

marked down for the melancholy destiny linked to us Englishmen in the bonds of a common allegiance and a common patriotism. Yet there are Englishmen to be found who are quite easy in their hearts at the prospect of the subjugation of Canada. What hollow hypocrisy must have been displayed by such people when in former times they professed to sympathize with Poland, Hungary, or Italy!

#### WHO DESTROYED AMERICAN COMMERCE?

The *Washington Herald* of the 3rd instant under the heading of "Who destroyed our commerce?" has the following pithy article:

"To argue that the claims for consequential damages which this government has presented to Great Britain are absurd and unsubstantial, is to have one's loyalty questioned in certain quarters. But if it can be shown that these consequential damages were simply part of a bluff game—which is not likely however to succeed very well with bluff John Bull—and that they were further designed to throw dust in the eyes of our own people, there would really seem to be no good and sufficient reason why they should not be exposed. England is asked to pay for the destruction of American commerce, which was destroyed not by the *Alabama's* and *Shenandoah's* but by class legislation and a protective tariff. If it can be proved conclusively that England permitted the neutrality laws to be violated, and connived at the building and fitting out of the *Alabama* and her sister cruisers, then she must be held to account for the shipping actually destroyed, which "little bill" she would doubtless settle with alacrity. But can she be held to further account? When the Confederate cruisers took the seas, our shipowners transferred their property to the British flag, under which they found protection. These transfers were merely nominal changes in ownership, and were characterized as 'white washing,' a term not unfamiliar hereabouts during the sessions of Congress. When the war ended, and the protection of the British flag was no longer essential, the owners of these vessels naturally wished to place them once more under the Stars and Stripes. But here intervened a law, framed in the interest of New England, which forbade the transfer of any vessel from a foreign flag to our own. And what made matters worse was the fact that this fleet, under its false colors, could not engage in the coasting trade—another regulation framed in the interest of our shipbuilders and owners. Thus was our commerce, which had been compelled to seek the protection of a foreign power, cut off bodily and permanently transferred to our great maritime rival.

When the war was over the construction of a new merchant marine was commenced, notwithstanding the difficulties thrown in the way by a protective tariff. Hoping for relief in some form the shipbuilders struggled on year after year, but finding none had been compelled to close their yards, in many cases not until their means were exhausted. A thousand ton ship can be built in Canada to day at fifty per cent. less cost than in this country, and our shipowners have to pay taxes on this increased cost, while the vessel is worth no more and can earn no more than her Canadian rival. In the face of these facts what mockery it is to demand that England shall compensate us for our decayed or destroyed commerce. Not only is its destruction largely due to

class legislation, but its revival is rendered impossible by the operation of a protective tariff. Our fleet has gone to pieces on a reef of pig iron. Will Congress remove the obstruction?

#### THE COST OF MONARCHY AND REPUBLICANISM.

Some of the American papers are continually contrasting the economy of Republicanism with the amount necessary to sustain Monarchy. The *New York Albion* refers to the subject in an able article, it says:

"We are of the opinion that if the emoluments allowed to Senators and Deputies in both the National and State Departments, as also the salaries of the civic Solons should be carefully compiled, that the republican form of government in the United States, as regards these offices would aggregate at least ten times the amount required in Great Britain. The reason is obvious. Both in the Houses of Lords and Commons, as well as the municipal boards, the appointments, with the exception of the Executive, are all honorary, and there is no lack of talent displayed by the holders of those offices, in consequence of this trifling discrepancy between the usages of the two countries. The class of needy, greedy politicians, and the professional loyalist are unknown in England. The civic service is conducted on the sound principles of successful examination, and no officer is removed unless through misconduct or inattention to his duties. It is true that there is always a keen strife between the liberal and conservative parties for the attainment of Power, and the consequent distribution of patronage as regard the heads of departments, but the experienced and intricate management of affairs is not subverted, as in this country, to a mere partisan policy, and in our opinion this difference between the two systems is again greatly in favor of the monarchical form of government. In conclusion we might be allowed to suggest that the interest on the amount expended on the House in this city, would alone suffice for all the allowances made in England for the personal expenditure of the members of the Royal family, and that more money will be spent in the ensuing Presidential canvass, than will be required for the entire civil list of England for the next four years: Under these circumstances is royalty so costly?"

#### A WEST OF ENGLAND CIRCULAR.

Roger Giles, Sur John Parish Clark, & skulcrafter reforms ladys and gentlemen that he dress tectho withowe waitin a moment, blisters on the lowest terms and viziks vor a penny a pease. Ho Zolls Godfathers Cordel, kutz korn and hundertakes to keeps hevery bouys nayles by the year or so on. Young ladies and gentlemen larned their granmar language in the purtiest manner, also gurt kare taken off there morals and spellin, also Zam Zangig teechn the bas vial and all sorts of phancy Work, Queer-drills, dokers, Weazils and all other contrary dances tort at hoom and abroad at perle-shun Perfumery and snuff in all its branches. As times be cruel bad Ho begs to tell that ho has just begun to sell all sorts of Stashuary wares, Kox, Kox, Hens,foles, cheese, doitry, klackin bauls, herrins and coles skrubbin brushes, trakel, Godley bokes & Bibles, Gimblets, micetraps, brick dust, & whisker seed, and hall sorts of sweatmeats, inkludin taters, sassage, and other garden stuf, also phrute, hats, Zougs, hoyle, lattin buckets, and other eatables. Korn & bun yard zave, and all hardwares. He also performs fleabotomy on

the shortest notice and further more in particular he has laid in a large ascortment of trype, dogs meet, lollipops and other pickels—such as Heppsom Zaltz, hoysters, wurdzer Zoap &c, old rags bort & sold heare & now he reshelse new laid heggs hevery by me Roger Giles.

Half Holiday.—

#### RAILWAYS IN GREAT BRITAIN.

The following will give some idea of the money invested on railways in Great Britain. The extent of capital invested in railways in the United Kingdom, and the enormous circulation of money involved in them, is something startling. A recent number of the *Builder* says that it has been shown that 14,217 miles of railway are now being worked in the United Kingdom, on which have been expended no less a sum than £500,000,000, which is five times the amount of the annual value of all the real property of Great Britain, and two thirds of the National Debt. The gross net annual revenue of the railways in this country, after deducting all working expenses, exceeds £22,000,000 sterling, more than the total revenue, from all sources, of Belgium, Holland, Portugal, Denmark, Sweden and Norway. The companies have in their direct employment more than 100,000 officers and servants. The value of the tolling stock exceeds £30,000,000. The consumption of coal and coke by railway engines amounts to between 2,000,000 and 3,000,000 tons a year; so that in every minute of time throughout the year above four tons of coal are consumed, and twenty tons of water are flashed into steam. The consumption of fuel is about equal to the coal exported from Great Britain to foreign countries. There are more than 3,000,000 tons of iron laid down in rails alone, and the chairs would weigh nearly 1,000,000 tons, so that there are not short of 4,000,000 tons of iron on the permanent railways of the United Kingdom, and of these about 30,000 tons of rails have to be every year replaced.

#### THE SUEZ CANAL.

De Lesseps, the Suez Canal engineer, has just issued his report for 1871. The report is not as satisfactory as was expected. It was generally predicted that the last year's income of the canal would reach \$2,000,000, the result of tonnage fees on 6,000,000 tons of shipping. The report, however, shows that tonnage to the amount of 772,409 only passed the canal, at a toll of \$2 per ton, making the total receipts \$1,542,818. The total expenses, meanwhile amounted to \$3,700,000. Anybody but a Frenchman would be crushed at once at such a result, but M. De Lesseps now proposes to make up the deficit by raising a new loan of \$4,000,000, but just how it is to be done does not appear. Of the vessels which made up the canal traffic seventy out of every one hundred were English, making a total tonnage of 556,621, the tonnage of American vessels being only 4,170. There is little doubt that after another year or so more of M. De Lesseps' experience in keeping a toll-gate on the Suez Canal he will gladly "sell-out" to the English Government, which is looking on and patiently biding its time.

The great 154-carat diamond, found in South Africa, is said to have been discovered by a poor Irish adventurer in the wall of the hut where he had retired to rest. Its brilliancy shone forth from a clump of earth, and attracted the eyes of the fortunate finder.