

NOTICE.

The public will please beware of a smooth-faced young man calling himself T. Dodd, as we understand from letters in our possession, that he has been canvassed a few days for us in Toronto, and not liking the gentleman's manner of doing business we discharged him. Without our knowledge or consent he has taken money from people in the country, representing himself sometimes as an agent, and at other times proprietor of the 'Canadian Illustrated News.'

NOTICE TO CANVASSERS.

ALL parties heretofore canvassing for the *Canadian Illustrated News*, will please call at the office and settle up. The public are cautioned against subscribing, or paying money to any one for said paper, unless the name of the party soliciting such subscription appear in the paper as Agent, or have the written authority of the undersigned that he is a properly authorized Agent.

W. A. FERGUSON.

Hamilton, April 7th, 1863.

OUR AGENTS.

W. M. ORR and J. H. CROOKER are authorized agents for the 'Canadian Illustrated News.' When we appoint others their names will be announced.

Subscribers will please bear in mind that the paper is stopped, when the period for which they have subscribed expires.

If any of our Agents have back Nos. 1, 2 and 8, on hand, they will confer a favor by returning them to this office.

Any person sending us the names of ten Subscribers for three, six, nine, or twelve months, will receive a copy free of charge, for each of these periods, respectively. Should those Subscribers, for any term less than a year renew their subscriptions, the paper will be continued to the getters up of the club.

The 'Illustrated News' is forwarded to Subscribers by mail, free of postage.

THE CANADIAN Illustrated News.

HAMILTON, MAY 23, 1863.

CANADA TO THE RED RIVER.

Mr. Sandford Fleming, a Civil Engineer well known in this Province, has been appointed representative of the Red River colonists to the Governor General of Canada, and to the Imperial authorities in England. He has either sailed or is about to embark on his mission. We had an interview with him at Toronto on the first of this month, and obtained much interesting information, some of which will from time to time appear in this journal, particularly his professional reports entitled 'A Highway from Canada to the Pacific on British Territory,' 'The Road System of Canada,' and 'A Road System for New Territories.'

On the 21st of January, 1863, a meeting of the Red River colonists was held, Mr. James Ross, chairman, Mr. William Coldwell, secretary, which adopted a memorial to the Imperial and the Canadian Governments, setting forth that they have long and earnestly desired to see the Lake Superior route opened up for commerce and emigration. They rejoice to have heard of the proposal to open a road and establish a line of telegraph through the interior to British Columbia, entirely within British territory, believing that such works would greatly benefit their country, while at the same time subserving both Canadian and Imperial interests.

They submit that in the country lying between Lake Superior and Red River, the difficulties to be encountered are entirely over-rated. It is true that this route has lately been neglected, yet it was the regular route by which the North-West Fur Company imported and exported heavy cargoes for more than a quarter of a century, and which the Hudson's Bay Company have used more or less for nearly three quarters of a century. It may be therefore granted that the natural difficulties are not so great as by persons interested in the American route they are assumed to be.

The Red River settlers inform us that so desirous are they to obtain an outlet from their territory towards Canada, that they are quite prepared to undertake, at their own expense, the opening of a road from their settlement to Lake of the Woods, a distance of ninety or a hundred miles, if England or Canada will guarantee the opening of the section from Lake of the Woods to Lake Superior.

They state that from their intimate knowledge of the country lying between them and

Rocky Mountains, they believe a road in that direction perfectly practicable at a comparatively small outlay. At all times during the summer season loaded carts go from Red River to Carlton, Fort Pitt and Edmonton, on the Upper Saskatchewan. Last summer a party of Canadians, about two hundred in number, on route to British Columbia, passed over the same road, and went in their vehicles to the very base of the Rocky Mountains. We have information in Canada which was not known at Red River when the Memorial was written, the substance of which is here presented, that some persons in that Canadian expedition perished; but their fatal misfortune befel them on the west of the Rocky Mountains when descending into British Columbia, so that their wreck in canoeing down the rivers does not prove anything against a cart road from Red River to the mountains. If in its present natural and unimproved state the road is usable, it is evident that a comparatively small outlay would make it all, that for a considerable time, will be required.

The whole country through which the proposed road would run, almost from Lake Superior to the Rocky Mountains, is remarkably level, the surface of that vast region is generally speaking, like the ocean surface in a calm, and besides being so remarkably level, it is for the most part free from those heavy forests which in Canada and elsewhere cause much delay and expense in road-making. A railway, there being timber enough for its requirements, would be laid more cheaply through that than in most other countries.

Canada would derive great benefit from the overland carrying trade, which would spring up almost immediately on that route, and the constantly growing intercourse between Canada, Red River and British Columbia, would thereafter be an ever increasing source of traffic.

Besides this, it may be reasonably presumed that the people of Central British America, present and prospective, would prove permanent and liberal customers in the markets of England and Canada. A vast fur business is carried on in that country. Towards the Rocky Mountains gold has been discovered in several quarters. Besides gold there are iron, lead, coal, petroleum and other minerals, which together with the rich fur trade, would prove a source of great wealth not alone to the Red River settlement but to Canada. Although the colonization and settlement of the vast area of cultivable land would somewhat curtail the territorial limits of the fur business, still the millions of acres north of the fertile tract will, in all probability remain a rich fur country for centuries to come.

As a result of the traffic that would flow along that route Central British America would rapidly fill up with an industrious, loyal people. From Nova Scotia to Vancouver's Island, Great Britain would have an unbroken series of colonies, a grand confederation of loyal and flourishing Provinces, skirting the whole United States frontier and commanding at once the Atlantic and Pacific. In this connection the Red River memorialists say they feel bound to observe that American influence is rapidly gaining ground among them, and that if action is long delayed very unpleasant complications may arise. Thus, say they, the opening up of the Central British American country and making through it a national highway would both politically and commercially subserve Imperial interests, and contribute to the stability and glorious prestige of the British Empire.

The resolutions passed at the Red River meeting conveyed thanks to those who in Canada are interesting themselves in matters affecting the welfare of that country, and to the newspapers which have espoused their cause.

We desire that the Canadian Illustrated

News may be henceforth known as equal to any in influence, as it will be second to none in its earnest advocacy of every measure that embraces the safety and well-being of Canada and the honor of the great nation of which British America forms, and by our strong right arms, if wisdom of head be joined with strength of arm, will continue to form a portion so fair, so vast, so grandly full of promise.

Red River friends, send to the Canadian Illustrated News the portraits and biographies of your public men, and artistic views of your settlements. We are greatly disappointed, and somewhat ashamed of Canadian legislators, to read on the back of their Blue Book relating to the Red River Road and the Telegraph, this notice:

'The Appendix giving a sketch of the Foundation and subsequent History of the Red River Settlement, with an outline of its present condition, was prepared to accompany this document, but it was not considered necessary to print it for the use of the members of the Canadian Legislature.'

Send a copy of that History to us, with pictorial illustrations and portraits, sketched by pencil or photographed. The Canadian shall be to you the Red River Illustrated News, until your country can support a pictorial journal of its own. This has a Provincial, and in official quarters, a British circulation. It enters the family circles of all classes, all public offices in Lower and Upper Canada, and because it is not the organ of any political faction it commands immediate attention. Wherever seen, the Canadian Illustrated News is read, and the circulation is largely increasing week by week.

BRITISH AND FOREIGN EVENTS, INVOLVING THE FATE OF CANADA.

On the page corresponding to this in our paper last week, an article was published, entitled, 'Where is Canada Drifting?' The writer will renew that subject, but we prefer to place on record in these columns a series of extracts from British Parliamentary Reports bearing on those questions, which present to Canada the fearful prospect of War.

On going into committee of supply, Mr. ROEBUCK drew attention to the subject of the proceedings of Admiral Wilkes with regard to English merchant ships going from one neutral port to another, and in doing so expressed himself in strong language with reference to the failure of the Americans to govern themselves, while the North had shown itself unworthy to belong to the civilized community of man. He urged that there had been perpetrated a series of affronts to this country by the North, and now British vessels were being seized with impunity, while the American Minister in this country had taken on himself to grant permits to vessels carrying arms to aid the Mexicans against France, and Mr. Adams was, in fact, the Minister for Commerce in England. He asked whether the Government had come to any determination on the subject, and if so, whether the Government would communicate it to the House. He knew that such a reply as he wished would mean war, and he, on the part of the people of England, was prepared for war.

Lord PALMERSTON said that the matter to which the question referred was one of the greatest importance, and all he could say was, that it was receiving the attention of the Government, but he was not prepared to make any communication on the subject.

Mr. BENTINCK called attention to a statement in the City Article of the *Times* referring to the seizure of British vessels by the cruisers of the Northern States of America, and to the proceedings of Mr. Adams, the American Minister, and inquired whether it was the intention of the Government to take any and what steps in the matter.

Sir H. Cairns, (formerly the Tory Solicitor-General in the Earl of Derby's Government) asked if it was meant by the Government to give the idea that if there should be found in the mails of a neutral vessel going from this country a letter which an American prize court might think treasonable, it would render the vessel liable to forfeiture, for such an assertion was contained in the letters read by Mr. Layard. Was it meant that American cruisers could seize and open letters in mails, and make their evidence in

prize courts for the purpose of condemning a vessel? How, then, was the mercantile correspondence of this country with foreign ports to be carried on?

The Solicitor-General said that Sir H. Cairns had drawn a most erroneous inference from that correspondence. He did not hesitate to say that the Government would not submit to such a doctrine as it was suggested they had accepted. The Government had long ago laid it down that they would not permit interference with vessels on British waters, and while conceding the belligerent right of search on reasonable grounds, they had refused to allow English commerce to be harassed by the interference of Federal cruisers on the pretext that vessels were carrying contraband of war to the Confederates, and these principles had been assented to by the American Government.

Lord A. Churchill (Tory, and brother of the Duke of Marlborough), asked the Solicitor-General whether merchant ships between neutral ports would be legally justified in defending themselves by arms from capture by the cruisers of the Federal States of America? The Solicitor-General replied that such vessels would certainly not be justified in defending themselves from capture by force of arms, and cited the case of the Swedish convoy in support of this opinion. Vessels so defending themselves would be exposed to capture and condemnation.

Mr. Horsfall (a Liverpool merchant and ship-owner,) called attention to the subject of the seizure of the *Alexandra*. He protested against the manner in which that seizure had been effected; information being withheld from the owners not only as to the evidence against them, but even for a considerable time, as to the charge brought against them. At the same time the Government permitted the export of arms and even of men, for the service of North America, without any attempt to interfere.

The Attorney-General said the publication of papers would subvert the ends of justice by providing the defendants with the materials on which the case against them was founded. He deprecated any discussion on the case of the *Alexandra*. There was no provision in the Foreign Enlistment Act against the export of arms. With respect to emigrants, the Government would be ready to take measures to prevent the sailing of, and to punish, the persons thus engaged to serve in North America, directly they receive reliable information. Mr. Whiteside wanted to know why information as to the charge against them had been refused to the builders of the *Alexandra*, when it was the absolute right of the humblest criminal.

Mr. Collier trusted that this question would not be stretched into a cause of quarrel with America.

Sir Hugh Cairns said there were three simple points involved: first, for more than a fortnight the builders of the *Alexandra* could not learn what was the charge against them; secondly, they could not yet get information as to the evidence against them; thirdly, when at last a document was prepared declaring the cause of seizure, that did not allege any offence against the law.

Mr. Cobden wished to discuss the Foreign Enlistment Act with reference only to British interests. He complained that while America had on several occasions modified her laws in accordance with our interests, and had always acted in the most friendly manner towards us, we, on the contrary, construed our laws as narrowly as we could, and enforced them most grudgingly when that enforcement was important to America.

Mr. Horsman elaborately reviewed the position of American affairs. The independence of the South was an accomplished fact, but he trusted that our government would not, by any hasty proceedings, plunge England into war.

The Solicitor-General, recalling the debate to the subject of the *Alexandra*, denied that any injustice had been committed in refusing to the builders of that vessel copies of the depositions, whence they might have learnt how to frame their defence. He insisted on the distinction between the obligations of international and those of municipal law. The cases which had occurred were violations of the latter; and although the existence of a law bound us to try and carry it into effect, we were not responsible to other nations for any defects they might suppose to exist in our ways of doing it.

Sir F. Kelly, formerly Attorney-General, declared the explanations of the government to be unsatisfactory; and called attention to the late transactions with regard to the carriage of the mails to Mexico.