

some fears were expressed that an accident had befallen the steamer. These were happily dispelled, for about noon a telegram was received from Sorel announcing "all right, Montreal detained by fog, will be in Montreal by two o'clock." A great concourse of people had again assembled on the wharf to witness the landing; the Regiment was loudly cheered as it marched through the streets to Logan's Farm, and the officers and men excited no little wonderment in their Highland costume. They all looked in good health and condition. The bands of the Rifle Brigade, 25th and 100th Regiments were in attendance.—*N. Y. Times.*

AN INTERVIEW WITH GENERAL LEE.

A correspondent of the *New York Times*, who is now travelling through the Southern States, writing from Lexington, Virginia, early in June, describes an interview he had had with Gen. Lee. He says:—"The General's house stands on College Hill, and is a modest brick building with white wooden pillars in front, placed amid a pretty garden shaded by some fine trees and a large solitary weeping window. The house is surrounded by a high fern hedge that lends it somewhat the air of aristocratic seclusion. Although it was no later than nine in the morning, Gen. Lee had already gone to his office in the college, which is but a stone's throw removed. Here was a table piled up with papers and college catalogues and textbooks; but no reminiscence of war was visible, no sword or spur or insignia. What ever met the eye was entirely academic, not in the least military. Seated at the table was a handsome-looking gentleman, dressed in a uniform suit of pepper and-salt color—a very portly, well-preserved gentleman of some four-and-fifty, with a fine bronzed complexion, a nobly-modelled nose, compact head, grey hair, and beard of the same color, closely cropped—who rose to shake hands in a courtly, gracious manner. It was President Lee. With putting off the harness of war, Lee has laid aside all concern with the war and its thoughts, reminiscences, and passions, and is devoting himself exclusively to the interests of Washington College. I had with him a long, full, and frank conversation. If I would be of any interest to your readers to learn what are his views touching such questions in the Virginia campaigns as I had occasion to ask enlightenment from him, it would yet be impossible for me to make these public, seeing it was the express request of General Lee that I should refrain from doing so. He has a dread of appearing in the papers, and, considering how he has been misrepresented, this is not wonderful. I may say that with his friends he never recurs to the subject of the war; nor did he to me express any opinion on political matters. I understand, however, from those who are in intimate daily converse with him, that he is strongly in favor of the people of his State and of the South 'coming right up, frankly accepting the situation and earnestly pursuing the work of reconstruction.' Personally, he is at present in the flush of health. He frequently rides out; and the clearest image I have been able to form of him in the war-like mood came to me this afternoon, when, with high-top boots and leathern gauntlets, he rode out on the same grey horse that used to bear him in the stress of battle. He is greatly beloved by the people for his modesty, gentleness and goodness, and is a prodigious favorite with children."

THE AMERICAN BREACH OF ETIQUETTE

From the Buffalo Courier, July 18.

"The United States propeller *Haze*, bound from the seaboard for Detroit, with the United States Commander Harwood on board, which refused at Quebec to salute H. M. frigate *Aurora*, though the commander of the latter vessel demanded that it should be done, arrived on Thursday at Montreal. Here also the *Haze* refused to extend the national courtesy to the frigate *Volcérine*, but requested a permit to proceed through the canals, which the Executive only has power to grant to American vessels. After a short delay the permit was granted, and the steamer proceeded. But it would have served that Commander right if he had been refused the privilege of entering the canal, which neither himself nor his nation has authority to demand. If the American Captain sees fit to refuse to extend the customary courtesy to a British man-of-war, he should be taught that he might look elsewhere for courtesies in return. The prohibition to enter the canal would have had a salutary effect on the opinions of our bullying neighbors across the border, to show them that we hold the right to close the canals, and if irritated, will exercise it."—*Daily British Whig, Kingston, Canada, Monday Morning, July 15, 1867.*

The facts of the case are substantially as follows: The United States Light House Board purchased the propeller *Haze* at New York, from private owners for service in the Lakes. It being desirable that some one connected with Light House duty should proceed on the vessel, Commodore Harwood, the naval Secretary of the Light House Board, determined to avail himself of the opportunity, and take his family up the St. Lawrence.

The captain and crew were the same as those employed by the former owners. On arriving at Quebec, Commander Harwood went on shore with his family to attend Church, and on his return to the vessel was informed that a boat from the frigate *Aurora* had been sent with an officer who required that the pennant of the *Haze* should be hauled down, stating that his Captain was instructed to allow no pennants to be worn in British waters, by a vessel not regularly commissioned. The Captain of the *Haze*, to avoid difficulty, complied with the demand. Commander Harwood perceiving at once that an important concession was involved in an act apparently trivial, directed the pennant to be hoisted. On the evening of the same day, the *Aurora* again sent a boat, and the request to haul the pennant down was again made. Commander Harwood was then on board the *Haze* and stated politely to the officer that "the vessel was responsible only to her own Government for the style of pennant she might wear, and, there being no law of the United States restricting merchant vessels in that respect, our own men-of-war would not interfere with them though they should hoist the distinctive pennants of officers of any rank in the navy, and that his (the English Captain's) instructions could only apply to vessels of his own nation." Commander Harwood politely declined to allow the pennant to be hauled down, and suggested that the matter should be referred to the diplomatic agents of the governments. Nothing more was heard of the matter. There was no question whatever of salutes.

At Montreal, the commander of the English man of war *Volcérine*, having heard that Commander Harwood was on board the *Haze*, sent a boat with a courteous offer of services. The officer was politely received by commander Harwood, who, in turn sent his card, with a note regretting that the want of proper boats, and the want of time prevented his returning the courtesy in kind.

The Captain of the *Haze* went on shore to the Custom House at Montreal and requested the usual permit to proceed through Lachine and other canals to Lake Erie.—There was a delay of a day on account of the absence of the Minister of Finance; but on Gen. Averill, the American Consul General telegraphing to Ottawa that permit was politely granted, and the *Haze* proceeded on her voyage.

No sane man (out of Kingston) doubts the perfect right of the Canadian Government to award the use of their canals to foreign vessels, or to refuse it.

Certainly it would have been discourteous and impolite to place any impediment in the way of a vessel whose mission is eminently pacific and beneficent, viz: that of establishing light-houses for the use of vessels of all nations without fee or reward.

This is all there is of a very simple matter, out of which some newspapers are disposed to make a breach of national etiquette.

* A short, narrow one, of the kind worn by vessels in the navy commanded by officers of the grade of Captain and under, but quite commonly worn also by United States merchant vessels.

DUEL WITH POCKET-KNIVES.

Capt Clark, until recently connected with the Freedmen's Bureau, and stationed in the Blackwater District, a short time since was charged with being interested with a Mr. Jacob Garrett in working a plantation in Catahoula parish. Capt. Clark, however, cleared himself before the court-martial that investigated the charges, and soon after resigned his position in the army.

It appears from what has since transpired that Capt. Clarke was interested in the plantation in the manner charged, or that he, immediately after resigning the captaincy, became a partner with Mr. Garrett; we cannot ascertain positively which. However that may be, Capt. Clark left this city a few days ago, stating before he left, to a gentleman friend, that he was going up to settle or sell out his interest in the plantation, and he expected there would be difficulty in doing so. On Wednesday last, if our information is correct, an interview took place between the two gentlemen, during which a dispute in regard to the interest of the Captain in the plantation arose, eventually ending in mutual threats and defiance, and an agreement to settle the matter by means of a duel, to be fought with pocket-knives! This frightful proposition being agreed upon, the two desperate, infuriated men, immediately proceeded to execute it by drawing their knives and rushing together. We are told that the fearful combat lasted a considerable time, the men grasping each other with the left hand, and with the right cutting, slashing and stabbing indiscriminately in the back and body, on the head and face, until Capt. Clark fell, exhausted from the loss of blood. Both men presented a horrible appearance, being literally hacked and gashed over the upper part of the body and arms. Capt. Clark expired about twelve hours after the fight, and at last accounts Mr. Garrett was considered beyond the hope of recovery.—*N. O. Times, 20th*