

of 2500 men, eight or nine field pieces, and 250 cavalry, for the avowed purpose of attacking the division under my command in this position; and having soon afterwards received a report that he had passed the swamp and driven in my advanced posts from Stoney Craok and Brady's, Lieut.-Col. Harvey, Deputy-Adjutant-General, immediately went forward with the light companies of the King's and 49th regiments, and having advanced close to and accurately ascertained the enemy's position sent back to propose to me a night attack on the camp. The enemy's camp was distant about seven miles. About half-past eleven I moved forward with five companies of the 8th (or King's) and the 49th regiment, amounting together to only 704 firelocks; Lieut.-Col. Harvey, who conducted it with great regularity and judgment, gallantly led on the attack.

The enemy was completely surprised and driven from his camp, after having repeatedly formed in different bodies and been so often charged by our brave troops, whose conduct throughout this brilliant enterprise was above all praise. The action terminated before daylight when three guns and one brass howitzer, with three tumbrils; two brigadier generals Chandler and Winder, first and second in command, and upwards of 100 officers, non-commissioned officers and privates, remained in our hands. Not conceiving it prudent to expose our small force to the view of the enemy, who though routed and dispersed was still formidable as to numbers and position, he having fled to the surrounding heights, and having still four or five guns, the troops were put in motion at daybreak and marched back to their cantonments. After we had retired and it had become broad day, the enemy ventured to re-occupy his camp, only, however, for the purpose of destroying his encumbrances, such as blankets, carriages, provisions, spare arms, ammunition, &c., after which he commenced a precipitate retreat towards the Forty-mile Creek, where he effected a junction with a body of 2000 men who were on the march from Niagara to reinforce him. I cannot conclude this despatch without calling your Excellency's attention to the following officers:

To Lieut.-Col. Harvey, the Deputy-Adjutant-General, my obligations are particularly due. From the first moment the enemy's approach was known he watched his movements and afforded me the earliest information. To him, indeed, I am indebted for the suggestion and plan of operations; nothing could be more clear than his arrangements nor more completely successful in the result. The conduct of Major Plenderleath, who commanded the 49th regiment, was very conspicuous. By his decision and prompt efforts the surprise of the enemy's camp was completed and all his efforts to make a stand were rendered ineffectual by the bayonet which overthrew all opposition. A party of the 49th with Major Plenderleath at their head gallantly charged some of the enemy's field pieces, and brought off two 6-pounders. Major Ogilvie led on in the most gallant manner the five companies of the King's regiment, and whilst one-half of that highly disciplined and distinguished corps supported the 49th regiment, the other part moved to the right and attacked the enemy's left flank, which decided our midnight contest.

I have also received the greatest assistance from Major Glegg, Brigade Major to the forces, and beg leave to mention the names of Captains McDowal and Milnes, your Excellency's aides-de-camp, who accompanied me to the attack, and upon all occasions

have volunteered their services. I have likewise to acknowledge the assistance of Captain Chambers, of the 41st regiment, who had arrived some days before from Amherstburg, and Mr. Brook, paymaster of the 49th, who assisted me as acting aid-de-camp. To Mr. Hackett, acting Staff Surgeon to this army, I feel particularly indebted for his judicious arrangements by which the wounded have received every attention and are most of them likely to be restored to the service. It would be an act of injustice were I to admit assuring your Excellency that gallantry and discipline were never more conspicuous than during our late short service; and I feel the greatest satisfaction in assuring you that every officer and individual seemed anxious to rival each other in his efforts to support the honor of his Majesty's arms and to maintain the high character of British troops. I beg leave to refer your Excellency to the inclosed reports for particulars respecting our loss, which I regret has been very severe.

I have the honor to be, &c.,

JOHN VINCENT,

To His Excellency Lieutenant-General Sir G. Prevost, Bart., &c.

#### MYSTERIES OF COUNTERFEITING.

It often happens in trials in courts that the services of persons especially skilled in a profession or branch of business are required to throw light upon the matter to be considered by the court and jury. A few weeks since we gave some curious results of the examination of handwriting by experts, showing that kind of testimony in that particular instance at least to be contradictory and altogether unreliable. The value of an expert's testimony, of course, depends altogether upon his special skill and proficiency in the matter about which he is called upon to testify. The most remarkable case of a particularly competent expert that has fallen under our observation in this city, was developed in the counterfeit case now on trial in the United States District Court. One John D. Trout, who is now serving a sentence in the Indiana State prison, at Michigan city, was brought here to show that the Johnson family had been in the counterfeiting business in Indiana from 1863 until 1867, at which latter date Trout was sent to prison. But it came out in the course of the examination that he was thoroughly posted in the manufacture of counterfeit money, having been engaged in the business for fifteen years as an engraver of plates and a printer of blank notes. For the benefit of the court, counsel, jury and spectators, he entered into a minute description of the process of engraving plates and printing notes, describing the various articles which had been seen in the Johnson house, and their uses in counterfeiting. But the most wonderful exhibition of his skill was the telling the name of the engraver of a plate by examination of a bill printed from it. He was thoroughly familiar with the work of all the engravers. He detected a counterfeit from a genuine bill at a glance. He readily designated as counterfeit an issue which even the Treasury Department took as genuine for some time before detecting it as false, the Department being then obliged to cancel the genuine issue because the false was so nearly perfect. The United States Marshall has a book containing samples of all the counterfeits yet issued. Trout looked at these bills and told the engraver correctly each time with very little examination. Among these bills were those from plates engraved by Boyd and Ulrich, other cele-

brated counterfeits, and which are so perfectly done as to deceive ninety-nine out of every hundred persons accustomed to the examination of money. Trout could not describe the process by which he distinguished these various bills but characterized it as an indescribable instinct. He said he had worked off hundreds of thousands of dollars in counterfeit money while he was engaged in business. He is apparently about 35 years of age and seems to be on the brink of a consumptive's grave. His term of sentence does not expire for two years yet. But he says he does not expect a pardon though so near death. He prefers to end his days in prison, and has made his coffin with his own hands. He is a modest, quiet looking man, and says that his appearance always won him the confidence of those with whom he came in contact, and had much to do with his success in disposing of counterfeit money. It seems surprising that a man of his talent should choose to use it in a course of crime and end his life in a state prison. His skill, exercised in a legitimate direction, would doubtless have gained him a competency. But he is now a sad example how genius may be perverted when it lacks the balance of good principles or good sense.

The Liverpool Docks, which are already one of the wonders of the commercial world with a capacity for the accommodation of 1,200,000 tons of steam shipping, are still found to be insufficient, and new branch dock is to be added. Here is a brief sketch of what is going on among the English steamship companies just now:—The Cunard Company is to increase its fleet of 20 steamers by four new vessels of 3,500 tons burden each; the Inman line has lately added two more ships to its former fifteen; the Guion line, with six steamers on the station has two more of 3,000 tons burden each upon the stocks; the National Steam Company is to add four vessels of 4,500 tons each to its present fleet of eight; and the Southern Steamship, a new company, shortly puts on five vessels aggregating 10,000 tons. This sudden swelling of the forty-nine steamers heretofore plying into a navy of sixty-six—an increase of 33 1/3 per cent.—is for the trade between Liverpool and the United States alone. There is yet to be taken into account the case of the Montreal Ocean Steamship Company which, to its seventeen vessels of 46,000 tons burden, is soon to add two steamers more. The South American fleet numbers 24 large ships—six times as many as last year, which with those of the West Indian line run up the total of steam shipping from Liverpool to the new world to very close on one hundred large ships built and building—while there so various parts of Asia, Africa and the Mediterranean amount to as many more.

The bear skins used for making the head gear of the British foot guards are very expensive, and are chiefly obtained from the Hudson Bay Company's possessions in the North-West. A fine skin fetches about £5 sterling, and out of about 5000 bear skins now in the Company's show room, only about 400 will be accepted for the fastidious Guardsmen.

The *Italy*, the largest merchant screw steamship in the world except the *Great Eastern*, was recently launched from Messrs. John Elders' ship building yard, Glasgow. She is built for the National Steamship Company, and is to trade between Liverpool and New York. Measurement 4200 tons, and 600 horse power.