

THE LARCH OF EUROPE AND AMERICA.

In order to assist an inquiry into the nature and quality of "Hackmatac," a timber considered by some as an inferior species of pine peculiar to the British American colonies, and which is extensively used in colonial built vessels, I offer the following sketch, with the opinion, that the Hackmatac of America is essentially the "Larch" of Europe; and that the differences which exist, if any, are solely attributable to climate or soil; and that, therefore, for the various purposes of ship-building for which Larch is applicable, Hackmatac is so likewise; and moreover, that the Larch is one of the most valuable timbers for naval purposes.

Larch is termed Pinus Larix; Pinus Pendula, Lamb; Larix Americana, Michaux; Epinette Rouge, by the French Canadians—Hackmatac or Tamarack, by Americans and English settlers. It belongs to one of the sections of the pine tribe; but by similarity in cones and wood, seems to be allied to the cedars, from which it differs in not being an evergreen.—The leaves in bundles and deciduous, cones oblong, branches pendulous, wood exogenous, timber shewing very little sap-wood, bark rough, approaching that of cedar.

Larch is not supposed to be indigenous to Great Britain, although such large forests exist at this time in Scotland, and numerous plantations throughout England. The tree is said to have been introduced from Switzerland, and first planted, according to Loudon, by the grandfather of the present Sir John Nasmith, at Dulwich, near Peables, in 1725. The Duke of Athol's Larches (so well known) were planted in 1736, being now 103 years old; but in the transactions of the Royal Society, it is said, that this tree was planted at a prior period, at Goodwood, in Sussex, by a former Duke of Richmond.

In 1831, at 95 years of age, one of the Athol Larches is said to have contained 368 feet, or seven loads eighteen feet, which at the present price of Baltic Fir, (Pinus Silvestris, or Scotch Fir,) would be worth about forty-three pounds. The Duke who planted them was buried in a coffin made from the largest, which measured 106 feet in length. He planted about 8,000 acres with this tree, in the neighbourhood of Dunkeld, and Blair Athol; and set the fashion of planting it throughout the kingdom. It is singular that, neither in the splendid work of Lambert, or the Pinetum of the late Duke of Bedford, nor, in fact in any English work on forest trees, do we find notice of Hackmatac by name—though what I consider to be the Larch of America, is so universally known by it.

In the Duke of Bedford's grand work we find, however, the Larix Pendula, as having been introduced into Britain, in 1736, from North America, where, he says, "it produces timber of a superior quality to any of the native pines which inhabit the same parts; its branches are more purple and slender; and it is a more pendulous tree than the European Larch."

In Switzerland the Larch abounds, and the dwellings of the peasantry attest its durability as a building timber.

The Romans, when first acquainted with the Larch, during their German wars, lost no time in bringing it down from the Alps by the river Po, thence, to be conveyed to Rome for building purposes. Vitruvius bears evidence of its value, as building timber. Pliny says, "This tree is the best of the kind that bears resin; it rots not, but endures a long time." And this assertion of Pliny's, is well borne out by what is stated as fact—that the immense floating palace or ship, built by the Emperor Trajan, as a summer residence on Lake Nemi, of cypress and larch, having been weighed up, the timber was found sound after 1400 years' immersion. It is worthy of remark, that this vessel appeared to have been sheathed with lead, fastened with copper nails, double planked, and caulked with linen rags, payed over with Greek pitch—(Asphaltum.)

In Russia, whilst the exportation of Oak is permitted, the larch is a government monopoly, for the national purpose of ship building, and its exportation prohibited. Of the applicability of larch to purposes of ship building, and of its durability, we find the following notices:

In the year 1809—"Larch timber, grown by his Grace the Duke of Athol, was first used for the British navy in building, at Woolwich dock-yard, the Serapis store-ship; the Sybille frigate; the bottom of a lighter; and for piles driven into the mud, alternately wet and dry; and in all the various situations, proved a strong and durable timber."

The Athol, of twenty-eight guns, was also built entirely of Larch of the same growth; and, at the same time, the Niemen, of Riga timber. After their first courses of service they were both examined, when the Nieman was found in a decayed state, and condemned accordingly, whilst the Athol was again put into commission, and after a second course of service again examined, and again found sound; and she has ever, from that to the present day, endured the incessant wear and tear of a store-ship, in every climate, for thirty years.

It was also observed, that during the period that this timber lay in Woolwich dock-yard, exposed to the weather, neither the heart nor the sap-wood exhibited decomposition, nor did lichen or fungus grow thereon.

I have already observed, that the description of Larch generally, and of the Larix Pendula, of the late Duke of Bedford in particular, agree with my observations of the Hackmatac of British America, I will therefore proceed with them.

The Hackmatac grows generally throughout the North Eastern States of the Union and British America, but is found in the largest quantities in New Brunswick, Nova Scotia and Prince Edward Island: the name is probably of Indian origin. The timber is straight grained,

fitting it for small spars of ships, though I have known the mainmast of a vessel of 650 tons made of it—it works roughly—is rather given to warp—is hard, strong and very durable. In the Colonies it is generally used as a building timber, both for houses and small craft; it is particularly approved for knees to fasten the beams of ships, the butt of the stem, one of the principal roots forming the angle required. Treenails made of it are also considered to be of very superior quality.

It is not a timber of commerce, nor is it converted to any extent, but for house and ship-building in the colonies. It is sometimes sawn into deals, but never shipped as Hackmatac deals, being occasionally called Juniper, or Red Spruce, though more generally confounded with Spruce and Hemlock, and shipped as inferior goods.

Hard working and warping deals, however valuable on the score of strength and durability, are not valued in the home market, where softness of grain, freedom of working, and absence of warping, have given a preference to the white or yellow deal of America.

The wood burns with a crackling noise, and though not so easily ignited as most of the pine tribe, when once blazing, burns with great briskness, giving out fervent heat; and, therefore, in great request for the fuel of steamboat engines in Canada and the United States.—Colonial vessels built of this wood are notoriously durable, inferior to none but teak or British oak; and excepting in one instance, the British Merchant, there is no record of such vessels having been destroyed by dry rot; whilst in several cases the oak and other material surrounding, and attached to the Hackmatac, has been found destroyed by dry rot, the Larch has continued perfectly free. Paradoxes, however, never cease; one colonial gentleman whose mercantile career in the Colonies was not very successful (Mr. Revens), has described Hackmatac ships as commonly called sailors' coffins; and this opinion was adopted by a late President of the Board of Trade.

N. GOULD.

CIRCULATION OF LONDON PAPERS.—The number of stamps issued to the several Newspapers in Great Britain affords the means of determining the extent of circulation of each paper. According to the late official returns, it appears that the number of stamps issued to several of the London morning papers, from Jan. 1 to March 31, was as follows:—

To the Times,.....	1,230,000
Chronicle,.....	525,000
Herald,.....	530,000
Post,.....	280,000

From this statement it appears that the circulation of the Times averages more than 15,700 a day, and that it is greater than that of any other two papers taken together, and that the amount of duty which it pays to the Government exceeds £20,000 per annum.

THE WOOL SACK.—In the reign of Queen Elizabeth, an act of parliament was passed to prevent the exportation of English wool; and, the more effectually to secure this source of national wealth, the wool-sacks on which the judges sit in the House of Lords were placed there, to remind them that in their judicial capacity they ought to have a constant eye to the preservation of the staple commodity of the kingdom.

CATCHING ONE'S HAT.—There are very few moments in a man's existence when he experiences so much ludicrous distress, or meets with so little charitable commiseration, as when he is in pursuit of his own hat. A vast deal of coolness, and a peculiar degree of judgment, are requisite in catching a hat. A man must not be precipitate, or he runs over it; he must not rush into the other extreme, or he loses it altogether. The best way is to keep gently up with the object of pursuit, to be wary and cautious, to watch your opportunity well, get gradually before it, then make a rapid dive, seize it by the crown, and stick it firmly on your head, smiling pleasantly at the time, as if you thought it as good a joke as any body else.—(Dickens.)

SITTING-UP.—There are few things more worrying than sitting up for somebody, especially if that somebody be at a party. You cannot help thinking how quickly the time passes with them, which drags so heavily with you; and the more you think of this, the more your hopes of their speedy arrival decline. Clocks tick so loud, too, when you are sitting-up alone; and you seem as if you had got an under garment of cobwebs on. First, something tickles your right knee, and then the sensation irritates your left. You have no sooner changed your position, than it comes again in the arms; and when you have fidgetted your limbs into all kinds of queer shapes, you have a sudden relapse in the nose, which you rub as if to rub it off—as there is no doubt you would, if you could. Eyes, too, are mere personal inconveniences, and the wick of one candle gets an inch and a half long while you are snuffing the other. These, and various other nervous annoyances, render sitting-up for a length of time, after every body else has gone to bed, anything but a cheerful amusement.

WESTERN ELOQUENCE.—"If," said a lawyer, who was pleading for a client whose garden had been sadly disfigured by a neighbor's pig—"if law is so far gone out of our free and enlightened country, that our neighbors' pigs must go without yokes, then in vain did our fathers bleed at Bunker Hill, and die at York town."

MODERN ORATORS.—Voltaire, speaking of the generality of modern orators, says, "what they want in depth, they give us in length."

POVERTY.—We always say, "You need not be ashamed of poverty—it is no disgrace." And most truly have we spoken—poverty is no disgrace; but why do we, who preach, treat it as if it were a pestilence? shrink from it—proclaim it—insult it—chastise it—betray it

—loath it—abandon it? We shame to greet that "shabby-looking" man, or bow to that "ill-dressed woman," because we have not industry to separate the chaff from the wheat—because we are too prone to honour the garments woven by men's hands, rather than the creature stamp in God's own image—because we want moral courage to walk erect in the right path, unless it be the chosen highway of the great and powerful. The grave is the poor man's only sanctuary; he can lay him down there, and neither feel nor fear the chilliness of the world—the earthworm gnaws the heart that poverty destroyed; but it only takes its portion. Earth has returned to earth—the spirit is far beyond the reach of poverty.—*Britannia.*

PAPERS BY THE GREAT WESTERN.

IMPORTANT.—North Eastern Boundary—the British Proposition.—We learn that despatches have arrived in the Great Western, to the British Minister at Washington, with the views of the British Government on the Boundary Question—and that these views correspond with the following, taken from an article in a late Westminster Review, written by the Hon. Charles Buller, M. P., formerly Secretary to Lord Durham in Canada:

"We will now recapitulate the conclusions to which the preceding reasonings have brought us.

"The boundary lines of the treaty of 1783 were not new lines, but the old acknowledged though unascertained lines assigned by the proclamation of 1763, the act of 1774, and the various commissions of the Governors of the two Provinces of Quebec and Nova Scotia.

"The only significant difference between the terms in which the boundaries are described in the preceding documents, and those which are used in this treaty, is that of the substitution of 'Atlantic Ocean,' for 'Sea.' As the term 'Atlantic Ocean' is always in the treaty and in the commissions of the Governors used in a restricted sense—never as comprehending the Bay of Fundy and the Gulf of St. Lawrence, but frequently in contradistinction to them—the deliberate substitution of it for the more general term 'the sea,' must lead to the inference that that change of this single term was meant to mark that the water courses divided by the highlands, were those which we have called the St. Lawrence and Atlantic basins.

"But these basins are separated during the greater part of their extent, not by a single ridge or crest of land, but by an immense extent of elevated country containing portions of two other great basins of rivers, emptying themselves in directions not mentioned in the definitions of boundary.

"The line running due north from the river St. Croix, in its course towards the St. Lawrence basin, passes over two dividing ridges. The one of these divides the Bay of Fundy basin from the Gulf basin; the other divides the Gulf basin from the St. Lawrence basin; but neither divides the St. Lawrence basin from the Atlantic basin. The due north line, therefore, does not in its course meet any single ridge corresponding with the description given in the treaty.

"The dividing highlands of the treaty along which the lines must run, cannot, therefore, be a single ridge or height of land, but must be the whole highland country extending over the disputed territory, and through which both lines must run.

"The mere mention of an extent of country so large offers no means of determining the course of a line drawn 'along' it, or the termination of one drawn 'to' it. The treaty, therefore, is not sufficiently explicit. The lines must intersect one another at some point in the highlands, but the description does not sufficiently explain where.

"It appears that the line 'along the highlands' was described in the demarkation of the boundaries of the Province of Quebec, as a line connecting the head of the Connecticut River with the head of the Bay of Chaleurs.

"The extremities of the line are thus known, but the mode of drawing it is entirely unexplained.—An infinite number of such lines, corresponding with the description given in the treaty, may be drawn.

"The simplest expedient for supplying the deficiency in the description is to draw a straight line from one point to the other, or to draw one as straight as the sinuosities of the narrow portion of the highlands from the head of the Connecticut River to the point C. will permit.

"Such a line will correspond with the terms of the treaty.

"It will give a boundary line between the Provinces of Quebec and Nova-Scotia, almost precisely corresponding with that which has been recognized by those two Provinces, in their relations with each other, and by the maps drawn from the period of the formation of the former of these in 1763.

"It will place the north west angle of Nova Scotia just where common opinion and practice have always placed it since Canada became a British Province."

The Parliamentary estimate of the charge for defraying the expenses of the Ecclesiastical Establishment of the British North American Provinces, from the 1st day of April, 1840, to the 31st of March, 1841, is 11,790l. 18s. 6d. Of that sum 11,440l. is appropriated to the Church of England; 275l. to the Church of Scotland; and 75l. to the Roman Catholic Bishop of Newfoundland.

Prince Albert has commenced to take an active part in the charitable institutions of Great Britain. The Society for the extinction of the Slave Trade, and the civilization of Africa, had a public meeting at Exeter Hall, on the 1st of June. The attendance was estimated at 4500 persons. His Royal Highness occupied the chair, and addressed the meeting.

Lord Melbourne has received a very elegant and most flattering testimonial of the opinion which his Royal Mistress and her consort entertain of his services. It is a piece of plate, forming a centre for the table, with a suitable inscription.

Orders had been issued for the building of nine ships of war, and six war steamers. A 90 gun ship, to be called the Albert, is to be built at Portsmouth.

DEATH OF SIR SIDNEY SMITH.—It is our painful duty to announce the decease of the gallant and illustrious officer, Admiral Sir Sidney Smith, which took place yesterday morning, at his residence, No. 9, Rue d'Angeseau, an event which will fill all Europe with regret and sorrow. Sir Sidney was born in 1764, and was, therefore, aged seventy-six. No praise of ours can add to his fame, which he gloriously and deservedly acquired; of which his own country must ever be proud, and which no generous foreigner envies.—*Galvani's Messenger.*

ST. JOHN, N. B., June 27.

SPURIOUS COPPER COIN.—Last week, we mentioned that the retailers of the city were about adopting measures to guard themselves against further imposition from the circulation of base pennies and half-pennies, which were being imported in large quantities. They have accordingly determined in future to take only the legally authorized copper coins of Britain, Nova-Scotia and the United States. This measure causes much inconvenience and loss to individuals; but the fact of the importation of the base coppers being unusually large, rendered its adoption imperative, especially as there appears to be no proper enactment on the subject.

During the two last days, the Officers of Her Majesty's Customs seized twenty-nine boxes of illegally imported base copper coins, chiefly Sous—each box containing from 18l. to 20l. of the trash. It is to be hoped, if there is no law to reach the vendors of spurious coppers, that those who are guilty of importing them illegally will not be allowed to do so with impunity.

The Hon. Ward Chipman, Chief Justice of this Province, and Lady, and Miss Armstrong, of this city, and the Hon. Amos E. Botsford, of Westmorland, went passengers in the steamer North America, for Boston, on Thursday, on their way to New York, where they will embark in the Great Western, for England, on Wednesday next. H. B. Smith, Esq., Collector of this port, Robert L. Hazen, Esq., of this city, and George Botsford, Esq. of Fredericton, accompany His Honor to Boston. A large number of our most respectable fellow citizens crowded the wharf at the departure of the steamer, to testify their regard for the distinguished party, whom they saluted with three hearty cheers, which were responded to from the steamer. His Honor the Chief Justice was much affected on the occasion, particularly when taking leave of his friends on the wharf.

THE COLONIAL HERALD.

SATURDAY, JULY 4, 1840.

The papers by the Steamboat yesterday are without news. It will be seen, by referring to our advertising columns, that the Atlantic steamers, to ply between Liverpool, Halifax and Boston, are regularly announced; so that from henceforth we may with confidence expect an English Mail regularly every two weeks. Arrangements have also been entered into, for transmitting the Mails to this and the other Colonies, with the utmost dispatch, after their reception at Halifax.—The Unicorn, we perceive, has been ordered for Quebec, for the purpose, we are given to understand, of bringing down the Governor General, on a visit to these Lower Provinces.

TORONTO, JUNE 3.

We regret to be informed by the Rev. Matthew Richey, that his ill state of health will render it necessary for him shortly to desist from his ministerial labours for some time; and that he intends to make a voyage to England for the benefit of it.—*Christian Guardian.*

ST. JOHN'S, N. F., JUNE 9.

It is with unfeigned pleasure that we this day announce the arrival of the Hon. and Right Reverend Dr. SPENCER, the first Bishop of Newfoundland. His Lordship landed, from H. M. S. Crocodile, most opportunely, on Sunday morning, just in time for Divine Service; and a numerous congregation in St. John's Church enjoyed the privilege of hearing a most eloquent and impressive Discourse from His Lordship, who afterwards administered the Holy Communion, assisted by two of his Clergy. In the afternoon the Bishop preached in St. Thomas's, and in the evening we noticed him with the Governor's family at the old Church.

THE ELECTION.—On the evening of Saturday last, (being the day to which the term of polling was finally extended) the Returning Officer announced that Mr. O'Brien had a majority of 8 over his opponent, Mr. Douglas—upwards of 3000 votes having been taken during the protracted contest for the representation of this District in the General Assembly. A revision of the list of voters is, we understand, now taking place at the instance of Mr. Douglas—consequently no return has as yet been made.

HALIFAX, JUNE 27.

The Steamer Unicorn was dispatched for Quebec on Thursday evening last, to return with His Excellency the Right Hon. C. P. Thomson, Governor General of British North America. We have heard that all the Lieut. Governors of British North America will meet here during His Excellency's visit.—*Recorder.*

JUNE 29.

The Britannia, Steamer, we learn by the Great Western, would positively start from Liverpool, with Her Majesty's Mails for this place, on the 1st July. Arrangements have been made by the General Post Office for the immediate transmission of the Mails for Canada as soon as she arrives. The Unicorn will be in readiness at Pictou, to convey them to Quebec. The Mails for Boston will also be forwarded as promptly as possible.

Messrs. Arnison and Tremain, we understand, have taken the contract for the conveyance of the Mails from Halifax to Pictou, in seventeen hours, for the sum of £550, for four months.—*Journal.*