the stream, a fine view is obtained of the most beautiful undulating prairie lands, stretching out to a great distance on both banks of the river. The whole of the vast region bordering on the upper Assiniboine, is described by Mr. S. J. Dawson, in the report of his exploration (1858), as almost a level plateau, the greater height of the banks at Fort Ellice nicely indicating the descent of the river in its tortuous course. It is very satisfactory to learn from the same report, that, to a considerable distance inland from the banks, the soil was found "*to be of an alluvial character, differing in no respect from the soil in the prairie lands at Red River.*" Stretching far inland are seen, as you glide along the waters of the Assiniboine, beautiful valleys, with winding banks, covered, in some cases, with green herbage, and in others, with forests which ascend to the level of the plain above. A little above Fort Ellice, the River Qu'appelle joins the Assiniboine. It forms the southern limit of an immense fertile prairie which is bounded on the North by White Mud River, another important tributary of the Assiniboine, and, on the West, by the Touchwood Hills. This prairie cannot be less than one hundred miles in breadth between the two streams which form its southern and northern boundaries. It is traversed by the great highway which leads from Red River to Carlton House, and is well known to travellers, who speak admiringly of its great fertility. To the north of Mud River, which is believed to be the main stream of the Assiniboine, there are also extensive alluvial plains. These fertile lands are also celebrated by travellers. They extend to the immediate vicinity of the sources of the Assiniboine. Fort Pelly, a post of the Hudson's Bay Company, is situated on a branch of this river, somewhat to the north of White Mud. This place is much admired for its rich and picturesque scenery. Travellers speak of beautiful valleys diversified with alternate slopes of woodland and prairie. When the exploring party of 1858 passed there, numbers of horses were quietly feeding on the abundant pasture, "and what," they add, "with clumps of trees on the rising grounds, and the stream winding among green meadows, it seemed as if it wanted but the presence of human habitations to give it the appearance of a highly cultivated country."

This upper portion of the Assiniboine country is separated from the lower Assiniboine and Red River Territory, by a comparatively barren tract, from forty to fifty miles in breadth, known as *the Sand Hills*. This region, although not so inviting as those which have been described, is not altogether barren. There are beautiful and not unfertile valleys, whilst both hill and dale are capable of affording excellent pasturage.

The section of the North-West Territory which borders on the upper Assiniboine, is destined, no doubt, to become one of the richest agricultural countries in the world. But, from its great facility of communication with the rest of the territory, as well as with foreign countries, its future populations must enjoy great commercial resources. These resources will be all the greater, that the soil, in addition to its agricultural capabilities, abounds in some of those things which minister, so largely, to the wants and the luxuries of life. Coal, so essential to domestic comfort, and so great an element of material progress, is found in abundance on the upper Assiniboine, (vide Evid. Select Committee, House of Commons, Qr. 2,715, &c.) There are indications also of Iron, which is one of the greatest gifts that have been given to man, and which, as a source of national wealth, is more precious than gold. The most common, but most useful of all things, salt, abounds, if not in the alluvial valleys, at least in several places which border on the Assiniboine country. Finally, let it be said, for the gratification of all, who love what is truly agreeable, and dislike the putrescent exhalations of swamps and the croaking of bull-frogs, the birds are musical and the flowers fragrant.

LITERARY.

We understand that the Rev. Æ. McD. Dawson's volume, "Our Strength and Their Strength," &c., is about to be published at Ottawa. In the greater portion of this work the author has simply edited and revised former contributions to the press. Among these may be enumerated the much prized essays of "Nemo" on the colonial policy of the Empire, first published in the Ottawa *Times* a couple of years ago; the "Poets of Canada," the greater part of which appeared in the Lower Canada Journal of Education, and several original poems, reviews, &c. Father Dawson's volume will, no doubt, meet with a hearty welcome. The work issues from the press of the *Times* Printing Company.

The *Canadian Annual Register*, by Henry J. Morgan, is also in the press, and will shortly be published by the Montreal Printing and Publishing Company. The *Register* will take up the thread of its records at the beginning of the new *régime* under the British North America Act, and in its matter and form of get-up will be similar to the British *Annual Register*, which is now a standard work of reference. As Mr. Morgan has successfully established the *Parliamentary Companion* on the British model, and even with more exactness and particularity of information, it may be hoped that he will be equally successful in the more pretentious effort to establish the *Register*. Such a work, commencing with Confederation, would be exceedingly valuable to all who are engaged in public life or take an interest in public affairs; and instead of possessing a merely passing interest, or being a yearly repetition of the same old tale with slight variations, as many annuals must necessarily be, it would form a consecutive political and general history of the country.

The *Free* Press says that Mr. George Taylor, of London (Ont.), who has been absent during the past few weeks on a visit to St. Paul's, and the region beyond towards Red River, returned on Wednesday of last week. He reports that the business community of St. Paul's and other places in Minnesota are aiding the rebels by every means, and express a strong determination to annex the territory as early as possible. Arrangements are now completed to build a railway to within three days' march of Red River, with the avowed object of facilitating this measure. They will suffer no Canadian interference in Red River affairs, if they can prevent it. They are prepared to supply Riel with any amount of money to aid the insurrectionary movement, and they calculate when the railway is finished, that men can be poured into the territory in numbers sufficient to resist any attempt on the part of our government to establish itself there. Mr. Taylor reports a general state of prosperity in Minnesota. All the Canadian settlers are advancing rapidly.

The following information concerning matters, at the Red River is from the *Globe's* St. Paul correspondent, under date 22nd inst.:—Messrs. Snow, Mulkins, Nimmons, Grant and Hamilton leave St. Paul for Canada to-day. Messrs. Mulkins and Hamilton were liberated from Fort Garry, on January 6th on condition of quitting the country. Mr. Nimmons and five others came in from working on the Government road early in December, and were arrested and imprisoned. They and twenty-five other prisoners were con fined in a room 10 by 20 feet, with cells along the sides, into which the men crowded to sleep at night. Riel supplied them with sugar and tea of the poorest quality. Mr. Nimmons escaped on the night of Jan. 2nd, by jumping from a second story window and climbing over the stockade while the guards were absent, and after much suffering reached Pembina. He and his friends were offered their liberty if they would swear allegiance to the insurgent government, but all refused and were returned to prison. Snow and his son had not been prisoners. Riel had, subject to call at any time, dismissed his troops, with the exception of about fifty who are on guard duty. Vicar General Thibault is at the residence of Bishop Taché, and is yet somewhat under surveillance. DeSalaberry is at liberty and allowed to go wherever he pleases. A Pembina letter says the Indians who were marching towards Fort Garry were met by Riel and other insurgents five miles from the Fort, where they had a talk, and after receiving some tobacco and provisions, the Indians returned home. They said they understood the French and Americans were waging war against the British Government, and they came down to see if this was true, and if it was they would fight them. The Indians are not altogether satisfied, and intimated that they would probably soon be back again.

An Ottawa paper learns that the Synod of the Diocese of Ontario will take into consideration at its annual meeting in June, the necessity of electing a Suffragan Bishop for that Diocese, after the example now being set in the Mother Church in England, the Suffragan Bishop to reside at Ottawa. Should the Synod decide on making this appointment, the erection of a cathedral at Ottawa will become a necessity, and will, we understand, quickly follow the election.

DEATH OF GEORGE D. PRENTICE.—George D. Prentice, the well-known journalist, died at the residence of his son near Louisville, at an early hour Saturday morning. Few men connected with the American press exercised a wider influence than he did in the early and happier years of his life. Gifted as few writers were for rapid, trenchant, and often brilliant work, he made the Louisville *Journal* at one time the most influential advocate and the most dreaded assailant which the Whig party had to oppose to its powerful and often victorious adversary. His personalities, his brief and stinging paragraphs, his sharp comments on men and affairs, were for many years greedily copied by journals all over the country not highly favoured with original wit, and became household words, long after they ceased to be traceable to their source. Mr. Prentice was also a poet of no mean reputation, but neither his occupations nor his habits gave him much chance to cultivate that gift. He continued at his post to the last, but the great change in the political relations of the country destroyed his influence long ago, and though his sayings have continued to be quoted and circulated, he has been to the younger half of the present generation little more than the shadow of a name.

Gottschalk is dead. The thousands who have listened with delight to the harmonies evoked from the piano by his skilful fingers will hear them no more. He was struck with fatal illness whilst directing a monster concert at Rio Janeiro, and by a curious coincidence it was whilst performing his favourite composition on *La Morte*. Gottschalk was in his forty-first year, having been born in New Orleans in 1829. His musical education was obtained in Paris in 1841–5, and in the latter year he commenced his musical tours in Europe and America.

The last of Grisi was the conveyance of her mortal remains from Berlin, by way of Cologne, to Paris. Mario accompanied the remains, and attended them to the burial place in Père la Chaise. The coffin which contains the body is made of crystal; the second coffin is of oak, and the third of lead, decorated with ornaments of bronze. At each corner of the leaden coffin is a wreath, the head surmounted by a crown of thorns. The cost of the three coffins is said to have been fifteen thousand francs.

The remains of the late Mr. Peabody were submitted by Dr. Pavy, a distinguished English physician, to a novel preservative process, which consisted in first injecting all the arteries with a solution of arsenic and corrosive sublimate; and, after the lapse of twenty-four hours, with a saturated solution of tannic acid. By these means the softer tissues are actually converted into leather, and decomposition effectually arrested. Into the cavities of the chest and abdomen there was also introduced a paste of arsenic, camphor, and spirit; and the coffin was lined with a layer of animal charcoal.

AN IMPORTANT INVENTION.

General Beauregard, who has been for some years past engaged in the consideration of the subject of simplifying and rendering cheaper the propulsion of railway cars, has secured a patent under which, it is believed, his ideas on the subject will be carried to a success in every respect gratifying to the public. General Beauregard calls his invention a system of contraction, and will ere long put it into practical operation on the New Orleans and Carrollton railroad, of which he is President. He describes the invention as follows:—

"This invention relates to new and useful improvements in machinery or apparatus for propelling cars or other vehicles on land, and boats on canals or river, by means of overhead wire or other rope, deriving motion from stationary engines or other power, at intervals along the route. The invention, comprising an arrangement of clamping devices for engaging and disengaging the rope, having a constant movement above a roller or pulley supports for it, suspended upon framing along the road, the clamp being connected to brackets, upon the car, by a spring or yielding connection, to relieve the car or boat from injurious shocks at starting, and arranged to be operated by the conductor in the car, vehicle, or boat. The invention also comprises an arrangement of means for raising the rope, when it is to be clamped for setting the car in motion, the pendant supporters of which are necessarily lower than the clutch, to permit it to pass over them, also arranged for operation by a person standing on the car.

"In carrying out this invention the railroad track will be spanned, at intervals of about 200 feet, by a framework consisting of two upright posts, connected at the top by a cross-beam, from which will descend a bracket to which will be affixed a roller to support the traction rope. The clamping arrangement will be controlled by a crank, worked by means of a cord passed round a wheel, and within easy reach of the conductor of the car. When the car is to be put in motion the traction rope is made to pass up between two check pieces fixed to a block, and on a rod supported by two curved brackets, rising from the roof of the car, above the roller which supports the rope, the supporting brackets of which are also curved, but in an opposite direction, permitting the block and clamps to be carried above the roller supports of the rope, without any interference with either set of brackets. To the front of this block in which the clamps are situated, and of the upright curved bracket in the centre of the car roof, is a piston rod, supported by another curved bracket at the rear, and on this piston rod works a spiral wire enclosed in a cylinder, this being the chief power employed to prevent injurious shocks when the car is either started or stopped. The clamps through which the ropes are passed are perforated by a right and left screw, connected with another wheel, around which the conductor of the car can set this screw in motion, thus bringing the clamps together and stopping the motion of the traction rope. In this matter the conductor will soon have the aid of the ordinary car-break. When passengers have got out of or entered the car it can again, and without shock, be put into motion by taking off the car-break, releasing the cord which works the screw through the clamps, and at the same moment elevating to the proper height the roller block which supports the traction rope.

"This invention, in the opinion of General Beauregard, can be applied on branches of trunk railroads, and on plantations, wherever the surface is not too broken, as well as to canals, even when they are frozen, and ordinary traffic on them entirely suspended, for boats may be placed on rollers and propelled over the ice, while very simple machinery will enable them to evercome the locks in their path."

CHESS.

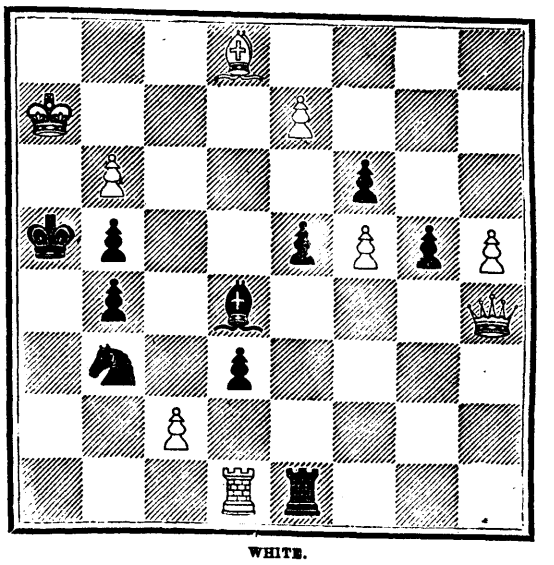
KING'S GAMBIT.

(*From Walker's "Chess Studies."*)

	Jouy.	De la Bourdonnais, (blindfold.)
1.	K. P. 2.	K. P. 2.
2.	K. B. P. 2.	P. takes P.
3.	K. Kt. to B. 3rd.	K. Kt. P. 2.
4.	K. B. to Q. B. 4th.	K. Kt. P. 1.
5.	Kt. to K. 5th.	Q. ch.
6.	K to B. sq.	P. to K. B. 6th.
7.	Kt. takes K. B. P.	Q. Kt. to B. 3rd.
8.	Q. P. 2.	K. B. to Kt. 2nd.
9.	Q. B. P. 1.	K. Kt. to B. 3rd.
10.	Kt. takes R.	Q. P. 2.
11.	P. takes Q. P.	Kt. to K. 5th.
12.	Q. to K. sq.	K. Kt. P. 1.
13.	K. B. to Q. 3rd.	P. takes P. ch.
14.	K. takes P.	Q. B. ch.
15.	K. to Kt sq.	Q. Kt. takes P.
16.	Q. takes Kt. ch.	Q. takes Q.
17.	B. takes Q.	Kt. mates.

PROBLEM No. 3.

BLACK.



WHITE.

(White to play, and mate in four moves.)