

"But on the alarm in 1868, two meetings were held at Dunham village, where a similar agreement was drawn up and signed by some twenty-five more, and I was elected the head officer.

"When the alarm came this spring we met and organized regularly. I was chosen Captain; L. Galer, Lieutenant; and J. Galer, Ensign. We decided upon the badge to be worn—a red scarf—and reported ourselves ready for action whenever needed, under the name of the Home Guards. Our organization is such that we require no other officers, except sergeants to notify the men when necessary, and of these we have enough to make it an easy matter to get the company together in an hour's time.

"We have means by which reliable information can be obtained of the least movement going on among the Fenians on the other side against our country. They cannot advance to within twenty miles of the frontier but we are immediately put in possession of all that is there known of their plans.

"Last Monday afternoon, May 23rd, I received notice that the Fenians were collecting on the other side of the line, and that large quantities of arms and ammunition were being brought through Franklin directly to the front.

"Our scouts were out all night, and on Tuesday morning at 4 o'clock news came of such an alarming character that I warned my company of Home Guards out at once. By eight o'clock, a. m., they were gathering at Cook's Corners, and we remained there until the afternoon, receiving information every few minutes of the Fenian movements.

"About two o'clock we left this place and took up our position on a wooded rocky hill, overlooking the line, a spot long since looked out by Mr. Ten Eyck and myself as the point from which an invasion of this kind must be resisted—determined, if possible, to maintain it until the volunteer forces should be ordered to the frontier.

"This position we did hold in sight of Fenians, five to one of us, from the time we assumed it (keeping pickets out during the night, and taking two prisoners), until about four o'clock on Wednesday morning, when Lieut. Baker with twenty-two men, a part of Capt. Robinson's company of Dunham volunteers, arrived on the ground. A short time after this Capt. Boekus, from Stanbridge, with a part of his company, numbering about as many more, came up, all under command of Col. Chamberlin, making the full force on the ground at the time of the attack about 85 men.

"The position occupied by the Home Guards during the engagement was at the point of the hill nearest the line, and our rifles were ranged to open fire upon the enemy when a very few yards past the iron post, which we did with a good will.

"Since the skirmish of Wednesday last I have received a list of forty-four names from Sweet'sburg and Cowansville of persons wishing to be added to our company, and many others from different parts of Dunham and St. Armand East are still to be added to our numbers.

"Yours, &c.,

"ASA WESTOVER."

Dunham, May 31

A day or two before the raid, and when it was surmised that the Fenians were preparing to come over, Capt. Westover took the precaution to have the whole ground measured from Eccles Hill to the border line. His company therefore knew exactly at what distance the Fenian "targets," upon which they were to fire, were placed; they could determine at different points to what number of yards they should fix the "sight" of their rifles in order to do the best execution; and if we take the number of men engaged, some forty or fifty, the brief period of the engagement, twenty minutes or half an hour, the carnage has scarcely ever been equalled. The reports give nine Fenians killed and seventeen wounded, thus placing one enemy *hors du combat* for every two Canadians in the engagement, and that without a scratch upon our side! The steadiness of the fire and the accuracy of the aim decided the fortunes of the day; and it must be confessed that to the capital training of the border-men under Capt. Westover, the satisfactory result of the engagement is mainly due. The commanding officer, Col. Smith, and under him Col. Chamberlin, did all that was possible for them to secure success; but had they not been supported by the keen eye, the straight aim, and the steady hand of the well-trained Home Guards and volunteers, their victory would have been purchased upon other and far more costly terms. Capt. Westover's portrait is from a photograph recently taken.

**SHARP PRACTICE.**—An incorporated society hired a man to blast a rock, says Mark Twain, and he was punching powder into a hole with a crowbar, when a premature explosion followed, sending the man and crowbar out of sight. Both came down all right, and the man went to work again directly, but though he was gone only fifteen minutes, they docked him for lost time.

Temperature in the shade, and Barometer indications for the week ending June 14, 1870, observed by John Underhill, Optician to the Medical Faculty of McGill University, 299 Notre Dame Street.

		9 A. M.	1 P. M.	6 P. M.
We'nsday,	June 8.....	63°	75°	74°
Thursday,	" 9.....	66°	77°	76°
Friday,	" 10.....	68°	75°	72°
Saturday,	" 11.....	68°	70°	71°
Sunday,	" 12.....	68°	78°	72°
Monday,	" 13.....	68°	76°	73°
Tuesday,	" 14.....	71°	79°	76°

		Max.	Min.	MEAN.
We'nsday,	June 8.....	76°	63°	84° 5
Thursday,	" 9.....	78°	58°	68°
Friday,	" 10.....	77°	58°	67° 5
Saturday,	" 11.....	72°	55°	63° 5
Sunday,	" 12.....	80°	60°	70°
Monday,	" 13.....	80°	57°	68° 5
Tuesday,	" 14.....	81°	60°	70° 5

Aneroid Barometer compensated and corrected.

		9 A. M.	1 P. M.	6 P. M.
We'nsday,	June 8.....	30.20	30.20	30.17
Thursday,	" 9.....	30.17	30.12	30.12
Friday,	" 10.....	30.14	30.12	30.12
Saturday,	" 11.....	30.17	30.16	30.10
Sunday,	" 12.....	30.15	30.20	30.24
Monday,	" 13.....	30.26	30.20	30.12
Tuesday,	" 14.....	30.10	30.06	30.00

## PRESENTATION PLATE.

In the Press and will shortly be distributed to all paid-up Subscribers for one year to the

### "CANADIAN ILLUSTRATED NEWS,"

A Leggotyped Copy of LEFEBVRE'S Splendid Engraving of CORRIGIO'S celebrated Painting (the original of which is now in the Dresden Gallery) entitled,

#### "THE NATIVITY."

It will be printed on a large sheet of fine plate paper, the exact size of the Engraving being 14 by 19 inches, and care will be taken to make it in every respect as attractive and artistic as the original. All parties subscribing to the *News*, and paying for one year, any time before the first of July next, will be entitled to a copy of this magnificent Plate, the value of which may be inferred from the fact that the Engraving, of which it is a *facsimile*, sells in New York at ten dollars per copy.

Montreal, 26th March, 1870.

#### CALENDAR FOR WEEK ENDING JUNE 25, 1870.

SUNDAY,	June 19.—First Sunday after Trinity. William IV. died, 1837. 100th Regiment embarked for England, 1858.
MONDAY,	" 20.—Accession of Queen Victoria, 1837.
TUESDAY,	" 21.—Longest day. Quebec <i>Gazette</i> (first Canadian newspaper) issued, 1764.
WEDNESDAY,	" 22.—Turkish monarchy founded, 550. Battle of Vittoria, 1813. Battle of Solferino, 1859.
THURSDAY,	" 23.—Siege of Kars, 1855. Great fire in Quebec, 1865.
FRIDAY,	" 24.—St. John Baptist, M. Midsummer Day. Newfoundland discovered by Cabot, 1497.
SATURDAY,	" 25.—Battle of Bannockburn, 1314. Battle of Louisbourg, 1758.

## THE CANADIAN ILLUSTRATED NEWS.

MONTREAL, SATURDAY, JUNE 18, 1870.

The visit of the British Columbian delegates to this country for the purpose of arranging terms of union, calls attention to the necessity of pushing forward works for the improvement of interior communication through the North-West, whether by land or water, rail or waggon-road. If British Columbia is admitted into the Union, the difficulty of communicating with it through British territory will not be represented by a portage of a couple of miles, such as that at Sault Ste. Marie which delayed for two weeks the progress of the Red River expedition. Yet that delay was humiliating enough to Canada. At a comparatively trifling cost there might, according to the testimony of practical men, be built, on the Canadian side, a canal that would place one of the keys to Lake Superior in the hands of this country. It is inconvenient that just now the only key to that inland sea is in the hands of a neighbour, friendly, no doubt, but still of such a testy humour as not always to be depended on. The construction of this little canal has frequently been urged, but it has been deferred in great part because of the existing one on the American side. If it is so hard to get to Fort William, even in summer, and thence to Red River, how much worse will it be to make the way across the Rocky Mountains and on to New Westminster, or Victoria?

There must be a railroad across the continent on British territory; and we are glad to notice that an enterprising citizen of Toronto, Mr. Laidlaw, of "narrow gauge" fame, is now advocating a scheme in England which, if not very feasible in itself, serves at least to exhibit the importance of the country as a field for immigration and investment. His proposal is to build a British Pacific Railway and other railways throughout the North-West with emigrant labour. The scheme, designed to be self-sustaining, is based upon a land grant of 20,000 acres per mile, and a government guarantee of the company's bonds to the extent of \$15,000 per mile, upon which (*i. e.*, the land and the guarantee) the whole sum—\$25,000 per mile—required to construct the railway would be borrowed in England. To supply the labour, emigrants would be assisted from Europe; and employed for at least two hundred days on the railway at 2s. per day and rations, at the end of which time each emigrant would be entitled to receive from the company 100 acres of land, and from the government 200 acres, the latter either free or at a small price per acre. The cost of passage money, &c., would be deducted from the wages of the labourer; and skilled workmen would, of course, receive a higher rate. Mr. Laidlaw also proposes ample security to the governments in the management of the funds, &c., so that every guarantee would be given that the scheme, if entered on, would be carried out in good faith. This scheme Mr. Laidlaw has submitted to the Colonial Emigration Committee; at the same time asking

the opinion of the Committee as to the merits of the project, the chances of the securities being accepted in England, and the light in which the emigrating classes would be likely to view it.

We notice the project of Mr. Laidlaw because it brings the subject of the Canadian Pacific Railway and of public works in British North America prominently before the English people at a time when the promotion of emigration is the pet hobby of the most active and energetic philanthropists among them. Assuredly if any scheme is adopted that will secure the construction of the railway, emigration will be promoted; and hence it appears that Mr. Laidlaw has been fortunate in the time chosen for bringing his plan into notice. Canada never before so strongly felt the necessity for the railway, and seldom has there been a time when emigration was more favourably regarded among the classes this country most needs to develop its resources. The conjunction of circumstances is such as ought to be taken advantage of in this country, by encouraging the Government to adopt a liberal policy as regards land grants to new railway enterprises; indeed, the Minister of Militia explained, when discussing the Manitoba Bill in Parliament, that the ungranted lands of the North-West had been reserved expressly with the view to promote the construction of railways. The first practical step towards the promotion of the great work might well be taken in Montreal by supporting the Canada Central. That road and the projected Northern road from this city having clubbed their resources and secured very fair prospects of such municipal aid as will secure its construction, Montreal is expected to invest one million of dollars in it; and if the city's resources are such as to enable it to assume the responsibility, there is no other public work having such strong claims upon it, or more certain to make a handsome return. On its own merits, and merely as opening direct communication from this city through the Ottawa valley, the Canada Central ought to be pushed forward without delay; but when it is remembered that it ought to form, and if built in time, will undoubtedly form, a link in the great chain of the Canadian Pacific railway, there can surely be no hesitation as to what ought to be the duty of Montreal in the premises.

#### SIR JOHN A. MACDONALD'S HEALTH.

It is satisfactory to be able to speak of Sir John's health rather than of his illness. He is now able to sit up for an hour or two at a time, the favourable symptoms noticed by his physician, and mentioned by us last week, having continued uninterrupted. It is yet but a few days since Sir John was informed that there had been a Fenian raid and repulse; but his health is now such as to warrant his being made acquainted with current events.

On Tuesday last the marriage of Colonel Chamberlin to Mrs. Fitzgibbon came off in St. Ann's Church, Brockton, near Toronto. The affair passed off with great *celo*. In the afternoon the happy couple started on a wedding tour to Ottawa, and thence to Montreal.

Hon. Mr. Campbell, P. M. G., leaves to-day for England to represent to the Imperial authorities the views of the Canadian Government with respect to the Fenian movement.

#### THE RED RIVER EXPEDITION.

##### THE CAMP AT SAULT STE. MARIE.

After having crossed the main-land from Garden River, where they disembarked, to the Lake Superior end of the Sault, the Canadian troops pitched their camp at a short distance from the village of Ste. Marie. The camp, as shown in our illustration, lies in a meadow in front of a group of houses belonging to the Hudson's Bay Company. These houses are surrounded with a stockade, and lead down to a wharf also belonging to the Company. The whole is dignified with the name of the Fort. The distance from the camp to the village is a mile and a half, but the road being somewhat circuitous, it has been found convenient to send the stores for the camp by water from the village. The troops in camp are under the command of Col. Boulton, an officer who thoroughly understands his duty, and to whose able management is due the perfect order preserved. The life at the Sault was found somewhat monotonous, but it was an agreeable change from the routine at the Crystal Palace in Toronto, especially as the weather has been all that could be desired for camping out. At 4 a. m. reveille sounds, and at seven the men breakfast. After breakfast they are distributed as fatigue parties, engaged in the removal of stores to the waggons to be carried to the camp; and sentinels are posted to relieve the night guards. At noon dinner is served, the cooking being done by the men. Dinner over the men are occasionally drilled for a short time, after which they are left to their own resources for whiling away the time until tea at 4. Retreat follows at sunset, tattoo at half-past nine, and lights out at 10. During the whole time, both night and day, guards are posted around the camp, and a captain and subaltern are detailed daily to remain in camp, dressed in uniform, and ready to turn out at a moment's notice to give directions to guard and picket, and to turn out the whole force under arms, if required. The troops are kept close in camp, where, however, they are allowed considerable freedom. A great excitement was caused a fortnight ago by the news that the Fenians were preparing for a raid. On the night of the 3rd, about one hundred men came up on the Chicago steambot, all armed, and supposed to be Fenians. Information was immediately des-