

GENERAL NEWS.

CANADA.

The Nova Scotia Legislature will meet on the 17th of February.

Sir A. T. Galt arrived in London, Eng., on the 22nd ult., on business connected with the Massawippi Railway.

James O'Reilly, Esq., Q. C., Kingston, has been admitted to the Lower Canada Bar.

M. L'Abbé Chandonnet, of Quebec, is about to publish a monthly review entitled *Le Catholique*.

The Canadian Papal Zouaves whose terms of enlistment have expired, will return to Canada immediately after Holy Week.

Mrs. Chandler, mother of the Hon. E. B. Chandler, of New Brunswick, died a few days ago, having reached the extraordinary age of *ninety-nine years*. Almost a centenarian.

The Canadian Bishops now in Rome, recently waited upon the Pope in a body and had a special interview. They meet every Monday and generally sit in conference for three or four hours.

The Department of Marine and Fisheries has tendered for six swift fore-and-aft schooners of between 60 and 130 tons for marine police purposes, on the sea-coast of Canada.

The Railway Commissioners have resolved shortly to call for tenders for four additional sections of the Intercolonial, and for rolling stock. The present tenders have to be completed by July, 1871; the next ones a year later.

The Hon. Mr. McDougall and two of his sons arrived at Ottawa, on the 11th. Mr. McDougall has been suffering from a slight fever occasioned by damp boots, since arriving at London. He has taken rooms in the Russell House.

A Winnipeg correspondent says that Mr. John Bruce, President of the insurrectionary committee, has been very badly treated in the personal descriptions which have appeared in the press—that far from being an uneducated half-breed, he is one of the most distinguished Advocates in the country, an eloquent, facile speaker, and a man of high character. He speaks French and English with fluency as well as some of the native languages of the country.

The contracts for Sections Nos. 2 and 4 of the Intercolonial Railway—Grant, Elliot & Co., contractors—have been forfeited. It is rumored that the Commissioners have recommended more liberal estimates on the contract of Messrs. Sutton & Co. The sections to be let in spring will complete the road from Restigouche to Newcastle, N.B.

The Ottawa Court House was consumed by fire on Sunday morning last. The flames originated in the room devoted to the Division Court sittings, which had been occupied the day before. Many valuable documents belonging to the Sheriff's and other offices, together with a portrait of the Queen, in oil, were destroyed. The building was insured for \$14,000. It had long ceased to be fit for the purposes for which it was designed, and its destruction is, therefore, a matter for little regret with the public.

Mayor Tourangeau of Quebec, on taking his seat on the 10th inst., stated that four years had elapsed since he had occupied that position. The city debt had not increased during that time. The civic debt was two millions, secured by 22 millions of Corporation property. He advocated improvements in the Palais harbour, the lowest possible taxation on markets, and ferries, the opening of the Lake St. John road, the ratification by Act of Parliament of the Corporation vote, \$10,000 for the Gosford road, exemption of taxation for ten years of manufacturers and for five years of builders of new houses. The Water Works were in perfect order.

A letter from St. Boniface, December 24, says:—On the 22nd inst., the Winnipeg insurgents forced a loan of £850 sterling from the Hudson's Bay Company under protest. Five hundred and fifty pounds of the amount was used to purchase the press and printing material belonging to Caldwell & Co., from which is to be issued a paper in the interest of the insurgents. A young Irish priest named O'Donohue is the leader of the insurgents. He contemplates making a journey to the United States, but whether for raising funds or enlisting Fenians is unknown. A letter from Governor McTavish, dated Fort Garry, Dec. 25, to the Hudson's Bay Company's agent at St. Paul, says that the loan mentioned above was obtained by the insurgents carrying off the Company's safe containing the amount named. The stolen funds are redeemable at Fort Garry and York Factory in exchange on London. He warns Americans against negotiating these notes, as they are useless.

UNITED STATES.

The American *Railroad Journal* says that the distance between Halifax, N. S., and St. John, N. B., is now travelled in 13 hours, *via* the Windsor and Annapolis Railroad. The cars connect with steamers from St. John at Annapolis, and run through to Halifax without change.

The *N. Y. Times* says:—Prince Arthur will visit Washington towards the close of this month, for the especial purpose of calling on President Grant before visiting other portions of the United States. He will remain about a month, and be the guest of Mr. Thornton, the British Minister. Afterwards he will come to New York and remain several days.

The Peabody Squadron is expected at Portland on or about the 18th inst. It was estimated when it left England that it would not make the passage in less than twenty-five days.

In Governor Marshall's last message to the Minnesota Legislature he says there has been reason to apprehend that the hostile Sioux would be incited to war, endangering the settlements on the American side of the Canada line, and he has communicated with the general government and military authorities on the subject. Governor Austin, his successor, recommends that the legislature ask the general government to station and maintain a military force in the vicinity of Pembina to protect the settlements, in his inaugural address to the same body.

BRITISH AND FOREIGN.

There are twenty-three stenographers in attendance on the Ecumenical Council, eight Italians, four Frenchmen, as many Germans, five Englishmen, and two Americans. They are all priests, and have taken an oath to keep the debates and proceedings secret.

A memorial stone is to be erected over the grave of the late Marquis of Hastings at Kensal-green cemetery. The principal feature is a figure of Ifope clinging to a cross. The figure is above life-size, and was carved from a solid block of white Carrara marble weighing over eight tons.

On the 10th inst., a most melancholy affair occurred in Paris, resulting from the bitter violence of the Red Republican Rochefort's new paper, the *Marseillaise*. Prince Pierre Napoleon, whom it had attacked bitterly, sent a challenge to Rochefort, and on the day named Victor Noir and Ulric de Fouvillie called on the Prince, with a letter from another member of the *Marseillaise* staff. An altercation ensued, and the Prince shot Noir dead, and fired two or three shots at Fouvillie, which did not take effect. The Prince immediately gave himself up. The accounts of the affair are, of course, contradictory, the Prince claiming that Noir slapped his face, which Fouvillie denies. The Emperor forthwith convoked the Chambers, for the purpose of having the Prince tried by the High Court of Justice. In the *Corps Legislatif* M. Guizot Montepayroux proposed that members of the Imperial family be amenable to the ordinary tribunals. In reply, the Premier, M. Ollivier, used these significant words: "We are justice, law, moderation; if you force us, we shall be power." The office of the *Marseillaise* was seized by order of the Government.

An English paper says the "United Orangemen exist as such no longer. They have split up. A dissenting portion has left the parent society; and we now have 'Independents' upholding the 'glorious reformation.' The new society, in its address, denounces fervently those brethren who allowed the Irish Church Bill to pass. Lord Cairns is very bitterly spoken of. "It is to be regretted that an eminent law lord, long cherished and trusted by the brethren, should have so basely betrayed the cause of Protestantism by an unholy compact with the enemies of religious truth." The address, however, speaks reasonably on all other subjects. Tenant right is demanded for Ulster as well as for other parts of Ireland. The present government is declared sufficient to overcome dissatisfaction in Ireland. Secular education, 'free from the disturbing influences of the clergy of all denominations,' is demanded as a necessity; and the rights of the laity are upheld in the Free Church.

On the 1st inst., the Emperor of the French received the Diplomatic Corps. In answer to the usual address he returned his thanks, and said that the presence of all the foreign representatives was a proof of the friendly relations existing between their respective Governments and France. He then conversed freely with the chiefs of the various legations. The *Journal Officiel* publishes a letter from the Emperor to M. Forcade La Roquette, saying that he accepts the resignation of the ministry with regret, and it affords him pleasure to acknowledge the services which M. Forcade has rendered the country and Emperor in the faithful execution of recent reforms, and in maintaining public order with a firm hand. M. Ollivier, entrusted with the formation of the new government, had not completed his arrangements on the 3rd. It is asserted that MM. Daru and Buffet of the left, and MM. Faillout and Segrès of the right centre, will be called to the Cabinet. M. Ollivier, in his address to the magistrates, on the 8th, said: "I will maintain intact the dignity of the magistracy, and, above all, will keep justice clear from politics, so that decisions will have all the more weight." M. Buffet, Minister of Finance, replying to an address from the great Financial Societies, declared that they must conform strictly to their statutes to avoid such misfortune as that of the Credit Mobilier. He informed them that the ministry of finance would not keep up relations as heretofore with the great financiers. In addition to the project for the reduction of the army contingent, the ministry will propose in the Chambers to abolish the law of *Sûreté Générale*. At the same time an explanation of the interior and exterior policy of the Emperor will be given. Ledru Rollin, Tibaldi, and others, will be allowed to avail themselves of the amnesty recently granted for political offences. Algeria is to be represented in the *Corps Legislatif* by four deputies. Permission has been accorded for the sale of all journals in the streets. All foreign journals will hereafter be distributed without examination by the Bureau.

AERIAL NAVIGATION.

A paper read by JOHN WISE, Aeronaut, before the Franklin Institute, New York, Dec. 15, 1869.

Dr. James Bell Pettigrew, in a discourse before the Royal Institute, of Great Britain, on the subject of Aeronautics, said, among other things: "In order to construct a successful flying machine, it is not necessary to imitate the filmy wing of the insect, the silken pizion of the bat, or the complicated and highly differentiated wing of the bird, where every feather may be said to have a peculiar function assigned to it; neither is it necessary to reproduce the intricacy of that machinery by which the power in the bat, insect, and bird is moved; all that is required is to distinguish the power and extent of the surfaces, and the manner of their application, and this has, in a great measure, been already done. When Vivian and Trevithick constructed the Locomotive, and Symington and Bell the Steam Boat, they did not seek to reproduce a quadruped, or a fish—they simply aimed at producing motion adapted to the land and water, in accordance with natural laws, and in the presence of living models. Their success is to be measured by an involved labyrinth of railroad, which extends to every part of the civilized world, and by navies, whose vessels are dispatched, without the slightest trepidation, to navigate the most boisterous seas, at the most inclement seasons.

"The aeronaut has the same task before him, in a different direction, and, in attempting to produce a flying machine, is not necessarily attempting an impossible thing. The countless swarms of flying things testify as to the practicability of the scheme, and nature at once supplies him with models and materials. If artificial flight were not attainable, the insects and birds would afford the only examples of animals whose movements could not be reproduced. The outgoing and incoming of the quadrupeds and the fish are, however, already successfully imitated, and the fowls of the air, though clamorous and shy, are not necessarily beyond our reach. Much has been said and done in clearing the forest and fertilizing the prairie—can nothing be done in reclaiming the boundless regions of the air?"

Certainly there can, if we begin right! As the first sea-ships were not made to be propelled by steam and paddle-wheels, but to be drifted leisurely on the water before the winds, I propose to inaugurate a system of aerial navigation on the like unpretentious principle; namely, drifting in the currents of the trade winds to such points and places as are within the known province of the resources of aeronauts. We have, in this Northern Hemisphere, a system of trade-wind currents, at present so well authenticated and understood as to be acknowledged by the leading scientific institutions of the world as established meteorological facts, of daily recurrence; and I have practically explored them time and again for thirty years past. In the temperate zone these currents blow from the southwest and the northwest, overlapping each other and producing, between them, a compound or eddy current, blowing eastward.

In the spring and in the autumn these two great currents form conjunctions, and produce, for some days, those violent gales termed equinoctial storms, continuing until the balance is restored between the going and the coming of the trade-winds, circulating between the equatorial and polar regions. The lower portion of the lower stratum of these currents—that is, the one from the northwest, is all the time, more or less, sliding off toward the south, and gradually curving round until it reaches the intertropical regions, where it is recognized by mariners as the northeast trade wind; and here, meeting the more rapid motion of the earth's surface from west to east, as well as the equatorial heat, it is whirled westward and upward, and pressed outward, as it ascends, producing the great upper current from the southwest; and thus the northwest current has become the southwest current.

On the other hand, our southwest current is all the time passing off a portion of its upper surface to the north, until it reaches the frigid zone, where it sinks down and becomes the northwest trade-wind current, underlapping the upper current, and, by its friction against the latter, producing what I term the eddy current, blowing nearly direct toward the east.

Thus, we have within the practical capability of the ordinary air-ship, the means of reaching any place east, north-east, or southeast from the place of departure in our latitude.

It is an easy matter to sail from Philadelphia, New York, Boston, or Baltimore, to St. Petersburg, London, Paris, Madrid, Lisbon, or Gibraltar, or to any point within that range of latitude, as it becomes simply a matter of constructing an aircraft that is capable of floating in these currents of the atmosphere for a few days, and we know that air-ships can be constructed that will retain a sufficient buoyancy for many days. Napoleon the First had one constructed and used, that ascended with its practising army pupils thirty days after its inflation—time sufficient to circumnavigate the globe with an air-ship.

The change of dimension of the bulk of the inclosed gas by change of temperature between day and night, is to be compensated by a balance rope. When the sun increases the levitating power of the air float, it will soon find its equipoise in lifting from the surface of the sea, or the land its equivalent of the balance rope, and its loss by the coolness of the night by giving back to the land or water its equivalent of weight.

I have practised this current sailing for over thirty years, more or less, made over 400 voyages—from 100 to 1,000 miles in length—and never failed to find these trade-wind currents when an altitude of 5,000 to 12,000 feet was attained, although at these times currents from opposite directions frequently prevailed on the surface of the earth. An air vessel of 100 feet diameter, two thirds filled with coal gas, would have a net carrying power of 9,000 pounds, and would be all sufficient for a practising machine with a view to sound these currents across the ocean and to test the practicability of establishing an air-line of mail and passenger conveyance from this country to Europe. Pleasure seekers and invalids would find it a swift and easy voyage from America to Europe—no sea-sickness and less than three days to make the voyage.

This is certainly a feasible plan for the inauguration of trial trips, and is seriously worthy the attention and application of the enterprise and genius of the present day and in our own nation. A little barometrical practice in the scheme would soon teach us how to lay our lines for a successful system of trans-Atlantic aerial navigation.

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