From the Globe.

Public Opinion and the Tariff.

A day ago, Mr. Inspector General Galt sent to the Boards of Trade and other commercial bodies, a circular, setting forth his intention to introduce a new tariff, and soliciting opinions and assistance to render it acceptable to the Province. With what raptures was greeted that circular! Never was a labour, such consideration, before! Mr. Galt going to please everybody. Even a Grant, here and there, was tempted to think his professed anxiety to adopt his measures to the wants and preferences of the country. A little reflection would have shown that Mr. Galt was simply in search of a cloak, being about to execute a tariff, he asked others to help him; that he had undertaken the task without fixed principles of any kind, without any definite conception of the end by which Customs' duties should be guided.

The worthlessness of the display of candour is visible now. Mr. Galt no longer wears the cloak. He does not now profess a desire to please everybody. He does not deign to affect respect for interests or suggestions not his own. Disregarding entirely the intent upon which he is trying to force the Tariff through Parliament with the greatest possible speed. If there is a spark of sincerity in his former professions, ample time would have been allowed for discussion between the introduction of the Tariff and the discussion upon its details, whether soliciting suggestions before his own views are known, he ought to have calculated upon the receipt of hints, arguments and information touching the plan actually proposed. The rapidity of his own views is of itself a reason for delay. For we find him, on Friday the 4th, introducing a 'corrected copy' of what he had laid before the House on Friday the 4th; harmonizing previously conflicting clauses, but proving indisputably the immaturity of his ideas.

And this tariff, thus confessedly ill-digested, he is to push through parliament under the pressure of a ministerial majority. Presented on the 4th inst., it is to be acted upon to-day; and Mr. Galt had taken possession of nearly the whole of this week in order that it may be precipitated through the House. The haste, albeit indecent, is characteristic of Mr. Galt. With all his blandness, all his ability, he lacks the moral courage fairly to meet the consequences of his own work. He is afraid of public opinion. He dare not afford opportunity for the expression of the feeling which he knows is exciting in Upper Canada. There is danger of trouble, and he is trying to get out of the way. Boards of Trade are moving, and he wishes to put his scheme beyond their reach. Give him time, and the public will move in a manner that will show how the genius and labours of Mr. Galt are appreciated. And with the instinct of a trickster, he avails himself of pliable followers in the House to prevent the possibility of successful opposition.

Perhaps Mr. Galt will find that he has overshot the mark. It is in his power to say when the debate upon the tariff shall commence; but neither he nor his majority can say when the debate shall close. Upon the Opposition rests the duty of defeating Mr. Galt's unseemly haste. Since he will not permit of delay with a good grace, let delay be forced upon him, as it may be by legitimate parliamentary warfare. Upper Canada should be heard upon a matter that perils its best commercial interests. Let time be given for a full expression of public opinion in this section of the Province. All have been taken by surprise. None believed it possible for any Minister to come down with such a scheme as that which Mr. Galt has originated; and a few days will necessarily elapse, before definite out-of-door action can be resolved upon. It is for the Opposition to secure to Upper Canada the right which Mr. Galt, for the most sinister purposes, would destroy.

Already we hear of deputations from Western constituencies, with the view of impressing members with the reality of the mischief threatened by Mr. Galt. This kind of influence will have weight. Certain of the Upper Canada supporters of the Government are unprincipled enough, time-serving enough, to vote for any measures which Ministers may introduce; but few even of these are prepared to disregard intimations that may be made by deputations of their constituencies. All commercial and mercantile interests are concerned; and, in self-defence, they should bring influence to bear on the votes of their respective representatives.

THE SEIGNORIAL TENURE.

From the Globe.

We cannot now give a list of the errors and omissions of Mr. Galt in making his financial statement, but there is one which is so clear and so gross, that we cannot avoid mentioning it as a specimen of the whole. The Inspector General brought in his estimates bearing upon their face a statement that they contained the whole regular expenditure anticipated for the year, and we ask him how he came to omit from the list, the interest now paid every year to the Seigneurs of Lower Canada? The Tenure abolition Act took effect from the day it was passed the tenure was abolished, and the Seigneurs became entitled from that time to the respective amounts of their claims for compensation, and till the full sum is paid they receive interest upon them. Last year, the following was the little bill presented for this object by the Inspector General:—

	19. To paid S. Lelievre, Expenses of Commissioners	$8000 00
March	29. To do Bank of Upper Canada, to pay Seigniors...	96966 19
April	21. To do S. Lelievre, Expenses of Commissioners	8000 00
June	2. To do Bank of Upper Canada, to pay Seigniors...	2118 85
July	10. To do do do	75000 00
Do	18. To do S. Lelievre, for Expenses of Commissioners..	8000 00
Do	31. To do Lelievre and Angers, to pay balance for printing and publishing Seigniorial Report.....	2937 60
Aug	12. To do Bank of Upper Canada, to pay Seigniors...	2828 73
Sept	23. To do S. Lelievre, for Expenses of Commissioners..	8000 00
Oct	12. To do Bank of Upper Canada, to pay Seigniors	3000 00
Do	21. To do S. Lelievre, for Expenses of Commissioners..	8000 00
	31. To do Receiver General, to pay Seigniors.....	75300 00
		$298,351 37

This was for last year, and though we believe the amount required will be less this year, it will still be over $150,000. Now why was this amount omitted from the Estimates, it must be paid. It is just as certain to be called for as the Governor General's salary. Why, then, is it omitted? Why, because if it were inserted with other sums that we might mention, it would show that Mr. Galt, with all his expected increase of revenue, would not be able to make both ends meet. It would indicate the necessity for additional retrenchment, which the Ministry are not competent to attempt. The money must be paid, of course, and next year the then Inspector General will have to come down and ask a bill of indemnity for the proceeding. But what cares Mr. Galt or his colleagues about next year, they must look after the present, they must make things look pleasant and comfortable. It will never do to send home to England a statement by the Finance Minister that with an enormous increase of the taxes, the ends cannot be made to meet. Therefore this item and others are omitted, therefore Mr. Galt says that his revenue will meet his expenditure, knowing in his heart that it will not, therefore he says that he has not increased the public debt, when he borrowed £300,000 from his bankers, without the most distant prospect of being able to pay it back.

How reckless, Reader, As some readers will doubtless not understand how to stop a page, we are affected with a superabundant generosity, we willingly permit them to share our information. It is to wait at the end of a year to pay up arrearages, and order it to take a man; and not refuse to take the Post Office and sneak away

Early Navigation on Lake Ontario.

At the conclusion of the war of 1812, the numerous sail craft constructed for naval purposes were constructed into a commercial marine, and immediately after the application of steam to navigation, which had already assumed importance on the Hudson, began to be applied to the lakes. In the fall of 1815, a grant was obtained from the executors of Robert Fulton and others, who held the right of steamboat navigation in the State by act of the Legislature, by parties for the privilege to navigate Lake Ontario by steam. It was stipulated that but one boat should be employed at a time on any one route, without the consent of the granters, and until the net proceeds of the one boat should exceed 20 per cent per annum. The granters paid $10 on the execution of the agreement, and covenanted to pay annually—deducting $1500 from the gross receipts each year, and the expenses of the boat—one half received above 12 per cent on the investment. The $1500 was to constitute a sinking fund for rebuilding the boat.

In 1817, the new steamer called the 'Ontario,' was completed and performed her first trip, being everywhere greeted with the most lively demonstrations of joy. On her first arrival in Oswego, the 'handful' of inhabitants then residing here, turned out en masse, and the occasion was honored with a general jubilee. On the whole route bonfires, illuminations, and mutual congratulations of friends, bespoke the satisfaction with which this achievement was regarded, and the event was hailed as a new era in the commerce of the lakes. Weekly trips from Ogdensburgh to Lewiston were first attempted, but on the first of July, the owners advertised, that finding the trip of about 600 miles too extensive to be performed within that time, it would be altered to ten days. The fare through was fixed at $15. Capt. Francis Mallaby, U. S. N., was her first mate. The 'Ontario' continued to run, seldom exceeding five miles an hour, until 1832, when she was broken up at Oswego.

The 'Ontario' was not only the first steamer on the lakes, but the first built on water subject to a swell, and determined the interesting problem that steamboats were adapted to the navigation of open seas, as well as the rivers. The 'Frontenac' was built soon after, at Kingston, and the next season the first steamer appeared on Lake Erie.

The 'Martha Ogden' was built in 1819, at Sackets Harbor, and continued in use until 1832, when she went ashore and was lost. She was commanded by Capt. Wm. Vaughan.

The 'Sophia,' 'Robins,' 'Black Hawk,' (afterwards the 'Dolphin') 'Brownville,' (afterwards the 'Wm. Avery,') 'Charles Carroll,' (afterwards the 'Amelia,') and 'Paul Pry,' were steamers on the lake, built at an early period, and previous to 1834.

On the 28th of January, 1831, the old Ontario and St. Lawrence Steamboat Company was incorporated by the Legislature, with a Capital of $100,000. The Company built the steamer 'United States,' which for size and accommodations far surpassed any boat that had been previously run. She was launched at Ogdensburgh in November, 1831, and came out the following season under command of Capt. Elias Trowbridge. Her dimensions were 142 feet long, 26 feet beam, and 10 feet depth of hold.—Her engines were low pressure, with a 40 inch cylinder and 8 feet stroke. She continued running till 1843, when she was broken up at Oswego and her engines transferred to the 'Rochester.' She did not venture down the St. Lawrence after 1838, having become obnoxious to the Canadians from the part she took in the Patriot War.

About 1842 a stock company was formed at Oswego, and the same year built the 'Lady of the Lake,' of 423 tons, which was run on the line until 1852, when she was sold as a ferry between Cape Vincent and Kingston. She was the first boat on the lake with state rooms on the upper deck.

The 'Rochester' was built at Oswego, by the same company in 1843, 354 tons, and run on the line till 1848.

The 'Niagara,' of 433 tons, built at French Creek, by the present Ontario Steamboat Company.

The 'Cataract,' built at Clayton, 577 tons, came out in 1847, under command of Capt. Van Cleve.

The 'Ontario,' 900 tons, was built at Clayton in 1847, at a cost of $80,000. The 'Bay State,' 935 tons, built at Clayton, and came out in June, 1849.

The 'Northerner,' 905 tons, was built in this city, and came out in May, 1850.

The 'New York,' 994 tons, was built at Clayton, and came out in 1852.

'Oneida,' of 227 tons, built at Oswego in 1836. She was owned by Henry Fitzhugh, of this City, and parties in Ogdensburgh. In 1845 she was fitted up as a sail vessel, and lost on Lake Erie.

'St. Lawrence,' 402 tons, enrolled at Oswego in 1839; rebuilt in 1844, and increased to 434 tons; cost $90,000. Laid up at Clayton in 1850. Length 180 feet, beam 23 feet, hold 11 feet.—Oswego Times.

The Rocky Mountains Found Easily Traversible.

A crowded meeting of the London Geographical Society took place lately at Burlington House, Piccadilly (the Society's head-quarters), the President, Sir Roderick Impey Murchison, in the chair. The great paper of the evening was the anxiously expected communication, from Sir E. B. Lytton, of the discovery, by Captain Palliser and Dr. Hector, heads of the surveying party sent out by the British Government to our Far West, of practicable passes, even by future railway, through the Rocky Mountains, within the British Possessions. The enumeration of the several passes discovered and laid down by the expedition were—1, from the South branch of the Saskatchewan to Kutaine River—two, i. e. Kavanshe pass and Vermilion pass; 2, from Kutaine River to Columbia; two—i. e. the little Fork Pass, and (4) from the South branch of the Saskatchewan to the Columbia,—i. e. the Kicking Horse Pass. In addition to these discovered passes the Northern Kutaine Pass has been laid down and found to be entirely within the British territory, and has been named British Kutaine Pass. After briefly alluding to the praiseworthy efforts made by Palliser and his associates, Hector Blackiston and Sullivan in a preceding year, in defining the nature of the great region between Lake Superior and Lake Winnepeg, and thence, extending to the Red River settlement (a region also explored by men of science sent thither by the Canadian Government), Sir Roderick begged the gentlemen who might be disposed to speak to confine their attention chiefly to the last discoveries which indicated first, the rich quality of the soil over a vast prairie country watered by the upper affluents of the North and South Saskatchewan River, and next the existence of passes through the Rocky Mountains within the British territory—i. e. between 49 degrees and 51 degrees north latitude, which had been for the first time examined by men of science, who had determined the geographical position, the relative altitudes of the mountains and their mineral character.

After a few more observations, Sir R. said he hoped that persons who had long studied the subject, such as Mr. John Ball, lately of the Colonial Office, Mr. Edward Ellice, who had so much knowledge of British North America, and so large a stake therein; Lord Bury, who had recently returned from that country, &c., would address the meeting. Accordingly, the above named persons (with one exception) along with others, not thus singled out, cheerfully responded to the call. When the expected time came for the Hon. Edward Ellice to speak, he was not an invalid. Perhaps his 'stake' was too large, in the Hudson's Bay Company, is too considerable to allow him to treat the subject of western colonization with any impartiality; and 'least said,' as the proverb has it, 'is soonest mended.' Or, perhaps, he set out in search of the very problematical not charter, and of the very problematical not charter, and of the very problematical not charter, and Charles Rupert granted exclusively to the Hudson's Bay Company, covering about the half of North America, is, notwithstanding

corporation of peddling traders—perhaps, we say, he set out in search of said flimsy old document, in order to show it to the meeting as a curiosity; but not being able to find the same, he thought it best not to trouble the noblemen and gentlemen, his brother fellows, with any explanation. Anyhow, Mr. Ellice vamoosed at a very critical minute, so report our latest received English journals.

REVOLTING CONDUCT AT TORONTO.

Mr. ex-Councillman Purdy waited on Dr. Scott, last Saturday evening, acquainting him with the circumstance that an infant child had been that morning found dead in his house, lying beside its mother, whom he had taken in the previous night, as an act of charity, providing her with tea and bed. It was, of course, necessary that a Coroner's Jury should be summoned to decide as to the cause of death. An inquest was accordingly held during that day, and a verdict given that the child died from natural causes. The story of the unfortunate mother of the child brought to light circumstances which, if true, are almost incredible. The deceased baby was only two months old, and some five or six weeks prior to its birth the husband, named John Walker, a carpenter by trade, had deserted his wife for the ostensible purpose of obtaining work. They then resided in Brampton. Three weeks after the child was born, the wife's mother insisted on her daughter going out to service, stating that she would take charge of the child while the other earned enough to support herself. A week subsequently, the grandmother of the child carried it to Norval, evidently with the intention of deserting it, for late in the evening, she laid it at the door of a house in the village with no other clothing than a single night dress. At the moment, the female occupant of the house happened to open the door and observed the wretch just as she had left the child. On asking her what she meant by leaving the child there, she replied that she didn't mean to abandon the infant, but merely left it for a moment and would return for it. She said she was perfectly destitute. The grandmother and child were then brought into the house, received food, and additional clothing for the infant, and left soon afterwards. But an hour had not elapsed before the abandoned creature again left the little baby at the door of another house, in the same village, and deserted it finally, having it in almost a nude state. Fortunately, the attention of a passer-by was attracted to an object on the roadside, and on going up thereto, he discovered that a large pig had actually dragged the baby on the roadway, and severely lacerated its legs. The little creature was at once released from its perilous condition, and the local authorities very properly placed it out to nurse. These circumstances having been reported in one of the local papers, and the mother reading the statement, she thought it possible it might be her own child that had been so exposed, as the grandmother had told her she had secured its reception in a charitable institution in Toronto, thus accounting for the child's absence from Brampton. The mother immediately proceeded to Norval, and at once recognized her own infant. She stated at the inquest that the magistrate immediately took action in the matter, and issued a warrant for the apprehension of her mother, who had left the neighborhood of Brampton, her former residence. This unnatural wretch got married a few days afterwards, and, as her daughter stated, is now living in Streetsville, in the service of a tailor. The unfortunate mother of the child came into Toronto on Friday evening last, having received a letter from her husband dated from Toronto, where he said he had procured employment; but, alas! only to experience a renewal of disappointments formerly experienced, by inducing her to follow him to places where all search was ineffectual to discover him.

Interesting Letter from the Pacific.

The following letter will, no doubt, be interesting to many of our readers, as containing a pleasant sketch of Pacific scenery, well as to the numerous friends of those gentlemen composing the 'Vancouver Missions,' which recently left Canada in charge of Dr. Evans:—

Pacific Ocean near the Mexican Coast,
Jan. 21st, 1859.
Lat. 16-29; Long 99-00.

To the Editor of the Christian Guardian.

My Dear Sir,—Our fears about detention at Aspinwall were not realized. We got there at half-past one on the day I concluded by last letter, and in an hour and a half from that time, we were on our way to Panama. We were very much struck, as soon as we landed, with the richness of the foliage. A cluster of cocoa nut trees stands upon the wharf, loaded with fruit; and all nature looks exceedingly beautiful, for the middle of January, to one who has never seen a tropical clime. Aspinwall is a small town, consisting chiefly of the railway station, three or four hotels, and a few private houses. We had a beautiful afternoon in crossing the Isthmus, and not very hot. The distance is 57½ miles, which we made in three hours,—getting to Panama at 6 p.m. The scenery is most romantic, and the road winds around among the hills, as crooked as a serpent. The curves, however, are so graceful, and the road so complete in its construction, that you do not think of danger. Indeed, we were so absorbed in looking at the rich forests, the naked and half naked natives and their huts, the herds of cattle in the vallies, and of goats on the hills; the swarms of asses, mules, horses, and a variety of beautiful birds, that we scarcely thought of anything else.

The ground across the Isthmus looks as though it had been torn, at some former period, by a thousand earthquakes and volcanic eruptions. One moment we are passing over a dismal swamp, the next we are winding around the base of a lofty hill. Now smashing through high ridges, and now crossing deep ravines. One one side you may say see a beautiful hill, towering to the clouds, covered with rich evergreens to the very top; on the other, a deep valley, full of 'reeds and rushes.' Several times, while crossing, one of the wheels of the hinder car got on fire, and they had to stop and put it out. In one minute the road side would be crowded with persons plucking flowers, palm leaves, &c. One whistle from the steamhorse would bring them to the train again—sometimes with and sometimes without what they went for.

The steamship John L. Stephens, in which we were to sail to San Francisco, was lying at anchor in Panama Bay, about three miles from shore. We went direct from the cars to the small steamer, which was waiting at the dock, and as soon as the tide was sufficiently high, we moved slowly to our floating palace. We found this steamer to be a splendid boat, all ready to receive us and give us a good supper and lodgings, far superior to what we had in the Illinois from New York to Aspinwall. The John L. Stephens is a splendid steamer, and large enough to carry 1200 passengers. Her accommodations are very good. The second cabin is about equal to the first on the Illinois and the servants are all polite, which was not the case there. The Captain is the son of one of the Admirals, and a very friendly little fellow. We were detained in Panama Bay, waiting for freight and mails nearly a whole day, and the weather was very hot. The scenery on every side of the bay is most magnificent,—the most beautiful I ever saw. Hills piled on hills, and mountains on mountains; and islands peeping through between islands, all covered with the richest green. As our ship moved from her resting place, about 5 p.m., on Saturday, we gazed and admired till night threw her mantle over the distant hills, and closed the scene.

The Sabbath was a delightful day; but as the hands were all then repairing machinery, we had no preaching. Our passengers seemed to be a very quiet, inoffensive set of men, with a few exceptions, and we had no trouble with them. We have prayers on board every morning at half-past seven, and preaching every Sabbath morning and evening. Our company is composed principally of Spaniards, Frenchmen, Germans, Chinese, Coolies, and Indians, with a few Yankees and Englishmen. We have a very pleasant company of cabin passengers, and we all feel very much like a family. We have a very good table, and everything is as comfortable as we could wish. We have had a very pleasant time since we left Aspinwall, and we all feel very much like making the most of our time while we are on board. We have a very good library on board, and I am reading Macaulay's History of England. We have had no sickness on board, and we all feel very well. We shall be in San Francisco in about ten days, if we have no accident. We have had no accident yet, and we all feel very thankful for our safe deliverance from the dangers of the deep. We have had a very pleasant voyage so far