known or used,
so far as the undersigned know or believe.

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Each instrument warranted for the term of five years.
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SHALLETT, DAVIS PIANO FORTES, nearly new,
for rent at reduced rates. Seven Octave Pianos, for \$5 per
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Piano for \$75. Prince & Co., Carhart, Needham & Co.,
and Mason & Hamlin Melodeons, at Manufacturers' prices,
or for rent low, by
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first class; for sale, to let, or sold on installments on
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J. M. PELTON, 841 and 843 BROADWAY, N. Y.

EXCELLENT 64, 62, and 7 OCTAVE PIANO-
FORTES, but little used, will be sold low, and
PAYMENTS TAKEN IN MONTHLY INSTALLMENTS.
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T. S. BERRY, No. 458 BROADWAY, New-York.

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sacred and secular music. Warerooms 618 BROAD-
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medal at the Fair of the American Institute, and the highest
testimonials from the profession. This instrument is
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our circulars.

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FARE TO YONKERS, 10 CENTS; HASTINGS
and Dobb's Ferry, 20 cents; Tarrytown, Sing Sing, and
Haverstraw, 25 cents. Steamer BROADWAY leaves pier
foot of JAY Street, touching at CHRISTOPHER, every
afternoon, at 4 o'clock.

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O'CLOCK P. M., and Stonington at 8:30 P. M., or on the ar-
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The COMMONWEALTH, from New-York—Monday,
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Passengers proceed from Stonington, per Railroad to
Providence and Boston, in the Express Mail Train, res. B.
ing said places in advance of those by other routes, and in
ample time for all the early morning lines, connect N.
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the steamer, enjoy a night's rest undisturbed; breakfast,
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A baggage master accompanies the steamer and train
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For passage, berths, staterooms, and freight, apply on
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PEOPLE'S LINE.—Steamboats leave for Albany daily,
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The steamers ISAAC NEWTON, Capt. W. H. Peck, and
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THIS AND EVERY EVENING,
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GREAT MORAL ENTERTAINMENT,
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THE GIANT BABY.
Or infant Lambert, the largest child of his age in the World,
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WEIGHING 257 POUNDS,
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POSITIVELY CLOSES HIS ENGAGEMENT TO-DAY.
He will be visible at all hours, as will also
THE GREAT LIVING BLACK SEA LION,
WHAT IS IT? ALBINO FAMILY,
LIVING SKELETON, LIVING SEAL,
THE WREN FAMILY Give their performances
At 3 and 7½ o'clock. P. M. DAILY.
Admission to all 25 cents. Children, under 10, 15 cents.

NEW-YORK HISTORICAL SOCIETY.
THE ABBOTT COLLECTION OF
EGYPTIAN ANTIQUITIES
Remains on exhibition at the STUYVESANT INSTITUTE,
No. 619 BROADWAY.
Open Day and Evening. Admission 25 cents.
Members of the Society only will be admitted without
charge on exhibition of the member's ticket, which is not
transferable.
Visitors to the Egyptian Collection will receive tickets of
Introduction GRATIS to the Society's Gallery of Art, SECOND
Avenue, corner of Eleventh Street.

FREDERICK DE PEYSTER,
WILLIAM C. PRIME,
GEORGE H. MOORE,
Committee.

MISCELLANEOUS.

WHAT IS IT?
NO HUMBUG!
FROM \$5,000 TO \$50,000 CAN BE MADE,
ACCORDING TO THE AMOUNT INVESTED.
CAPITAL REQUIRED.

STATE OF NEW-YORK—\$2,000.
STATE OF MASSACHUSETTS—\$1,000.
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STATE OF VERMONT—\$500.
STATE OF MAINE—\$500.
STATE OF RHODE ISLAND—\$400.
CALL AT 72 MALDEN LANE.

NEW-YORK SEWING MACHINE EMPORIUM,
486 BROADWAY, corner Broome Street.
Every variety of first class machines
TO RENT AND FOR SALE.
Wheeler & Wilson, Grover & Baker,
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New and secondhand machines bought, exchanged and
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COCKROACH EXTERMINATOR!!!
KILLAM'S MAGIC INSECT POWDER for the speedy
extermination of Cockroaches, Croton Bugs, Ants, &c.
A certain remedy. Price only 25 cents a box.
JOHN K. STIMSON, Proprietor's Agent,
No. 77 CEDAR Street.

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HUTCHINSON & WICKERSHAM,
REMOVED TO 694 BROADWAY, N. Y.,
Next door above the Metropolitan Hotel.
Manufacturers and dealers in Iron Railing, Farm Fences,
Iron Gates, Verandahs, Iron Furniture, Castings, and
a general variety of ornamental iron work.

WORLD'S FAIR PREMIUM SALAMANDER
SAFE, "Wild's Patent." To this celebrated safe
was awarded the Gold Medal at the World's Fair, in Lon-
don, 1861. The only reliable Fire and Burglar Proof Safe
made.
QUIRK BROTHERS,
No. 98 MALDEN Lane, N. Y.,
Agent for Fairbanks' Scales.

LOOKING GLASSES AND PICTURE
FRAMES.—A large assortment of every description
of Looking Glasses, Picture Frames, Gilt and Fancy Wood
Mouldings, Pier, Wall and Mantle Mirrors. Country or-
ders solicited. Goods carefully packed and shipped to any
part of the United States and Canada.
HORACE Y. SIGLER, Agent.

JOHN W. SHEDDEN,
APOTHECARY AND DISPENSING CHEMIST,
363 BOWERY, corner of Fourth street.
Pure medicines dispensed with precision and dispatch.

INSTRUCTION.

MOUNT PROSPECT INSTITUTE, WEST
BLOOMFIELD, N. J. A select Classical and English
School for Boys. J. B. KITTS, Principal. The
scholarship year will commence on Wednesday, October 10th.
Circulars may be obtained by addressing the Principal as
above.

FERRIS FEMALE INSTITUTE BOARDING
and Day school, Nos. 16 and 18 East TWENTY-EIGHTH
street, New-York, will reopen September 11, 1860.
REV. DR. FERRIS, Counsellor,
C. H. GARDNER, A. M., Principal.

FRENCH LANGUAGE AND LITERATURE.—
Mr. ELISE CHARLIER will return to the city on
the 15th of September. Business communications may be
directed to him, box 805 New-York Postoffice.

TO LET.

FURNISHED HOUSE TO LET—NEAR
FOURTH AVENUE, suitable for a small genteel
family; twelve rooms, in perfect order; possession im-
mediately. Apply at 58 East TWENTY-SECOND street, from
12 to 2 P. M.

CORPORATION NOTICES.

CORPORATION NOTICE.—PUBLIC NOTICE
is hereby given that petitions have been presented to
the Board of Aldermen, and referred to the Committee on
Sewers, to wit:
Petition for sewer in Broadway, from Fifty-ninth to Six-
tieth street.

Also, for sewer in Norfolk street, between Grand and Hos-
ter streets.
And also, for a receiving basin and culvert in Park street,
at or near the corner of Mission place.

A petition was also presented to the same board, and re-
ferred to the Committee on Streets, for the paving with
trap-block pavement Fourth street, from Bank to Ham-
mond street.

All persons interested in the above, or either of them,
and having objections thereto, are requested to present the
same, in writing, to the contract clerk, at this office, on or
before Saturday, September 1st, 1860.

THOMAS STEVENS,
THOMAS B. TAPPEN,
A. W. CRAVEN,
Croton Aqueduct Board.

Office Croton Aqueduct Department,
Aug. 20th, 1860.

EXPRESSES.

POAG, FARMER & CO.'S EXPRESS.—SHIP-
ments made daily by this Express, before four o'clock,
foot of Duane street, will reach place of destination quicker
than by any other route, and at current railroad rates.
Mark packages "P. & Co.'s Express," and procure
bills lading at the office, No. 1 CORTLANDT Street, and
No. 171 BROADWAY.
New-York, August 27, 1860.

EXCURSIONS.

THE EXCURSION OF THE SEASON.—ON
Thursday, August 30, the favorite Steamer THOMAS
HUNT will make an Excursion AROUND STATEN IS-
LAND and down the Lower Bay as far as Sandy Hook.
Leaving foot of Barclay street at 10 A. M., returning will
arrive in New York by 3 P. M. Tickets, 50 cents.

PORTSMOUTH GROVE, EIGHT MILES
NORTH OF NEWPORT, R. I.—Excursions daily to this
charming retreat. A series of Musical concerts to be given
at THE GROVE, on WEDNESDAY and SATURDAY of
each week.

Flying Horses and Pandagos to be used on Saturday
only by the children. The children's sal pic nics not to be
interrupted by rain, as ample arrangements will be made
for indoor amusements.

OCEAN STEAMERS.

STEAMER OF SEPTEMBER 8TH.
FOR BOUTHAMPTON AND HAVRE.
U. S. M. Steamship
VANDERBILT,
Capt. P. E. LEFFLER,
will sail from Pier No. 3 N. R., New York, at noon, Sat-
urday, September 8th, with mails, passengers and specie,
for England and France.

PRICES OF PASSAGE.
1st Cabin, \$120/5d Cabin to Havre, \$35
2d do. 60/3d do. to Southampton, 30
D. TORRANCE, Agent,
5 BURLING GREEN, New-York.
Steamship ILLINOIS sails Sept. 22d.

COAL.

COAL.—BEST RED AND WHITE ASH.—COAL.
I am now delivering the above Coals at summer prices,
from yards, 64 BAYARD and 20 BLEEKER Street.
JOHN JOHNSTON.

SPEECH OF THE HON. CHARLES FRANCIS ADAMS.

Hon. Charles F. Adams, of Massachusetts, ad-
dressed a large gathering of republicans in National
hall, Philadelphia, on Tuesday evening. Henry C.
Carey, the celebrated writer on political economy,
presided.

Mr. Adams was greeted with a hearty round o
applause when introduced by Mr. Carey. Premising
that he was about to address the citizens of a place
claiming to be the most conservative city in the
union, he proceeded to define the word

"CONSERVATISM."
"There is much virtue in that word. Although
coming from a different and a more excitable com-
munity, I think that I, too, may claim to be con-
servative. I, too, am averse to change; I, too, am
very unwilling to unsettle anything that is estab-
lished on good and sufficient foundations. I even de-
sire to preserve much that is called old, merely be-
cause it is old. For that reason, when I am at home
I prefer to live in an old house, rather than to build
a new one. Not that I think it the best, or the
handsomest, or the most convenient, for in all these
respects I well know that it is vastly inferior to
modern constructions, but solely because it is old,
and because my fathers lived there before me.

But now suppose we go a step forward. Let us
assume that in the course of time something turns
up that if not attended to in season, threatens to
make very serious changes for the worse in the old
system to which we are attached. Supposing, in my
old house, for example, I discover the dry-rot begin-
ning in the timbers, or that my foundation is start-
ing a little, or perhaps my neighbor is building to
shut out my light, or he is setting up a business that
affects the purity of the air; supposing that he un-
dertakes to keep thousands of hogs in a place so near
that I have the stench in my rooms at all times of
the day or night. What am I to do then? Must I
be conservative here, too? Must I make up my
mind that I had better bear all this than make any
noise about it? Must I insist on liking this change,
and calling it excellent, for fear, if I complain or re-
sist, that I may make my neighbor cross or violent,
and that he may threaten to burn his house down,
too? Perhaps this might be reckoned the conserva-
tive course, too. But if that is what you call conser-
vative I certainly cannot agree with you any more.

TRUE CONSERVATISM IS CHANGE.
No. In this case, true conservatism is change. It
is reform. It is the restoration of the old, by cutting
out, without hesitation, the material that is rotten or
diseased, and putting in its place what is sound and
new.

Mr. Adams then presented the array of parties
asking for the support of the people. But one of
the four parties, he said, could hope to succeed be-
fore the people. The most the others could hope for,
was the defeat of the popular will, by throwing the
election into the House. Freemen must choose be-
tween them. Which would they take? Not Mr.
Breckinridge, for he was satisfied with things as they
are. Not Mr. Bell, because his will, if good enough
to execute reform, would be trammelled by the com-
plexion of his support. Not Mr. Douglas, for he,
like Mr. Bell, has no strength in Congress to back
his will to accomplish the change. He continued to a

REMINISCENCE OF 1844.
I remember that was the talk in 1844, when we
were many of us engaged in the advocacy of Henry
Clay against Mr. James K. Polk. I remember that
at that time I did what I could, within the range of
my feeble powers, to present that doctrine to the
minds of those who were leaning to the support of a
third candidate. I remember, also, that many of
them persevered in their policy, and that through
their action Mr. Clay was defeated, and Mr. Polk
was finally elected. And the issue of that election,
and its effect upon the subsequent policy of the
country, we all know. Just so it may again be
now, supposing any friends of reform to vote for Mr.
Bell or for Mr. Douglas, well knowing that the el-
ection of either of them by the people is utterly out of
the question, but hoping for its accomplishment by
some sort of legerdemain, by hook or by crook.

IF I have made myself understood, then I think
you will see that the only way by which we can
hope to gain a real good in the election is by elect-
ing a choice by the popular vote, in the first in-
stance. And this can only be done by uniting
heartily in the support of Abraham Lincoln. We
all know that this canvas differs in its nature from
any preceding one for twenty-five years past. We
all know that if Abraham Lincoln be not elected by
the people, there is no probability that anybody else
will be.

It has been very clear to my eyes for many years,
that this subject of slavery in America has got to be
met by the people of the United States sooner or
later—that there is no way to escape its baneful in-
fluence, and that the only thing left for us is to take
right hold of it, examine it calmly, quietly, in a
statesmanlike manner, to fix its relations to the gov-
ernment of the country at the minimum rate of its
disturbing force, and there to keep it for the future
forever. I do not believe in the wisdom of the policy
that has been adopted along back, which is to let it
have its full swing, under the pretence that it is the
safest plan to let it entirely alone. I do not believe
it is right to pretend that it does not gain strength
in the federal government, when we see with our
eyes how completely the Senate, the President and
the Supreme Court are controlled by it.

I do not believe in the propriety of holding still
about the attempt to saddle upon us a wicked policy,
because if we do not, we may run the risk of driving
the slaveholding states to desperate and suicidal
extremes.

ESTIMATE OF LINCOLN.
With Mr. Lincoln I have never had the opportu-
nity of a personal acquaintance. I cannot, therefore,
speak of him from knowledge. But I have taken
some pains to inform myself, by reading his published
speeches, and by inquiry from persons who have
means of knowing him familiarly. And the result of
my reflections is this. I think that his discussion in
1858, with Mr. Douglas, shows him to advantage as
a better logician and a sounder statesman, whilst he
is incomparably superior in one great province of
political duty—I mean in tracing the connection be-
tween the higher law of pure morality with the obli-
gations of public life.

HARI-KARI NOT PROBABLE.
Let us insist upon reform in the policy of the gen-
eral government exclusively within the sphere in
which we have the most unquestionable privilege to
exercise the authority vested in a constitutional ma-
jority of the people, and then let us see who will be
so unreasonable as to call our action into question by
a resort to suicidal measures. It is said to be a cus-
tom with the Japanese that when a man imagines
himself to have been affronted by another he does
not call that other to account, but straightway pro-
ceeds to rip up his own bowels, and thus put an end
to himself. So it may be, indeed, with the good
people of the slave states. They may choose to kill
themselves purely to spite us. But I do not believe
it; I have too good an opinion of their common sense.
They are impulsive, it is true, but they are by no
means idiots. They have demagogues, who go about
talking nonsense, merely to excite men's passions, as
well as we. But the great body of the citizens I be-
lieve to be perfectly sound; and if convinced that
the majority seek only to reinstate in the govern-
ment the very same principles upon which it was
originally started, under the direction of George
Washington, they will disavow all treasonable coun-
sels, and consent to share in the blessings which,
under our happy system, all parts of this magnificent
country equally enjoy.

THE PRINCE OF WALES AT MONTREAL.

[FROM OUR OWN CORRESPONDENT.]

DONEGANA HOTEL, MONTREAL, Aug. 27.

THE RECEPTION.

All in a heap. The work of two days crowded into one. Performances, occurring in quick succession, scattered all over the city. Showers of rain descending semi-occasionally. The streets, one vast mortar bed. Confusion, natural enough to all the arrangements thus far in Canada, worse confounded by alterations in the programme. These are a few of the concomitants of the royal advent.

Many of the disagreeable features of the affair would have been prevented had the prince been allowed to land on Friday afternoon, when, although the morning had been rainy, the weather would still have permitted—when the greatest number had assembled to witness the landing, and when, by making the landing, the next day would have been less crowded with duties.

As it was, a respectable attendance on the wharves and a vast concourse in the neighborhood, assembled on Saturday morning, at 9 o'clock. On the extreme outer end of the Bouscours pier stood a square, open reception pavilion, sixty feet square and nearly seventy feet high, in the form of a Pompeian triumphal arch, covering the entire end of the pier, and supported upon twelve square columns, three at each corner, panelled in red, white, green and orange, which had been erected by the harbor commissioners at no slight expense, but which had sadly suffered from the recent storm, some of the mottoes having been partially washed off, so that "vive" had lost its beauty, though "la Reine" still continued. The ceiling was covered with cloth of different colors, arranged in imitation of fresco. A heavy cornice and a high arched roof, bearing at the sides "Welcome to Montreal," and "Ich dien," was decked with the meteor flag of England, while a pole was ready to receive the prince's standard. The floor was carpeted, and a dais, raised six steps, contained a large black-walnut arm-chair, upholstered in royal purple plush.

Hither, in the raw air and chilling wind, came the usual complement of functionaries: The mayor, in crimson, fur-trimmed robe, wearing a heavy gold chain and a slender sword; a middle aged man, with black moustache, whose deportment, throughout the day, resembled that of a large turkey-cock in a strange poultry yard—confused vanity predominating; also the city clerk, carrying a small, cylindrical box, covered with velvet, containing the address of the corporation; also the bishops and clergy, Catholic and English; also the military and naval officers of highest rank, and, beside the press, many invited guests—the governors of Tennessee, of Connecticut, and of Maine; the mayors of Quebec, of London, of Chicago, and others not now recollected.

The surrounding stand points were populous. The decks of a score of steamers, the yards of sail vessels, the tops of lumber scows, the ends of neighboring piers—all were full of those whose vision had not yet been gratified with a glimpse of the "Prince de Galles." Among the little steamers moored near by, the Champlain and the John Redpath were rendered conspicuous by displaying, at their mast-head, the stars and stripes, whereat many an American heart rejoiced, and responded mentally, "Hail Columbia!"

The Bouscours market, fronting on Water street, towards the pier, and which is a magnificent edifice in the Doric style of architecture, extending up to St. Paul street, and covering a whole square, the upper part being occupied by the city officers, and the cost of the structure having been \$300,000, was filled at every window, with the families of those holding city offices and their friends, while from both wings to the top of the lofty dome were hung streamers and banners in one long festoon.

At a quarter past nine, a salute from the foot of the fortified island of St. Helen, situated mid-river, opposite the city, and where are kept the magazines and military stores, told that the steamer Kingston, with the Prince and suite on board, had left the night's anchorage below, and was coming up. The crews of the Valorous and Flying Fish sprang up the rigging to man the yards.

The prince, standing on deck between Newcastle and Head, bowed to the cheers, with an air a little crooked, as if he would say, "Why didn't you let me land yesterday?" As the line was thrown out, the mayor and councilors and members cheered lustily. The two sailors who do the flag-hoisting fastened the silken standard to the cords ready to run it up, and all hands waited patiently for the slowest, most ill-managed and unseamanlike landing that was ever beheld. At last—ten minutes to 10—the prince disembarked aft, where there was no carpet spread, and while the yards of the frigate were manned, royal salutes fired, and the standard hoisted; he was accompanied, or rather led, by the blockhead of a mayor to his place—the mayor preceding him quite up to the very chair on the dais. The usual group, with the duke, who is the back bone of the concern, and Gen. Williams, on the left, and Sir Edmund and St. Germans on the right, having taken their places, the Hon. Turkey-cock Rodier, Mayor of Montreal, proceeded to adjust his spectacles, and, after arranging his plumage and complacently surveying his person, commenced the tedious, tattling, and ill-accented reading of the address, first in English and then in French. The World has already published the address. The reply was read by the prince, with admirable elocution, as usual, and is as follows:

THE REPLY.

GENTLEMEN: The address you have just presented to me, in which you proclaim your loyalty to the queen and attachment to the British crown, demands my warmest acknowledgments.

The impression made upon me by the kind and cordial reception which has been accorded to me on this my first visit to Canada, can never fade from my mind; and deeply will the queen be gratified by the proof which it affords that the interest which she takes in the welfare of this portion of her empire, and which she has been anxious to mark by my presence amongst you, is met in their part by feelings of affectionate devotion to herself and family.

For myself, I rejoice at the opportunity which has been afforded me of visiting this city—the great emporium of the trade of Canada—and whose growing prosperity offers so striking an example of what may be effected by energy and enterprise under the influence of free institutions.

That this prosperity may be still further enlarged is my earnest hope, and there can be little doubt that by the completion of that stupendous monument of engineering skill and labor, which I have come in the name of the queen to inaugurate, new sources of wealth will be opened to your citizens and to the country; new elements of power developed, and new links forged to bind together in peaceful co-operation the exertions of a wide-spread and rapidly increasing population.

The reply was greeted with most enthusiastic cheers by all who heard it.

The governor-general's carriage now received the prince, and he was conveyed through the line of march of the procession, starting from the arch at the foot of Jacques Cartier square, thence along St. Paul streets to Dalhousie square, along Notre Dame street to Place d'Armes, thence along Great St. James street to Commissioners square, from Commissioners square to Beaver hall, as far as St. Catherine street, along St. Catherine street to the exhibition building, instead of proceeding to his residence as the original programme directed.

THE ROUTE, DECORATIONS, ARCHES.

The arches here are much larger and more costly than in Quebec. The distribution of evergreens is less profuse, and there is more variety in the mottoes and more originality in the designs. Although "God save the Queen" predominated, the monotony of its repetition was agreeably broken by "Welcome our future Sovereign," and the inevitable *Ich dien* was often relieved by some quaint phrase like the Irish "Cead Mille Fálthe," or "Salva Regine nostra Fili," while once in a while some very striking or suggestive sentiment appeared. On a transpar-

ency, in the upper window of a store on Notre Dame street, an amazing attempt at picture writing arrested the attention. It was this:

"We are glad to
[EYE]
and
[EAR]
H. R. H.
THE PRINCE OF WALES."

the drawings of the eye and ear were very neat, too, and could scarcely fail of notice. The *Gazette* office, on Great St. James street, bore the following: "Welcome, Prince! everywhere the powerful protector of a free press"—a stretch of the imagination pardonable in excited loyalty. Another motto was, "May we always be united." In front of the pedestal of the Nelson monument, and agreeably hiding the shattered tablet, now a ruin, was a large likeness of the great naval hero, and, beneath, the words: "Honor to the immortal Nelson!"

Some of the queens, to be sure, wore very wry faces—one, in particular, bearing a strong resemblance to the commonly received idea of Lady Macbeth. And some of the Alberts (the elder) family made the prince consort look like Bluebeard, while some of the Alberts (the younger) may have caused his royal highness to imprecate the artist whose pencil had thus failed to keep pace with his loyalty. But, on the whole, the decorations were excellent, and some of the larger public buildings gave evidence of a lavish expenditure of money in elaborate designs.

In front of the Court-house two hundred little girls, from the seminaries, seated upon a staging, sang "God save the Queen," as the prince passed, with the following additional stanza:

Grant, Lord, our fervent prayer,
Still for old England's heir,
Thy love evince.
Watch o'er his early days,
Guide him in wisdom's ways,
So shall he sing thy praise,
God save the prince!

At ten minutes to eleven the sound of cannon in the immediate vicinity, announced the approach of the prince to the exhibition building. A special guard of honor, consisting of a company of the Montreal Light Infantry, received him at the door.

OPENING OF THE CRYSTAL PALACE OF CANADA.

The prince entered by the door upon University street, and passed through the horticultural tent, 176 feet long, to the reception room fitted up for him in the northeast transept, where there joined by Sir Edmund, his council and suite, and Gen. Williams and suite. The room is neatly furnished, but is without any extraordinary decoration. Members of the two houses of the provincial parliament, the board of arts, and the press entered by the Cathcart street entrance.

The building is diagonally opposite the English cathedral, and was erected by the board of arts and manufactures of Lower Canada, which was incorporated by the legislature two years ago, and the object of which is to collect a museum of minerals and fine arts, a library, &c., and generally to encourage agriculture, mechanics and science. The site was obtained from the McGill college. Toward expenses, the legislature voted \$20,000, but this sum has been used for construction. The cost of the building so far is about \$40,000.

The building by the original plan is cruciform in shape, the nave fronting on St. Catherine and Cathcart streets eighty-four feet wide and one hundred and eighty-four feet long; and the transepts are intended to be sixty feet by twenty, giving an extreme breadth across of one hundred and twenty-four feet. The frame is of iron, pillars and girders inclosed in red brick with facings of Toronto white pressed brick, a large portion of the surface being made up of real and false windows alternating. The fronts on St. Catherine and Cathcart streets are almost entirely glass. The total height of the building from the ground is 115 feet, and from the main floor 100 feet. The roof is semi-circular, of timber, felted, tarred and graveled.

The interior is finished with two galleries twenty feet wide running round the whole building, approached by handsome staircases, and protected by a substantial ornamented railing. The interior is well finished, and painted throughout.

The architect is J. W. Hopkins, of Montreal, to whom I am indebted for attentions. There were provided for the opening 800 seats on the main floor and 400 in the galleries. On the northeast side a dais, reached by four steps, was provided for the Prince, and directly behind it arose an obelisk, twenty feet high, covered with no cloth, and literally coated with articles of cutlery, tastefully arranged in clusters, stars and crosses, like trophies. These axes, scythes, knives, and what not are all from the St. Paul works of Montreal. On the side toward the dais, and directly over the Prince's head, the plume, in carved work, heavily gilded, was suspended. Directly opposite, on the southwest side of the hall, a tall column of oak, from the Albion mine, stood thirty-seven feet high, showing the depth to which that mine is successfully worked. Against the gallery and walls oval, crimson velvet tablets, with gilt frames and lettering, bore the name of the principal cities of Canada, designating the place for the productions of each to be arranged. All the articles in the building were of Canadian manufacture. The seats on the main floor, arranged in a semi-circular form facing the Prince, contained citizens, subscribers and their families. On the right of the throne sat the members of the upper and on the left of the lower House. The reporter's gallery was directly above.

At eleven o'clock the Prince was escorted into the room by Sir Edmund, preceded by his equerries and followed by his suite. Thereupon the Oratorio society of Montreal, numbering 143 members, stationed in the gallery in the east end of the nave, with their own instruments and a fine organ, arose and sang "God Save the Queen." His excellency, after the Prince had ascended to the throne, took his place in front with the members of the provincial government at his side, and read a brief and very well prepared address, setting forth the objects of the exhibition and museum, and praying his royal highness to "hopen" the same. The young prince, gracefully, and in a sweet, clear voice, read his reply assenting and complimenting Canadian industry and skill. The Governor General then resumed his place at the right of the Prince, and the Anglican Lord Bishop of Montreal, who, in his robe, was on the extreme left of the group, read with expressive emphasis an address to the throne of grace, invoking God's blessing on the enterprise.

The whole party then, preceded by some members of the committee and the architect, passed through the principal parts of the building and galleries. As the prince showed himself at the window on St. Catherine street, the crowd outside set up deafening cheers, and continued their huzzas till the prince disappeared. The various articles for exhibition are reserved for a future letter. The prince was particularly interested in the mineral department, and in the hall of fine arts. Returning to the platform, Sir Edmund, at the request of the prince, and in his name, declared the exhibition opened. The oratorio then sang the "Hallelujah chorus," and the royal party retired, as did also the audience, composed of the elite and fashion of Montreal. The prince was then driven to his residence on the side of the mountain, for a brief rest and for refreshment. His residence is the house of the Hon. John Rose, the commissioner of public works of Canada, and has recently been tenanted by Gen. Williams. It is situated a short distance up the side of Mount Royal, on the lower plateau, in a park of three acres, and commands a superb view of the whole city, the harbor, and the Victoria bridge. The grounds, as well as the house itself, are appropriately adorned for the occasion, and the furniture is new.

The prince only tarried here a few minutes, when he departed for the next job of the hurried and crowded day.

THE INAUGURATION OF THE BRIDGE.

The crowd next rushed to the vicinity of Point St. Charles, to witness what the address to the prince states to be the chief object of his visit—the formal laying of the last stone at the Victoria bridge. Immense tickets, inclosed in envelopes eight inches square, with all the ceremony of the red-tapists, had been issued by

the Grand Trunk. Most of these tickets only allowed the recipient to take a seat on the approach wall of the embankment, and view the wonderful spectacle of seeing the prince ride past in his car. The press were provided with tickets to the top of the wall at the end of the tube, directly along with the stone to be laid. Having reached this point, we first took a survey of the surrounding scenery. A most beautiful view was commanded of the whole city, the mountain, the island of St. Helen, and the opposite, or St. Lawbut shore. The grand dome of the Bouscours market gleaming in the mid-day sunlight; the square towers of the cathedral of Notre Dame; the water of the wide St. Lawrence, sparkling and glancing in its onward course, now smoothly sweeping over vast depths, and, again, agitated and tossed by some hidden rock, or its rapids, swelled along; the forests of masts, dressed with flags and streamers of every nation, and the long tube itself, spanning the river, formed a noble scene.

The bridge itself, like all immense objects, has to be studied to be appreciated. It is that known as the tubular or beam bridge, and consists of a series of iron tubes resting on twenty-four stone piers, with a distance between each pier of 242 feet, except the centre opening, which is 330 feet in length. Its total length between the abutments is 6,000 feet, or a mile and a quarter. The bridge is approached by two massive embankments, the one on the Montreal side being 1,200 feet, and that on the south shore 800 feet in length; which together, including the abutments, make the total length of the bridge 9,084 feet, or a mile and three-quarters nearly.

The bridge is approached from the north shore by an embankment 1,200 feet, and another from the south shore 800 feet in length, and the waters, thus embayed, now find their way through the piers of the bridge, by which the velocity of the current has been much increased.

The abutments are each, at the base, 278 feet long, and are built hollow, having eight openings or cells 48 feet in length and 24 feet in width, separated by cross-walls 5 feet in thickness. The flank wall on the down-stream side rises nearly perpendicular, and is seven feet in thickness; that on the up-stream has a slope from its foundation upwards, the thickness of the walls is 12 feet, and they present a smooth surface to facilitate the operation of the ice, on which account its form had been thus determined. To ensure greater resistance to the pressure of the ice, the cells are filled up with earth, stone, and gravel, so that one solid mass was thus obtained.

The embankments are solid, composed of stone 36 feet above the summer water level, and of the width of 30 feet on the upper surface, formed with a slope of one to one on the down side of the stream, and a hollow shelving slope of about 2½ to one on the upper side. The slopes are faced with stones set on edge at an average angle of 45°.

The piers are solid, and constructed, as well as the abutments, of the finest description of ashlar masonry, laid in horizontal courses measuring from 7 to 12 feet on the bed, and from 3 ft. 10 in. to 2 ft. 6 in. thick, above the water level, and thence varying into a course of 18 in. under the plates. The stones weigh from 7 to 17 tons, the average weight being 10½ tons. Each course of the ice-breaker is secured with fox-wedged bolts of 1½ inch iron, which pass through into the 2nd and 3rd courses under it; and the horizontal joints are cramped together with iron cramps 12x5 inches, through which the bolts pass.

The description of stone used is a limestone of the lower silurian order, and known under the geological term of chazy. The average height of the piers above the summer water level is 48 feet, gradually rising from a height of 36 feet at the abutments to 60 feet at the centre pier, giving a grade of 1 in 132, or 40 feet to the mile. The centre span is level. Each pier is furnished with a solid cut-water, or ice-breaker, which forms a portion of the pier itself. They are of a wedge form, and slope from their foundations upward, terminating in an angle 30 feet above the summer level of the river.

The dimensions of a pier at the junction with the cut-water, are 16 by 48 feet, but the whole transverse side of a pier at the foundation, including the cut-water, which extends up the stream, is 16 by 90 feet.

The foundations, of course, vary; some are as low down as 20 feet below the water.

The whole of the ashlar is laid in hydraulic cement, in the proportion of one part sand to one part cement.

Between the bottom of the tube and the stone work of the pier, is introduced creosoted tamarac, covered with asphaltic felt. The object of this is to give elasticity between the iron work and the stone.

On one side of the interior of the bridge is a plank footpath three feet in width, resting on the kelsons. It is only intended for the use of the employees in charge of the bridge. There is no foot-way for passengers on the outside of the bridge.

The greatest difference caused by expansion in the length of a tube of 260 feet, registered between the greatest extremes of temperature, is under three inches. At one end of the bridge is placed an indicator for registering the daily contraction and expansion of a tube. The telegraph wires pass underneath the tubes.

The deflection of a single tube, under the severest test that could be brought to bear upon it, was 3½ of an inch; that of the largest tube was 1½ inches. Upon the load being removed, the tubes returned immediately to their original level.

As we enter the walls of the approach to the bridge, we observe at their end and at the commencement of the iron tube a scaffold erected over the top, forming a sort of roof to the entrance to the tube, carpeted, and covered with a crimson canopy, whose curtains are fringed with gold lace. Here the work is to be performed. Above the canopy is an arch with the inscription, "Finis coronat opus." The walls sustain a solid frame work of wood, upon which was placed the machinery for lowering the stone into its place. On the platform, in the corner, stood a box of black walnut, filled with the best of pure mortar. Mr. Hodges, the engineer of the contractors, soon appeared, carrying the silver trowel to be used by the prince. This delicate utensil was of the finest material, bearing on one side the inscription: "To commemorate the completion of the Victoria bridge, by his royal highness, Albert Edward, Prince of Wales. Montreal, 1860." and on the reverse an engraving of the bridge. The handle was a beaver, attached to the blade by a Prince of Wales' plume, and around the hilt were the rose, the shamrock, and the thistle.

The stone to be laid was 10x4x2 feet, and would probably weigh six tons. The details of preparations were superintended by Messrs. Turner and Wilson, Mr. Hodges's foremen.

At 1½ o'clock the prince arrived, riding from the depot to the bridge in an open car of the finest finish, having been duly "addressed" at the station by Hon. John Ross, the president of the company. Ascending the scaffold (may he never ascend a different one!), with the duke, Sir Edmund, and the rest, he was received by Mr. Hodges, who presented to him the silver trowel and a small wooden mallet or gavel. The mortar had been spread upon the bed when the stone was going, and the prince, with his silver trowel, gave it a few harmless touches, and the stone was lowered to its place. He then gave its surface one or two formal taps with his gavel, and—the ceremony was over.

THE COMPANY ON THE PLATFORM.

On the platform at this time we observed the Duke of Newcastle, Lord Germans, the governor general, General Bruce, Admiral Milne, Captain Hope of the Flying Fish, Major Teesdale, Captain Grey, Lord Lyons, Commodore Seymour, his lordship the Bishop of Montreal, Br. Mathewson, the Hon. James Young, most of the members of the executive council, Dr. Acland, Mr. Englehart, secretary to the prince; Sir Allan McNab, Mr. Blackwell, most of the directors of the Grand Trunk railroad; Mr. Shanley, Mr. Tremblinski, Sir W. Logan, Sir H. Smith, the speaker, the commanders of the St. Lawrence and several other gentlemen. The band of the Canadian rifles was in attendance, and played "God Save the Queen," as the ceremony was concluded.

THE FINAL BLOW.

The last stone having been thus duly laid, the prince proceeded to the centre arch in the bridge, and then, assisted by Mr. Hodges, drove the last river in the great structure.

WHY MR. HODGES WAS NOT KNIGHTED

was the question which occurred to many minds. It was expected that the honor would be conferred on the spot; but rumor says it will now positively be done at the ball to be held at the court-house this p. m. Hodges deserves the compliment to his fidelity and skill.

THE DEJUNER.

Having returned from his excursion through the

bridge, the prince repaired to the workshops of the Grand Trunk railway, where, in a long, large room, over the car shop, a lunch had been prepared for the royal party and the invited guests. At the upper end of the room was a raised semi-circular table, much resembling the judge's bench and railing in many old court rooms in the States, where, reaching it by a private entrance, his royal highness and suite, with Sir Edmund Head, sat down to the lunch. Five long tables were occupied by the other parties present, consisting of members of the Provincial Parliament, railway men, and others, to the number of perhaps seven or eight hundred. The bill of fare was full and well selected. After half an hour spent in the important duty of eating and drinking, the Gov. General rose and proposed the three regular toasts: I. The Queen. II. The Prince Consort. III. The Prince of Wales. All of which were heartily received, the last with loud cheers. The prince directly arose, and with difficulty obtained a hearing, the persons at the lower end of the room appearing to suppose that he was up to be cheered instead of to be heard. Finally a mental understanding was arrived at, when the boy, with a fine and distinct, unhesitating voice, said:

"Gentlemen—I propose the health of the governor general, prosperity to Canada, and success to the Grand Trunk Railway." The most perfect silence prevailed during his offering the sentiment, and when he gave the "hip, hip," the whole house came in with the "hurrah" most boisterously.

After a few moments the prince rose, and, bowing, retired to his anti rooms, temporarily fitted up (for a prince must have a reception-room everywhere he goes), and after a tour of inspection through the machine-shops and works, he departed for his residence on the mountain. The repast was an excellent one, and it was remarked that the members of the provincial parliament did particular justice to the wines, some of them after the prince retired, indulging in affectionate embraces and loud caresses of each other. [In vino veritas.]

It was now three o'clock, and soon the rain recommenced, continuing until night-fall, but not materially interfering with the

ILLUMINATION.

The great centres of display were the Place d'Armes, Montreal Bank, Great St. James street and Notre Dame street. The wharves also presented a fine sight.

GREAT ST. JAMES STREET.

The city bank is the first building at the east end of this street and was very brilliantly illuminated and decorated. On the roof were a number of Venetian gonfalons; and over the pediment a plume in gas. In the recess behind the intercolumniation of the first story was a square of a blue color on the wall, and the letters A. E. P. W. upon it. In front of the recess was a female picture, and the letters V. R. The pillars were wreathed with lines of gas jets, having behind them in maple leaves which by reflecting the light added greatly to the brilliancy of the effect produced. On the recess behind the intercolumniation of the porch were statues of the Queen and Prince Albert. At the corners of the cornice right and left were emblematic transparencies; and over the side doors trophies on the right, a knight with a transparency of the Prince of Wales supported by a sailor and soldier, and on the left with one of the Queen supported by female figures.

The Montreal bank was also very splendidly decorated. A large flag waved from the roof; over the pediment was a plume, with stars above each corner of the building. The architectural outlines were all indicated by jets of flames, and the pillars were wreathed with lines of light ascending in a spiral form. Festoons of gas lights were also suspended between the capitals of the columns. The windows each illuminated by a transparency. The central one represented the royal arms; the pair on each side of it plumes with the motto proper; the next pair right and left agricultural and naval emblems, and the outside ones to the west mechanical, and to the east military emblems. The windows of the first story were similarly decorated. The whole of the light was produced by gas.

The court house fronting on Notre Dame street, was splendidly illuminated. All along the cornices, the pediment and frieze were illuminated with colored gas lights. The windows were all filled with transparencies, the centre block containing the governor-general and the commander of the forces. In the centre was the Prince of Wales' crest. The centre pediment was surrounded by a crown and a royal standard. The lower belt was all illuminated with colored lights; over the centre portico was a figure of justice at one end, one of mercy at the other, and a figure of the queen in the centre, supported by the royal arms and the city arms. On the frieze at end was the motto, "God save the Queen." On the centre frieze "H. R. H. the Prince Consort," "Albert, Prince of Wales," "and all the royal family," the latter sentence being between the other two, lower down. On the centre pediment was a star and garter in gas, the garter bearing the inscription "Canada, the brightest star in the British crown."

Over the portico of the Donegana hotel were illuminated statues of the queen and prince consort, and a bust of the Prince of Wales; and the shrubbery was filled with variegated lamps. This excellent hotel (your correspondent, being a paying guest, may say so much), was as tastefully decorated as any building on the street.

During the evening the prince drove through the town with Newcastle, in plain dress and an ordinary looking carriage, but being recognized, made his escape by some rapid horsemanship through the by-streets. He expressed his unbounded delight at the beautiful appearance of the city.

An extended list of the various mottoes and transparencies would, of itself, make a catalogue of four solid columns, and *The World* cannot spare space for that purpose.

The Indian games this morning (Monday) were witnessed by a great assemblage, but in themselves partook largely of the nature of a humbug. A heavy shower of rain descending during the performance, spoiled many a fine hat, and made the fair sex grumble.

The levee is this afternoon, and to-night the ball.

BRIEF MENTION.

I will add a few items of news for which I cannot afford more than a word of remark.

—Admiral Sir Alexander Milne is the guest of Mr. T. Morland.

—Lady Franklin arrived here on Thursday, and is the guest of Mr. Harrison Stephens.

—The Marquis and Marchioness of Chandos are the St. Lawrence hotel. The marquis is the son-in-law of the Duke of Buckingham, and has been lord of the treasury, and held other offices.

—The Beston Fusiliers are in town.

—A man was killed on the Flying Fish on Friday when the salute was firing.

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CANADA.

Immigrants Emigrating—Why they Prefer the United States—Hardships of Backwoods Farming—Political Appointments, &c.

From Our Own Correspondent.

TORONTO, Saturday, Dec. 14, 1872.

What would be considered severe Winter weather in New-York is but giving us in these latitudes premonition of the approach of real Canadian Winter. The Quebec shipping season is already over, and all imports from Europe—even the mails—will now have to come by way of the United States. Canada feels the want of a Winter port on the Atlantic very keenly, and in no respect more than because immigration practically ceases with the close of navigation. The number of immigrants who have come to this continent by way of Quebec has been smaller this year than for many years previous. The Ontario immigration agent at that port has been doing his utmost to induce those who have even taken through tickets to the Western States to settle in Ontario, and he claims to have been successful with a number of Germans and Norwegians, but, in spite of all such efforts, the great stream of immigration which comes by way of the St. Lawrence, has steadily flowed into the Western States through Detroit. It is a remarkable circumstance that a country like Canada, which is doing its utmost to secure immigrants, and upon the influx of which its progress depends, should thus be only made a convenience of *in transitu*, and have to witness the bone and sinew which go to make up new settlements pass out of her territory. The reason must be in the nature of things, and if immigrants continue to push further, it assuredly cannot be that their predecessors have found by so doing they fared worse. I have recently been visiting those parts of Ontario which its Government is endeavoring to settle by means of free grants of land. I there found abundance of what I was in quest of—game, but I also discovered an amount of hardship and distress among the poor unfortunates who were endeavoring to create a homestead and gain a living in the backwoods of Canada, which I was hardly prepared for. What I saw and learned explained to me why so many immigrants push on to the Western prairies, and shun the newer settlements of Canada.

Starting from here, I went by rail to Orillia, and proceeded by stage through the district of Muskoka to the village of Parry Sound, on the Georgian Bay. The districts of Parry Sound and Muskoka formed what are termed the free-grant districts. Any one over the age of eighteen can have, subject to certain conditions, a gift of from one hundred to two hundred acres of land. But such land! Acres of rock and roads of soil, and the better the soil the denser the forest. Speaking to many of the settlers about the miserable specimens of soil which their clearings presented, and asking if these fairly represented the whole, I was invariably met with the answer that the best patches were at the back (and consequently uncleared) part of their lots. So frequently was this answer given me that I came to accept it much as Dick Swiveller accepted the promise of his employer to stand treat "one of these days"—as a thing much more likely not to be than otherwise. Having accepted one of these munificent "gifts," the settler has to go to work and underbrush it, chop down and then chop up the larger trees, and set fire to the whole before he can plant his first crop among the stumps. The timber he cuts down is not of the slightest value to him, and what good standing timber the lumberers have left to him he does not acquire the right to sell for five years. So difficult is the land to clear, that I came across one man, plodding and industrious enough apparently, who has possessed a lot for some four years, and who, with the aid of a stalwart son over six feet in height and an occasional hired man, had only managed to clear between fifteen and twenty acres, little more than half of which was really arable after all. Ten acres of cultivatable land in one piece is considered quite a nice thing. The most discouraging feature of these districts is that those who have been settled longest are in the most straitened circumstances. There seems to be a great outlay in bush-farming. The speedy returns which attend farming in the Western States seem to be impossible in the backwoods, and the only men who are making money out of these regions at present are the wealthy lumberers. The newest of these free-grant districts, Parry Sound, was created about five years ago, contains about 2,500 square miles, and has a population of two thousand. The population is a sufficient comment on its inducements, land-gift included, and it is to be remembered that more than half of the whole population are directly or indirectly dependent upon lumbering operations for their livelihood. As regards the land, I don't think that more than forty per cent. can be considered arable, and the population must grow dense indeed before it would pay to have it cleared for pasture-land. Such are the free-grant districts of Ontario as I found them.

Two political appointments are creating quite a ferment among political parties here. The one is that of Mr. Morris to the Lieutenant-Governorship of Manitoba, and the other of Mr. S. H. Blake to the Vice Chancellorship of Ontario. It would seem that the Government had some difficulty in securing a successor to Gov. Archibald. Col. Coffin, who is seventy years of age and stone deaf, was first announced by the Government organs, but that gentleman very sensibly declined. Mr. Morris, who has not long since gone to Manitoba in the capacity of Chief-Justice, and who is an ex-member of the present Cabinet, has been finally fixed upon. Mr. Mowat, the Premier of Ontario, (Clear Grit,) recently resigned his seat on the bench in order to form the present Ministry. The Tories were frantic over what they termed a violation of the independence of the Judiciary. Now the Clear Grits are retorting that the appointment of Chief-Justice Morris by the Dominion Government (Tory) ought to be regarded as an infraction of the same principle by those who objected to the transfer of Mr. Mowat, and the various organs are grinding out abuse and personality to this tune. But the appointment of Mr. S. H. Blake, Q. C., is confounding Grit and Tory alike. He is the brother of Mr. Edward Blake, who formed an Ontario Ministry after defeating the Tories last session. The Chancellorship of Ontario is in the gift of the Dominion Government, as, indeed, are all judicial appointments; and it has thus bestowed that high office upon the brother of their most dreaded enemy. A section of the Tories are indignant with the Government for giving away such a plum outside of the party, but it is very generally believed that the appointment has been made with a view to buy up the Clear Grit Gladstone, Mr. Edward Blake, who, indeed, has publicly declared that he will not, for the future, be anything but a private member of the House of Commons. The Tory Government of the Dominion is in a very critical position, which even its own supporters allow, and are supposed to be doing a deal of this sort of thing in order to keep themselves in power.

—Drought is the dreadful drawback to Australian life. It is the terror of the squatter. The *New South Wales Agriculturist*, under date of Jan. 26, mentions how seriously it impairs railroad extension. Forage for horses can only be obtained at prices so ruinous that contractors will not proceed with work the completion of which would mean ruin. "On the Castlereagh and the upper Darling the work of destruction by drought is almost completed. Hot winds have set in; herbage is consumed; the late richly-grassed plains are now merely level tables of dusty soil, over which scorching gusts travel incessantly, while a hardened sky looks unrelentingly down on decimated herds and flocks of half-dead withered sheep." At such times the settler begins to think that the moist climate of his native Britain was not so bad after all.

CANEAN WORLD.

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It is in some parts about fourteen feet deep, but the navigation is at present very much impeded by large tracts of marsh that are floating in the river. On each side are vast fields of bog, almost impossible to reclaim, unless, as was contemplated, by lowering Lake Simcoe, which would injure the navigation of that magnificent spread of waters. There is, however, plenty of land to cultivate, and as the drainage of this marsh will spoil very fine shooting, the sportsmen hope that it never will be thought of. Wild duck and snipe are here in great quantities. At the end of Cook's bay, and the entrance to Lake Simcoe, is Snake Island, inhabited exclusively by Indians. It contains about 400 acres, (only four or five acres of which are cultivated,) and two hundred and fifty inhabitants, who live by hunting, fishing and basket making, for which they find ready sale in Toronto and other cities of this province. Bird Island, a small patch of land and wood opposite Snake Island, is also inhabited by Indians, and often may these ancient and rude sons of the forest be seen in their canoes fishing on the lake, which is in some places twenty miles wide, twenty fathoms deep, and about thirty miles in length. It is said to be about one hundred and seventy feet above Lake Huron, into which it discharges itself through Lake Gougeon, the Severn and the Georgian Bay. The scenery of Lake Simcoe is very picturesque, and in some places forcibly reminds me of part of the St. Lawrence and the thousand islands, from the many islands that stud its waters and many of which are of considerable extent. The banks of the lake are clothed with wood down to the water's edge, and consequently there is no beach. On passing into the narrows there is a small village—Atherly—on the right about which there is some fertile land, yet but a trifling population. The narrows swing-bridge was built at a cost of eight thousand dollars, to accommodate the people of Atherly to pass over to Orillia. The scenery here is very beautiful—the broad lake interspersed with many islands, and giving to view the village of Rama, inhabited by Chippewa Indians, who in 1838 removed here from the narrows, and purchased one thousand six hundred acres of land from the government for eight hundred pounds. They are industrious and prosperous, and nearly all Wesleyan Methodists. The lake is completely frozen over in the winter season, but is passable with safety for sleighs, which must form a great contrast with its present graceful appearance. The scenery, on approaching Orillia, is also magnificent in the extreme, presenting the same picturesque view of thickly wooded islands. Orillia was formerly an Indian village, but having been purchased by the government, it is now, as Metamora would say, inhabited by the "pale faces," principally emigrants from the old country; from the view it commands of the lake, it is appropriately styled "the Killarney of Canada." From Orillia the steamer returns along the western side of the lake, to the town of Barrie, the passage embracing many similar views to the other portions of Simcoe. Barrie is beautifully situated at the head of Kempenfeldt bay, and about forty miles from Penetanguishine. It is a district town, and has a jail and court house, with several government and district offices. A melancholy catastrophe occurred there yesterday, just before I arrived. Whilst Mr. Robert P. Leland, a native of New York, and chief engineer on that portion of the Ontario and Simcoe railroad which is being constructed in the neighborhood of Barrie, was talking to some of the workmen, and leaning on his gun, with which he had been sporting, the piece exploded, and the contents went through his body, depriving him of life in a few hours. He was a man of considerable ability in his profession; he was much admired, and leaves a young widow and child to mourn his premature decease. Mr. Brunel, the superintendent, and other gentlemen connected with the line, left Toronto this morning for Barrie, to condole with the widow of poor Leland, and attend his body to the grave.

When it is generally known that these world-renowned beauties of Lake Simcoe can now be comfortably approached by railroad, and viewed from first class steamers, such as the company are building, instead of by the miserable conveyances heretofore on the route, the traveller, and particularly the American, desirous of enjoying the most romantic scenery of nature, of wood and water, of mountain, dell, and dale, will wend his way to the "Killarney of Canada," where all that is grand and majestic of "nature's handy-work" may be admired.

The Normal School, a chaste and substantial piece of architecture, is now in full operation, and furnishes another monument of the industry of the Rev. Doctor Ryerson, its superintendent. Mr. T. J. Robertson, a gentleman who novitiated in the mother country, has, as head master, introduced many improvements, which are working a wonderful effect. He qualifies applicants, male and female, for the situation of teacher, and they then take part in the instruction of children in the model school, which is also admirably conducted, under the master-ship of Mr. McCallum. Trinity College is now finished, and by the beauty of its style adds considerably to the improvements of the city. It is built nearly opposite the asylum, which on a former occasion I described.

The sanitary laws of Toronto are rigidly enforced by an honest and hardworking set of councilmen. The Health and Street Inspectors of New York would learn a wholesome lesson by a visit to their Canadian brethren. The tailors of Toronto struck for higher wages a few days since, and are still standing out. The weather continues moderately cool, with an occasional hot hour about mid day. The harvest has been, generally speaking, good, with the exception of the oats being short in the stem; the produce of oats, however, will be good, though the straw will be but a poor supply. There is an abundant crop of wheat, and a fair average of potatoes.

I should have mentioned in connection with the increasing traffic of Toronto, the fact that the steamboat company have placed another steamer, the Peerless, between this and Niagara; but the good old boat Chief Justice, with Alexander Molloy as its captain, is still the favorite. This gentleman's courtesy and well known nautical skill is such, that he has been engaged to take command of a new steamer between Toronto and Niagara, in connection with the great Northern Line of railroad, and he therefore resigns his present position in a few weeks, to assume the command of a line on which the traffic promises to be very great, and where his general character will be found attractive.

J. K.

A Letter About the Railway System.

MONTREAL, August 28, 1853.

Northern Railways—The Line from New York to Montreal—Constitutional Lyng of the Railroad Officials.

Hallelujah! I have travelled four hundred miles by railway, more or less, without breaking my neck or dislocating a single joint! While so many other poor fellows are smashed to atoms or drowned, I have escaped with the comparatively slight infliction of a couple of days imprisonment at Montreal. Like the Turk who returned thanks to Allah when he broke his leg, as, said he, "it might have been my neck," I am grateful to Providence that I should have been let off with a mere detention of forty-eight hours. I might have been killed, and, on the whole, that would have been still more unpleasant. Hallelujah!

But don't confound Providence with the railroad companies. Gratitude to the former does not imply thankfulness to the latter. Let me put you in possession of the features of my case. Wishing to go to Quebec from New York, I applied to the Hudson River Railroad Company for information respecting the journey. I was informed that by leaving your city at six o'clock A. M., I would reach Montreal by six o'clock P. M. the same day, and thus be in time to take the Quebec boat, which leaves Montreal at seven o'clock P. M. In confirmation of this statement I was referred to certain printed papers, in which the journey was laid down with mathematical precision, and the arrival at Montreal at six mentioned as invariable. The "connections," it was said, were "perfectly reliable." A slight suggestion of a doubt from me brought down upon my head a stern reprimand from this official at Thirty-first street; and on the faith of the printed and verbal assurance I paid my fare through to Montreal, and started from New York at six A. M. on Saturday. We reached Troy ten minutes behind our time, and lost ten minutes additional at that place; this latter waste of time was due to the want of system in unloading and delivering the baggage. From Troy to Rutland, and from Rutland to Burlington, there was no perceptible deviation from the printed time-table; at Burlington five or ten minutes were lost in talking and fussing; from Burlington to Essex junction our rate of speed did not exceed twenty to twenty-two miles an hour. We were, consequently, full thirty-five minutes late when we started from Rouse's Point. Half way between the latter place and Montreal we came to a dead stop. Inquiry being instituted, we were informed that we were waiting for the down train to pass. It was late, and we were late; there was no help for it. We waited till it came, and arrived at Montreal at a quarter to eight o'clock on Saturday evening, full half an hour after the Quebec boat had left.

No one but a jackass would expect to find enterprise in Canada. I was not surprised to learn that we would be compelled to remain here till Monday night. The high religious feeling of the people who burn down parliament houses, and require an army of British soldiers to keep them in order, prevents their doing anything so sinful as running a steamer on Sunday. It has never occurred to them to run a day boat. In point of fact, were it not for our countrymen who travel through Canada, I don't think the province would be perceptibly inconvenienced if there were no boats at all. Talk of trunk railroads! Make your mind up that this is all stuff, and prepare yourself for the news that Canada has done away with steamboats and railways altogether, and returned to stage coaches and schooners. Of what

use is steam to a people who voluntarily consent to waste forty-eight hours on a journey of six hundred miles?

But I reserve further observations on this head for a work which I contemplate publishing on the "Relapse of Certain Races into Barbarism," a very fine performance, I assure you, for which Messrs. Harpers have agreed to give me a handsome sum. I now wish you to hand this letter to eminent counsel of your city, and instruct them to institute proceedings forthwith against the Hudson River Railroad Company, for damages in consequence of my detention here. Their handbills and the assurances of their agent, are the sole cause thereof. Print, I beg of you, a quotation from the bill which hangs in their office, stating that passengers leaving New York at six A. M. arrive here at six P. M., and add to it by way of commentary, my solemn assertion, in capitals, that passengers leaving New York at six o'clock, A. M., as stated, never arrive here at six P. M., do not arrive twice a week at seven, and generally reach this about eight or nine. For the confirmation of this statement, I appeal to every railroad and steamboat official, and the public of Montreal generally. I have every reason to believe that my passage yesterday in 13½ hours, was an unusually quick one. Instead of twelve hours, as stated and printed by the railway officials in New York, fifteen hours is nearer the mark.

Philosophers would find ample scope for speculation in the subject of railway lies. We know that when the managers and officials of the Erie railroad make a statement, the presumption is that it is false. I think the same may be inferred of the Hudson River road, from the above account. My experience of travel in the Northern and Western States enables me to extend the assertion to most, if not all, the railway officials therein. Whence does this arise? Is it inherent in railroad management to superinduce a disregard for truth? Hawthorne says that no one who has been a custom house officer for any length of time, can be a respectable man. Must we conclude, in like manner, that every one who has managed a railway, or sold tickets, must tell lies? I confess I don't quite see the *sequitur*, unless the habit of dealing with the masses, without any responsibility for one's assertions, may be regarded as likely to produce a laxity of the moral sense. If a grocer or a tailor tells us a lie whereby we are injured, we sue him and mulct him in damages; if, on the contrary, a passenger agent advise a falsehood, he screens himself from the consequences by shifting the responsibility to others. I leave the solution of the problem, however, to wiser heads, contenting myself with the assertion of the fact.

So convinced am I of its truth, that I wish you to direct my counsel in the case above mentioned, to demand very high damages; which I will hand over to a fund for the establishment of schools for the children of railway officials. I think it only fair that the poor little creatures should have a chance of learning abroad some of those simple virtues, such as truth and honesty, which the habits of their fathers entirely prevent their acquiring under the parental roof. Pray allude to the matter editorially. It will attract the attention of the benevolent, and you may thus be the means of rescuing hundreds of little innocents from the paths of sin.

A word, in conclusion to Mr. W. Taylor. You, sir, have rendered yourself nobly conspicuous in the Legislature, by attempting to put an end to railway slaughters. Your act, had it passed, would have been a signal boon to the country. As you will probably introduce it again next session, I would say a word to you on the subject. I don't believe in such a thing as an inevitable accident on a railway. Even a land slide may be foreseen and guarded against. A bridge may be repaired in time. Railway accidents are always the result of carelessness. But this is of two kinds. Carelessness in the local superintendents may allow a cow to stray on the track, a log of wood to be thrown on the rails, or some other obstacle to intervene, whereby the train is thrown off the track and lives are lost. This sort of carelessness—or want of watchfulness—would have been in a measure guarded against by your bill. But, in my opinion, by far the greater proportion of accidents are caused by carelessness of a different nature—carelessness as to time. Trains do not start punctually, do not "make their time" on the road, arrive at their destination behind time. Hence those frightful collisions which cost so many lives annually. I need not tell you that nothing would be easier than to obviate this want of punctuality. There is no earthly reason why a train should not start to a second, as they do in England and France, as the Atlantic steamers do from New York. Nor can I be convinced, that with our perfect machinery, the rate of speed of a railway train cannot be made as regular as that of the minute hand of a clock. Such is, in fact, the case in France, where the law imposes a heavy fine per minute in case of a train being delayed. Were this the case, collisions could never occur; and what, though a matter of less moment, is still worth attention, passengers would not be unreasonably delayed on their way. I should not be imprisoned forty-eight hours in Montreal. A law obliging railway trains to start at the time fixed, and imposing a fine when they are delayed on the road, has been recently passed in England. Why should we not adopt it? It would be both more effectual and more readily accepted by the companies than the proposed rule obliging every line to have a double track.

NEW YORKER.

Railroads

THE ORANGE AND ALEXANDRIA RAILROAD.

The work is going on with every prospect of speedy completion. It is confidently expected that it will be finished to Gordonsville during the present year. This will bring us into direct communication with one of the richest portions of the State, and tend to make Alexandria what in truth she must be one of the largest cities in Virginia.

PANHANDLE RAILROAD.

There will be nearly 1,000 men employed on the six miles of road, known as the Panhandle Railroad, in a few days, says the Wellsburg, Va., *Herald*, of Aug. 19. There are now several hundreds. The terms of contract enable the contractors to pay the highest prices, consequently there is no difficulty in procuring hands. During the past few days Chief Engineer Mitchell has been engaged in a survey of the road from opposite Stenbenville to Wellsburg, and, in company with Mr. Wells, he was in town on Friday. The survey was completed to this place on Wednesday evening, and the engineer speaks favorably of the cheapness of the route. The distance from the junction to Wellsburg is about 7½ miles. The most difficult place appears to be at the crossing of Cross Creek, where a heavy wall of some 600 feet in length will be required.

THE CUMBERLAND GAP RAILROAD.

The Abingdon *Democrat*, noticing the proceedings of the recent convention on the subject of the Cumberland Gap Road, at Richmond, Ky., makes some remarks on the probabilities of the construction of that road. Virginia has subscribed \$1,500,000 to the road, upon condition that Kentucky meet her at the Gap. This will be made obligatory as soon as Kentucky charters the road, and the necessary amount of stock for the portion of the road in that State is taken.

GREENVILLE RAILROAD.

We learn from the Greenville *Patriot* that the Greenville Railroad is completed within nine or ten miles of Greenville C. H., and that the president of the road, Col. Perrin, says that the passenger and freight cars will run to that point immediately. It is possible that the entire completion of the railroad to Greenville may be delayed for want of iron.

MADISON AND LAKE ERIE RAILWAY COMPANY.

The Madison *Banner* says, that the above named company has been duly organized, the \$50,000 stock required by law to be first subscribed, being taken.

RAILROAD TO THE OHIO IN VIRGINIA.

The surveying of the rival routes for the Ohio, called the Monroe route, and the Meadow river route, is begun with energy. Mr. Fisk is the principal engineer—Capt. Dimmock, as before stated, his assistant. The Captain has charge of the Monroe route, and Mr. Ellison of the Meadow river route. The inhabitants of the two counties, and persons especially interested in either, are very active in pointing out to the engineers the best routes and the easiest passages. There is a great deal of interest manifested in the matter. The people of Charleston, Kanawha, seem to prefer the Meadow river route. It was running the road from the Two Mile Creek of Elk river, to the Twenty Mile Creek of Gauley, and thence along the Meadow river route, that Dr. Patrick says will save to the State a million of dollars.

PORT WAYNE AND MISSISSIPPI RAILROAD.

A recent convention of the directors of several railway companies has been held. The result of their conference was the consolidation of these companies, viz:—The Port Wayne and Mississippi Air Line, and the Port Wayne and Platte River, under the title of the "Port Wayne, Lacon, Platte Valley Air Line Road." Erastus Gest, of Cincinnati, was elected President of the consolidated company, S. R. Curtis, of St. Louis, Chief Engineer of the entire road, and the arrangements are in progress to let the line from Port Wayne to the Missouri river. This road is designed to open the way up the Platte Valley by the Southern Pass, to California and Oregon.

MISCELLANEOUS.

A survey of a route for a railroad from Clarksville, in Virginia, to Milton, N. C., is about to be made. William H. Blanch is the engineer to whom the work is entrusted.

The ceremony of breaking ground on the Covington and Ohio Railroad took place near Guyandotte, on Monday, the 8th inst.

The *Le Roy Gazette* of the 26th ult. says the railroad on the Conbocton track has been laid to that village.

The cars now run through to Freeport on the Chicago and Galena road. This leaves about 55 miles staging to Galena.

THE BLUE RIDGE RAILROAD.—The editor of the Charlottesville *Jeffersonian* has penetrated 1,375 feet into one end of the tunnel. The temporary track over the mountain will be completed in November, five hundred additional hands are to be employed immediately, and the cars are expected to reach Stanton by Christmas.

TORONTO, Sept. 2, 1853.

Canadian Railroads—A Trip to Lake Simcoe—Its Scenery and Indian Inhabitants—Melancholy Death of Robert P. Leland, of New York—Public Buildings—Niagara Steam Traffic—The Sanitary Laws of Toronto—The Harvest, &c.

The construction of railroads in Canada will infuse into the people that spirit of commercial enterprise and quickness of business habits for which their neighbors across the line are so proverbial. Already is an improvement perceptible in this town since the construction of the Ontario, Simcoe and Huron line; although as yet it has been only opened as far as Bradford, there connecting with a lake boat. This railroad, under the general superintendence of Mr. A. Brunel, and conducted and engineered by experienced Yankees, and some few Englishmen, manifests a system worthy of an older line. The accommodations are very comfortable, and the cars—some of which, as well as some of the engines, were built in New Jersey—are constructed on the same commodious plan of the New York and Erie line. The railroad from Toronto to Guelph, and the great trunk line from Halifax through Quebec, Montreal and Toronto, and connecting in this city with the Guelph and Lake Huron lines, are in course of construction, and will doubtless make Toronto and many other cities in Canada West of considerable importance.

A trip from this to Lake Simcoe is worthy of special notice. The O. S. and H. railroad, as far as Bradford, does not furnish many scenes of beauty. The line was cut right through a forest, and beyond the iron materials, the road must have cost little more than the expense of hewing down the wood. It is a level road, with but few windings, and a few rustic bridges. At Bradford the company provides the travellers with a steamboat for Lake Simcoe, and accordingly I found myself on board the steamer Morning, under the command of Captain Bell, an old and experienced navigator, whose courtesy and skill have rendered him a general favorite. The accommodations of his present boat are not, however, very extensive, but I understand that the company are building an iron steamer, which, with Captain Bell as its commander, cannot fail to induce visitors, from far and near, to explore some of nature's grandest scenery. We go down the river Holland, a narrow stream of water, through a marsh, to Cook's bay;

idea; the practical details of the work have sprung from the several and united labors of several engineers. An American engineer, Mr. Gay, was employed to make surveys. In 1846 he made a report with plans and estimates. His plan contemplated the location of the bridge across Nun's island, considerably above its present site, it being deemed impossible, in consequence of the floating ice, to construct one lower. His plan also differed in other respects from that of the present bridge. It interrupted navigation, and was too far from the city; and for four years the project slumbered. In the early part of 1851 the project was again taken up, and the conduct of the survey intrusted to Mr. T. C. Keefer, a Canadian engineer, of talent, who made minute surveys and an elaborate report, embodying among his recommendations many which were afterwards adopted. But as the plan has been materially changed, it is quite unnecessary to state his scheme. Mr. Keefer complains, I am told, that he has been denied due credit. On the entrance-lintels of the parapets above the roadway, the following inscription is cut into the stone: "Erected A.D. MDCCCLIX., Robert Stephenson and Alexander M. Ross, Engineers;" while on the lintels at the other end, over the tube entrance, is this: "Built by James Hodges for Sir Samuel Morton Peto, Bart., Thomas Brassey, and Edward Ladd Betts, contractors." Mr. T. C. Keefer complains that his name nowhere appears. While I cannot discover any valid reason for the inscription of his name upon the structure, I will tender to Mr. Keefer the only consolation within reach: let him proudly solace himself with the reflection, that when the tyrants, fearing lest dangerous memories might be stirred up, excluded the statues of Brutus and Cassius from their processions, it was remarked truly that Rome was thereby reminded of the two worthies. The omission of their mementos recalled their memory. They were conspicuous by their absence. Mr. Keefer may regard this a very inadequate balm; but it is all we can offer.

We now approach a period when the railway system of Canada was fairly launched into existence, embracing in its ramifications the construction of a continuous line from Trois-Pistoles, about 150 miles below Quebec, to Port Sarnia on Lake Huron, and thence to Detroit. The apathy engendered by hard times had passed away with them, and railways became the politics of the country. From the governor-general and the premier down to the humblest political demagogue, "the civilizing influences" formed the topic of the day. The province was seized with a railway mania, and granted charters to projected lines in every direction. Newspapers teemed with leading articles, and pamphlets multiplied. Railway literature was in the ascendant and plank-roads at a discount. Macadam, engineers, and canal men were voted slow and unable to keep up with the times, while railway professionals were the bright particular stars on whom the destiny of the country hinged. In the midst of all this excitement appeared the celebrated railway letter from Mr. Hincks, addressed to Sir John Pakingham, closing abruptly the negotiation with the Imperial government for the needful, and followed shortly after by an announcement of the birth of the Grand Trunk Railway company with a capital of \$60,000,000, and subsequent agreement with the firm of Jackson, Peto, Brassey and Betts, to build the road. Then arrived Mr. Alexander M. Ross, long associated with the Stephensons, *par excellence* a bridge engineer. Though now within the walls of a lunatic asylum, we may refer to him as then one of the most competent men in England to be intrusted with the control of so gigantic an enterprise.

On his arrival in Canada, he put himself in communication with the government, and was referred to a prominent member in the person of Hon. John Young, at that time chief commissioner of public works. What a fortunate meeting was this for a bridge projector and bridge engineer; we can fancy the topic of conversation to have been "the bridge," as both gentlemen left Quebec the same evening for Montreal, one of them no doubt fully charged with interest in, and curiosity to become acquainted with the place so graphically described by his companion, while the other would in turn burn with anxiety to learn the views of the celebrated engineer on his visiting the locality.

After several hours' cruise on the water, Mr. Ross argued at some length against the proposition of building a bridge of such character and cost, of wood, strongly advocating the introduction of iron, and, to use Mr. Young's words in afterwards writing of what then took place, "described the identical structure subsequently adopted." In the month of February, 1852, a most extensive and minute survey was instituted, and an amount of information gathered, which admitted the exercise of the nicest judgment in the decision to be arrived at. On the elaborate chart of the river St. Lawrence at Montreal, prepared from this hydrographic survey, the present line of the bridge, differing from the previous one in being at right angles with the axis of the river, and about half a mile higher up, or starting from Pointe St. Charles, one-fourth of a mile above, and resting on the opposite shore three-fourths of a mile from the point reached by the original line, and shortening the distance materially, was laid down. On the return of Mr. Ross from England in the Spring of 1853, this deviation was submitted for his approval, and met with his unqualified approbation. The site of the Bridge definitely determined, and a section of the river obtained, Mr. Ross preceded during the summer of 1853, to mature the general design of the present structure, with which his name must ever be intimately associated.

The following is a brief description of the form and construction of a pier, as matured by Mr. Ross. The requirement of the tube being sixteen feet in line of the bridge by twenty-one feet transversely, the dimensions of the piers, excepting the two center ones, were established at thirty-three feet in line of the river by sixteen feet in width, at the under side of the superstructure. The up-stream side of the shaft descends with a batter of 3" in ten feet, to a point in all cases thirty feet above summer water, forming the top or saddle of the ice-breaker. To form the ice-breaker, the masonry at this point is extended horizontally up stream, about ten feet, to prevent ice coming in contact with the shaft, should it even reach that height, and from thence descends with a slope of one to one to a point of six feet under summer water level, or thirty-six feet from the bottom of the shaft, presenting an angular or wedge face to the current. At this point an offset of one foot is made, and thence descending in a vertical line to the rock, still preserving the same angular shape. The down-stream end of the pier is brought down to within 28½ feet of summer level, with a batter of 3" in 10 feet, where an offset takes place of one foot, thence descending to summer water level with a batter 4½" in ten feet, thence to a point six feet under summer level with a batter of one foot in five feet, where an offset of one foot takes place, thence vertically to the rock. The sides of the pier leave the top with a batter of 3" in ten feet to summer level, thence to six feet under the summer level with a batter in 1' in 5', where the offset of one foot occurs, thence plumb to the rock. The dimensions of the pier are thus increased from 33' x 16' at the top to 92' x 22½' at the foundation. The two planes containing the wedge portion of the ice-breaker are dressed smooth, while the remaining sides of the pier are left in their rough or quarry state, with the exception of the angles, which have a margin draft of six inches. The two centre piers are 33' x 24' at tube level, and increase proportionally in dimensions as they approach the foundation.

An important feature in the character of the bridge is the formidable looking abutment at each end, and which give so massive an appearance to the whole structure. They are 290 feet long by ninety-two feet in width at the rock foundation, and carried up to a height of thirty-six feet above summer water level, for the reception of the ends of the adjoining tubes, which have a bearing of eight feet on them.

These abutments are not in reality what they appear to be, a solid mass of masonry, but hollow, each having eight openings or cells forty-eight feet in length and twenty-four feet in width, separated by cross walls five feet thick, with the top arched and corbelled over four feet under rail level. The flank wall on the down-stream side, rising nearly perpendicular, is seven feet in thickness, and tied to the cross walls, while that on the up-stream side slopes from its foundation upward to an angle of about forty-six degrees. Its thickness is twelve feet, and it rests against the cross walls before alluded to. It presents a smooth surface to facilitate the operations of the ice, on which account its form has been determined; and to insure greater resistance to the pressure of the ice, the cells are partially filled with earth, stones and gravel so that one solid mass is obtained. The great length given these abutments, is in view of the rapidity of the current and the floating ice sweeping around their outer ends.

The superstructure, as designed by Mr. Stephenson, consists of twenty-five tubes, or, rather, as one continuous tube extends over two spans, of twelve double tubes, and the large central one over the channel. They are of the uniform width of sixteen feet through-

out, for the accommodation of a single line of railway, but differing in height as they approach the centre. Thus, the depth of the tubes over the first two spans is 18' 6", the next two sixteen feet, and so on, every coupled pair gaining an additional six inches, to the centre one, which is established at twenty-two feet in depth, as the proper proportion obtaining for a beam 330 feet long. These side-spans being all the same length, the increase in height does not arise from any requirement of additional strength, but simply to prevent the appearance of too great a break being visible in the top line of the tubes, and, by graduating the difference in height between the ends and centre, to give greater facilities for the roof required in the protection of the tubes from moisture and consequent oxidation, and presenting at the same time a straight and continuous outline on top.

These tubes, being detached, are not designed upon the principle of continuous beams, for practical reasons, including the circumstance of the steep gradient on each side of the central span, and the great disturbance which would be caused by the accumulated expansion and contraction of such a continuous system of iron work, in a climate where the extremes of temperature are so widely apart. The arrangement introduced of coupling but two together, with an intermediate space of eight inches between them and the neighboring tubes, divides this movement and retains it within certain specified limits.

A double tube, covering two openings, is securely bolted to the masonry of the pier in the centre, on which it has a solid bearing of 16 feet by 19 feet, and provided with a free bearing on each of the two contiguous piers of 7½ feet, resting at each end on 14 expansion rollers 6" in diameter and 3 feet in length, seven on each side of the tube, retained in place by a wrought-iron frame, allowing the rollers to traverse on a planned cast-iron bed-plate 7½ feet long, 3½ feet wide and 3 inches thick, bolted to the masonry. A similar plate covers the rollers, and is secured to the bottom of the tube. The tube is thus free to expand or contract each way from the bearing pier in the centre.

Cresosoted tamarack timber, covered with felt, is introduced between the iron and the stone, in every case, to give the junction of these hard materials a certain amount of elasticity.

The tube proper is composed entirely of wrought iron, in the form of boiler plate, ranging from 4-16ths to 12-16ths of an inch in thickness, with the joints and angles stiffened and strengthened by the addition of tee and angle irons. The secret of success in this mode of construction, lies in arranging those different thicknesses where the strains or weights call for additional strength or otherwise.

In this age of iron and steam, the science and profession of engineering have gained a rank of which its members may be proud. Civil engineering has, in our times, achieved wonders scarcely second to the pyramids, and vastly more useful.

The following interesting particulars of the Victoria bridge, and the materials used in its construction, are given:

First stone No. 1 pier, laid July 20, 1854.	
First passenger train passed December 17, 1859.	
Total length of bridge 9,184 feet lineal.	
No. of spans 26; 24 of 242 feet; one of 330 feet.	
Height from surface of water to underside of centre tube, 60 feet.	
Height from bed of river to top of centre tube, 108 feet.	
Greatest depth of water 22 feet.	
General rapidity of current 7 miles an hour.	
Cubic feet of masonry 3,000,000.	
Cubic feet of timber, in temporary work, 2,250,000.	
Cubic yards of clay used in puddling dams, 146,000.	
Tons of iron in tubes, say 8,250.	
Number of rivets, 2,500,000.	
Acres of painting on tubes, one coat 30, or for the four coats 120 acres.	
Force employed in construction during summer of 1858, the working season extending from the middle of May to the middle of November.	
Steamboats 6 (horse-power 450).....	12,000 tons.
Barges, 72.....	
Manned by.....	500 sailors
In stone quarries.....	450 men
On works, artificers, &c.....	2,000 men
Total.....	3,040 men
Horses, 142; locomotives, 4.	

The weather is again decidedly unpropitious, a heavy rain falling since 3 o'clock this morning. The dispatches received state that the prince was welcomed at Three rivers, and had passed on. It is believed the procession will be postponed, even if he ands to-day.

THE PRINCE OF WALES.

[FROM OUR OWN CORRESPONDENT.]

DONEGANA HOTEL, Friday morning,
MONTREAL, August 24.

The prince is expected to reach this city this afternoon, at three o'clock. Immense crowds have poured into the town, nine closely packed passenger cars, leaving Quebec at four p. m., yesterday, arriving here at midnight. The hotels are all full, but many will leave to-day to escape the crowd.

WHO WILL BE KNIGHTED?

The curiosity mongers are busy discussing the probability of his worship, the mayor, Hon. Charles J. Rodier, receiving that gentle blow on either shoulder and the command to "arise, Sir Charles!" which the young prince gives so gracefully. Probably, however, no mayor will be knighted in Canada.

TO-MORROW THE PRINCE INAUGURATES THE VICTORIA BRIDGE.

The most splendid triumph of modern engineering, the gigantic structure which spans the St. Lawrence at Montreal, is destined also to be the most enduring. Startling by its novelty, the project has surprised the continent by its feasibility. Denounced originally as a mad scheme, the wild thought of a visionary enthusiast, it now promises to rank as the eighth wonder of the world, as successful as it was bold, as permanent as it was novel.

Although now, as being the enterprise of which Canada is proudest, for the first time formally inaugurated, by the heir apparent to that powerful throne of which Canada is the appendage, this great work has already been used as a medium of transportation. Commerce has anticipated royalty; utility has overmastered ceremony; necessity could not wait for Albert-Edward Guelph.

On the 15th day of November last, a small shunting engine—the first locomotive that ever drove itself across the St. Lawrence—crossed from the Montreal side to St. Lambert, conveying the engineer of the work and a portion of his staff. A month later, nearly three hundred heavily laden freight cars made the transit, and on the 17th of December, 1859, an informal opening of the bridge for general traffic was attended by about a thousand spectators, when the work was handed over to the Grand Trunk railway company, and has ever since been in use.

But it was reserved for the Prince of Wales, on this extraordinary visit to the provinces which loyal British Americans believe will constitute bright jewels in his future diadem, to formally inaugurate, with due and imposing ceremonies, the stupendous structure which, bearing the name of his sovereign mother, is justly the pride of Canada and the admiration of the world. It seems eminently fit that a work so vast and so national in its character, origin and importance, should, upon its final conclusion, receive the imprimatur of royal sanction.

WHO ORIGINATED THE IDEA?

The extreme cold of the Canadian winters rendered some action necessary to prevent the share of traffic which, on a through line east and west, naturally belonged to Canadian routes, from being wholly diverted by the pushing enterprise of American men, and the milder climate of American states, into more southern channels. Intelligent Canadians, as well as intelligent Englishmen, were, and are, willing to grant to the United States the possession of advantages of soil, climate and population, with which no other land is blessed, and with which it were idle for Canada to undertake to cope. But, with her capabilities for the development of extensive facilities for navigation, Canada was, by her thinking men, justly deemed entitled, in the natural order of things, to no little carrying of American traffic; while her own resources, scarcely yet opened would justify an extensive railway system. It was under such circumstances, and with these objects in view that the canals were built, and inland waters lighted up, from Gaspe to Goderich, enabling her to enter into successful competition, as a public carrier of the products of the West, about the year 1846. But as during the winter season she was obliged to withdraw from the contest, on account of her ice-bound waters, another system had to be adopted to prevent the trade, when once introduced into Canadian channels, from being diverted to the American lines of railway, from which it would be difficult to regain it. The necessity of immediate action was generally felt throughout the province, but in no place more than Montreal. She saw at once the necessity of prolonging the advantages gained during navigation to the winter season, by the construction of a trunk line of railway, from the most eligible winter seaport to the extreme West, and thus be in a position to compete with her rivals the year round, on her own terms. The St. Lawrence and Atlantic railway, leading from Montreal to Portland, was projected; but commercial depression and political agitation prevented the extension westward from Montreal. During this suspension the project was broached of a bridge over the St. Lawrence at Montreal and a continuous rail from west to east. The suggestion was scouted at once as utterly impracticable. It was ridiculed; it was laughed at; the man was mad. Who? Hon. John Young, of Montreal, who now lives to see his plan consummated, and that, too, in great part by reason of his arguments, urged in the newspapers, and on change, before the railway board, and before public assemblies, with the pertinacity of a Scotsman and the zeal of an enthusiast.

Mr. Young not being, as we understand, a practical engineer, was, of course, unable to present any definite plan; he conceived and promulgated the

THE PRINCE OF WALES AT MONTREAL.

[FROM OUR OWN CORRESPONDENT.]
THE GRAND BALL.

MONTREAL, Aug. 28.

THE LEVEE.

The prince yesterday afternoon held a levee, at which 2,000 were presented. It took place at the law library, at the Court house.

In the evening at 9 opened

THE BALL.

the most superb affair of the kind ever witnessed in the Canadian provinces. Whatever of elegant appliances money could procure; whatever of beauty and chivalry, all the military, all the naval, and all the civic bodies and ranks could supply, and whatever of *éclat* the presence of the heir of the British crown could add to the occasion, the occasion possessed. A company, scrupulously select, yet, from the breadth of area necessarily represented, the most numerous ever gathered in Montreal at the shrine of Terpsicore; a room unparalleled in its dimensions, and unique in its design; regulations which, savoring strongly of "the circumlocution office," were still efficient and conducive to the real enjoyment of the pleasure lovers who had congregated thither; all these, in a degree, tended to make the ball a most delightful festival. There was a crowd; but there was not a jam. There was a lively scene; yet there was no confusion. There was haste at supper; yet it was not indecent. There was wine drunk; yet no over-loyal subject went so far as to violate the good maxim of Poor Richard, "Eat not to fullness drink not to inebriety."

THE GROUNDS.

The new ball room is located upon a square lot of three acres just at the foot of the mountain, but higher than the larger part of the city. Close by, on the north rises Mount Royal, clothed with the waving green of forest foliage to its summit, villas and mansions resting on its sides. On the east are the gleaming tin roofs and the glittering spires and minarets of the popular city. To the southward the silver St. Lawrence and the monster bridge fill up the vision line.

The entrance gate is on the north, the exit gate on the south, and both are covered with triumphal arches in the Italian style. The road between, passing several of the doors, is planked a width of twenty feet. The lot is enclosed in a high, close board fence, painted white, around which on the inside is a row of evergreens placed ten feet apart. The grounds are all thickly studded with cedars and spruces, forming a miniature grove. On the north part a fountain is playing, and across the little bridge which spans the rivulet of surplus water, evergreens, hung with variegated lanterns, stand like sentinels. Chairs for delicious *tête-à-têtes* are placed among the trees, and here and there a piece of statuary.

THE BUILDING.

The ball-room is a circular pavilion, built of wood, nearly 300 feet in diameter, the periphery flanked with sixteen towers, twenty feet high, and the roof rising, by a gradual slope, to the central dome, or lantern, which is a sort of ventilator. The outside walls are painted a dark pink, the roof being of cement, sanded. The towers are all lighted with windows, containing transparencies on canvas, in imitation of stained glass, showing heraldic designs and antique figures, knights in armor, and troubadours returning from some valiant crusade. Each tower is surmounted by a large pennon, and from the flag-staff at the centre floated the standard of Albert Edward, while he was within the walls of the capacious pleasure palace.

The interior, one blaze of light, is a vast dome, supported not only by the circumference, but by thirty-six columns, in two concentric circular rows, beside an octagonal orchestra-stand erected around the central pole, elevated ten feet from the floor, and its columns extending up to the cupola, a height of forty-four feet. A ring is taken off from the whole periphery, between the outside wall and the dancing-room, which is cut up into dressing, refreshment and other rooms, each occupying a segment of this outer belt. The roof of this belt, again, is the gallery, capable of seating 3,000 persons, and extending the entire circumference of the building, provided with seats, and ornamented at the plinth by crimson hangings and a fringe of gold gold running quite round. Outside of this, and on the roof of the extension of the pavilion, after the roof becomes level, is a promenade extending nearly around the whole, which, owing to the uncomfortable state of the weather, was little used last night for romantic walks, though occasionally some young gentleman, heated with dancing, and half delirious with admiration of some fascinating partner in the endearing waltz, might be seen stepping forth upon the cool midnight balcony, where the flashing, noisy whirl of gayety was hushed, and the great, black, solemn silence refreshed his eyes and his mind. But not always could he shake off the dream, and often, after a moment's abstract gazing upon the few stars that struggled in the sky, he would suddenly turn to reënter, humming

"Oh! bend on me," &c.

Three circles of gas burners, on the three circles of pillars, including the orchestra columns, shed a dazzling mass of artificial light upon the scene, which produced the finest effect in heightening the charms of the fair. Round each of the pillars spiral wreaths of evergreen were entwined and a garland of flowers covered the capital of each.

The dome-shaped roof is divided in its height into two circles, and each of these into compartments; the upper one twelve and the lower one twenty-four in number. On the upper twelve are painted in bright colors the twelve signs of the zodiac in imitation of fresco; the borders of each being made with numerous lines traced in various tints. In twelve of the lower compartments, taken alternately, there is as a base a plain geometrical figure with line borders, occupying about one-third of the height. Above this a semi-circle encloses a brilliantly colored representation of the royal arms, with appropriate emblems; and over the arch of the semi-circle is a vase supported on each side by reclining female figures; part of the space left vacant on either side by the narrowness of the design, as it rises toward the lantern, being filled with bright colored arabesques. The alternate compartments have simpler figures, so as to allow the ground color to appear in breadth, such as quartered shields, harps and cupids.

The floor is of clean pine, planed smooth, and stained a light pink color and evenly chalked. The space which it affords for dancing is really immense; and no finer sight of the kind was ever beheld in this country than that vast circle, filled with the enthusiastic devotees of Terpsicore.

A small portion of the gallery was separated from the rest and richly carpeted and draped for the prince's private box, which, however, he did not use, being wholly given to dancing. In the rear of this box was a retiring room neatly furnished, and having in its windows transparencies of St. George, St. Patrick, St. Andrew, and St. Joseph.

Directly opposite this box, on the main floor, was a raised dais, some twelve inches high, curtained and furnished with chairs for the prince and suite. The chair placed for the prince was of oak, said to have formerly belonged to his grandfather, the Duke of Kent; the arms carved in the shape of cannon, a crown, slightly broken, on the top of the back, and beneath it the inscription: "This wood was part of Admiral Winter's fleet, captured by Admiral Duncan, Oct. 11, 1797." On the edge of the gallery, over the chair was a beautiful prince's feather, and the motto *Ich dien*.

The gallery was decorated with vases of flowers, and, in short, the *coup d'œil* was one of remarkable brilliancy and splendor.

Fountains of champagne, claret, and iced water furnished the drinkables, these beverages being

"on draft," and fountains of rose water, eau de cologne, and lavender exhaled their delicious perfumes through the entire house, while many a handkerchief was "scented" at this wholesale reservoir of odors.

Thus all combined to render the ball a

GAY FESTIVAL.

The prince arrived a little after 10, and opened the ball by dancing a quadrille with Mrs. Young, the wife of Hon. John Young, of Montreal, the original projector of the Victoria bridge, and one of the most popular public men in the province. He afterwards danced with Mrs. Delisle, Mrs. Leslie, Miss De Rochbese, and others.

The following was the

PROGRAMME.

- 1 Quadrille.....The Queen's Canadian.
- 2 Polka.....Minnehaha.
- 3 Waltz.....Sultana.
- 4 Lancers.....Original.
- 5 Mazurka.....Billet Doux.
- 6 Galop.....Reception.
- 7 Quadrille.....Palermo.
- 8 Waltz.....Il Trovatore.
- 9 Polka.....Ariadne.
- 10 Lancers.....English.
- 11 Galop.....The Prince of Wales.
- 12 Mazurka.....Sweet Thought.
- 13 Quadrille.....Lucia.
- 14 Waltz.....Satanella.
- 15 Polka.....Sleeping Beauty.
- 16 Lancers.....Original.
- 17 Galop.....Laughing.
- 18 Mazurka.....Lurline.
- 19 Lancers.....Queen's.
- 20 Waltz.....Bertha.
- 21 Galop.....Charivari.

Among those present were the governors of several states, while the mayor of Quebec was vis-a-vis to with the mayor of Milwaukee, and the mayor of Portland was near the mayor of Chicago. Patti and Strakosch and their troupe, who are to perform in the same place to-night, were also present. Lady Franklin was not out, but her niece was there. The Duke of Newcastle danced but once, at the opening of the ball, and then with Mrs. Perrault, of Montreal. His grace, though a dancer of dignified elegance, seemed careless, and when not talking with his partner seemed to be abstracted, as if he had something on his mind—state secrets perhaps. As usual, he was the cynosure of all eyes, after the prince, and all agree that

HIS GRACE IS A P. B.,

and would have been an American citizen if he could. New-York and Washington will be charmed with him.

THE SUPPER.

Was arranged with faultless taste. The supper room was three hundred feet long the semi-circle formed by the outside wall, and about twenty-six feet in breadth. Of this space eighteen feet in front of of the table were for the company. The remaining space was occupied by tables, surmounted by shelves rising to the ceiling in successive terraces.

The lower and broader step of these shelves was the table, on which the company took supper. It was covered by large ornamental dishes. On the second shelf ornamental dishes of game were placed. The third was appropriated to fruits and pyramids; and the upper one to ornaments in sugar; all the dishes being moreover interspersed with *bouquets* of flowers and other appropriate decorations.

The waiters stood behind these shelves, and removed dishes between them, producing others from duplicates behind. Some idea of the sumptuousness of the table may be gathered from the following list of some of the

ORNAMENTS:

Sa gracieuse Majesté la Reine Victoria sur piedestal.	Le Prince Albert sur piedestal.
Arc de Triomphe.	Pantheon Romain.
Les Armes du Prince de Galles.	Temple de l'Industrie.
Les Quatre Saisons.	Pavillon Gothique.
Statue de Flore.	Pyramides de Rosa.
Pyramide de Renaissance.	L'Obélisque de Louxor.
Vases de Fleur a la Moderne.	Paniers Arabesques.
Pagodes de l'Hindoustan.	Fontaine pyramidale.
Pyramide des Fleurs.	Pavillon de Plaisance.
Temple Gothique.	Villa Canadienne.
Temple a colonnes.	Temple des Arts.
Le Prince de Galles a cheval.	Temple de la Vertu.
Pyramide de Macarons.	Pyramide de Candies.
Pyramide d'oranges.	Pyramide de Meringues.

Between two and three the room began to thin, and indeed there was no inconvenience from a crowd to the dancers at any time, though there were no less than six thousand people present.

The number of beautiful women was perhaps not greater in proportion than at Quebec, but the dresses were generally more expensive and rich.

The same number of brilliant military and naval uniforms graced the ball, and all went merry as a marriage bell. The festivities were kept up till after four, and the view of the changeful and motley crowd was at all times magnificent.

arms, city arms, prince's arms, the Victoria bridge, the Duke of Newcastle, the Earl of St. Germans (whom the reporters insist upon miscalling St. Germans); and among the five hundred stained glass lights will be seen the prince's plume, in gas.

THE BANK OF MONTREAL

is being literally covered with gas pipe for the illumination. Its six tall Corinthian columns are all wreathed with lead pipe, into which numberless small burners, three inches apart, will be inserted. Here also will be erected a statue of the queen, sixteen feet high, and surrounded by figures of science, art, agriculture, and commerce. The pediment and the outline of the whole building will be marked by an uninterrupted line of burning gas, while in the windows will be placed allegorical pictures, and devices, and coats of arms.

The Bank of British North America, in Great St. James street, next to the post-office, will be decorated with transparencies representing St. George and the dragon, the arms of England, &c. The Liverpool and London Insurance office, and many other large buildings, are undergoing the process of preparation for similar displays.

THE PUBLIC SQUARES

are to abound in transparencies and wreaths of light. In the Victoria square a jet of water will play 100 feet high, and the fountain will be illuminated by what is familiarly known as the lime light.

The Prince will arrive in Montreal on Friday, the 24th inst., and the Victoria bridge will be inaugurated on the following day. To-morrow I shall visit the Crystal Palace, and the house of Mr. Rose, the commissioner of public works, at which his royal highness is to stop while in Montreal.

THE REGATTA.

Numerous applications have already been made by regatta clubs in the States for entry of their boats and crews for the grand regatta, to come off on the 30th inst., as advertised in the programme issued by the Executive committee of the Citizens' Reception fund. New-York, Boston, and Portland are in the field. The prizes offered to competitors will be as desirable and valuable as any ever offered on this continent.

TROPHIES.

On the Jacques Cartier square, immediately below the Nelson monument, which is being thoroughly repaired and painted, have been placed, upon an elevated platform, two cannon, which, after having dealt destruction among the allies at Sebastopol, were taken from the Russians by the English. They will weigh ten or twelve tons each, and are pointed toward the river, in grim but harmless attitude.

MONTREAL, Aug. 16.

MAKING READY FOR THE PRINCE

continues to be the chief employment of the parties who have in charge the preparation of the demonstrations in honor of his royal highness at this important point. Among the structures erected for this particular occasion the largest is the

GRAND BALL ROOM.

This large pavilion is erected between St. Catharine and Sherbrooke streets. It is already inclosed and so nearly completed that the artists are to-day busy with their brushes upon the designs which adorn the ceiling. Cheap, but substantial, this building has sprung up as if by magic, and a few weeks have sufficed to give it the appearance of a finished structure. It is two hundred and seventy feet in diameter, in the form of a circle. It is about forty-five feet from the centre of the vast room to the apex of the dome, and twenty-one feet from the ground to the eaves, at the extreme periphery.

The centre contains a high platform for the orchestra, lighted by a ring of seventy burners, while gas is so universally carried over the entire building that no less than seven hundred and fifty burners will be used in the evening at the ball. Sixteen towers, surrounding the outer edge of the building, and to be lighted with stained glass windows, appear to guard the exterior. All the vertical points of the structure will be decorated with pennons. Above an open lantern at the summit a cupola will rise, and over all, from a lofty flag-staff, will float the standard of the sovereign.

The interior is divided into the large circular space forming the dancing hall, containing some 3,200 square feet of space; supper or refreshment rooms, occupying one-half of the outer portion of the circle, the other half being devoted to dressing rooms and other appendages. These outer rooms take off twenty-six feet from the outer edge of the circle. Above them is a gallery capable of holding 3,000 persons. On the west side, and taken out of the gallery, is the prince's private box, and beneath it his reception room.

The ceiling is adorned with paintings, twenty-four of the outside compartments bearing heraldry designs and medallions, while the twelve inner or central compartments, near the summit of the dome, are to contain allegorical representations of the twelve months of the year. The bill of fare of the supper, prepared under the eye of Mr. Pope, of the Donegana hotel, will embrace everything in the way of meats, fruits, game, confectionary, that the continent affords. Indeed, to describe all the arrangements for the entertainment will anticipate somewhat the full account which *The World* will receive of the affair itself, when the ball shall take place. The building will not be taken down till next spring. To-night the gas will all be lighted to test the effect.

THE PRINCE'S ABODE.

It is well known that the heir apparent, during his sojourn in the Canadas, will in no instance lodge in a hotel. The finest private residences are in all cases set apart for his use. Here in Montreal he is to occupy the mansion of the Hon. John Rose, one of the executive council and commissioners of public works of Canada, which, situated near the foot of Mount Royal, and yet high enough to overlook the city, is a large residence, built of brick and painted a neat drab. It is three stories high, reached by a winding drive through a pleasant lawn, and is, in every respect, a beautiful place. Through the kindness of Mr. Spencer, who furnishes the stained glass, and Mr. Hay, of Toronto, who manufactures the furniture for every house at which the prince will stop in Canada, I to-day inspected the suite of rooms, now nearly ready for the use of the prince and his noble attendants. The chamber of his royal highness affords a view of the city, and is nearly carpeted, papered and painted.

THE BEDSTEAD

is a choice piece of cabinet work. Made of curled maple, it is exquisitely polished and richly carved. Surmounting the centre of the head-board the royal arms are delicately carved in the original piece of maple, and on the foot-board the graceful ostrich plumes, with the motto, *Ich dien*, beneath. The wardrobe, dressing table, lounge, chairs, are all superbly finished; and in the center of the room is a light, jaunty writing table almost too pretty to use. On the opposite side of the hall is the room of the Duke of Newcastle, provided with a whole set of furniture of whitewood. Next his is the apartment of the Earl of St. Germans, less expensively, but still elaborately furnished. It is intended to have the furniture in the chamber of the prince different in all the cities where he stops, so that at each sleeping room he will meet with a different kind of native wood. Thus, at this city, it is of curled maple, at Ottawa of oak, at Toronto of walnut, and at Niagara of cherry. From the roof of the house a flag-staff rises twenty feet, from which the standard will float while the prince is within, and be lowered when he is out.

THE GREAT EXHIBITION BUILDING

is nearly completed. Last evening a severe test of its strength was applied, twenty tons' weight being placed in the weakest part of the galleries. Built chiefly of iron, this structure is entirely safe. This evening the Oratorio society give a rehearsal in it, when its acoustic qualities will be tried.

FROM MONTREAL.

EXTENSIVE ARRANGEMENTS FOR RECEIVING THE PRINCE OF WALES.

[FROM OUR OWN CORRESPONDENT.]

1860 MONTREAL, August 9.
THE ANTAGONISM OF THE NATIONALITIES.

The active preparations in this city for the reception and entertainment of the heir apparent have not failed to re-kindle the bitter strife between the English and French, which, however long stifled and concealed, is ever ready to burst forth upon the slightest provocation. At a recent meeting of the city council, during the discussion of arrangements, and the "ways and means," an irrepressible conflict arose between members who seemed to be exponents of the two populations. The proposition being made by certain very British gentlemen to change the name of Jacques Cartier square to Nelson square—the monument to the immortal admiral being there situated—the French members indignantly and violently protested, and assuming the attack, carried the war into Africa by promising to head a popular movement (vulgarly, mob) which should raze the present structure to the earth, and substitute a colossal statue of the celebrated French navigator, Jacques Cartier, in the place of that of Lord Nelson. Much ill blood was stirred up; confusion prevailed; the galleries were noisy; members forgot their dignity so far as to shake their fists under each other's noses. This occurred last Friday evening, and the press and people are earnestly discussing the right and wrong of this delicate matter. Thus far the Union Jack appears to be ahead, and it is probable that the French Canadians will be obliged to yield. But there may some serious trouble grow out of the occurrence.

THE ILLUMINATION OF PUBLIC BUILDINGS.

One of the most interesting features of the preparation for the splendid demonstrations soon to take place, is the decoration, illumination, and ornament of the large banks and public buildings. To-day workmen are engaged in fitting the gas-pipes upon the Court house, the bank of Montreal, and other edifices. The large and stately Court house, situated on Notre Dame street, nearly opposite the Nelson monument and just above the old Governor's garden, built of the peculiar gray cut stone of this region, in the Ionic style, 300 feet long, 125 feet wide, and seventy-six feet high, is to be illuminated and profusely adorned. The gas pipes are extended around the belt course beneath the second story windows, and also around the entire cornice and gable ends. In these pipes I notice holes eighteen inches apart, into each of which a burner is to be placed, and each burner is to be covered by a stained glass lamp or globe. The windows will all be illuminated, and in the front of the building will be placed statues of the queen, supported by justice and mercy. Here also will appear thirty-two large transparencies, representing among the rest the royal