

deavoured to obtain an interview with the mandarins. On board the lorch he was menaced, and the mandarins refused to give any kind of explanation of the proceeding.

The Consul immediately despatched intelligence of these events to Sir John Bowring, at Hong Kong, and also to Sir Michael Seymour, who was on the spot, and reprisals were commenced in a mild form by the seizure of a mandarin junk, which Commodore the Hon. C. G. J. B. Elliot, of the Sybillo, took and sent into Hong Kong. Meanwhile the consul sent in a strong remonstrance to Yeh, the Governor of the city, to which no answer was returned. Finding all his efforts vain, Consul Parkes renounced further attempt at reconciliation, and a naval force soon appeared on the scene.

On the 18th of October Sir Michael Seymour despatched from Hong Kong the screw corvette Encounter, 14 guns, and the steam sloop Sampson, 6, for Whampoa in the first instance, with a large force of marines and blue jackets; and the steam sloop Barracouta followed with further detachments. Admiral Seymour himself then proceeded to Canton, and undertook the direction of the operations. The British and other traders were officially warned of the posture of affairs, and commercial transactions which for a week had been little more than nominal, were suspended.

The river in front of Canton is rather broader than the Thames at London Bridge, but the depth of water does not exceed two fathoms, while the narrow passages by which access is gained to it on the eastern side of the Island of Whampoa have a depth not exceeding a fathom and a half. The city is externally guarded by five forts, of which two are on the land side and two on Pearl river. These were attacked and taken by our countrymen on the 24th of October. An attempt was then made by Admiral Seymour to terminate the difficulty without further hostilities, but the Chinese Governor would neither give satisfaction nor grant an interview to the British Commander.

Admiral Seymour then determined to attack the city itself. A wall, composed partly of sandstone and partly of brick, surrounds Canton: it is about 30 feet high and 25 feet thick, and is mounted with cannon. Against this wall a fire was opened on the 27th of October, and by the 29th a practicable breach had been opened through which the troops entered. The governor's palace, situate in the south western part of the new city, was gained, but appears not to have proved a position worth holding, for the troops were withdrawn in the evening with a loss of only 3 killed and 12 wounded.

A further attempt which was now made to negotiate proved vain, and it was then resolved to attack the old, inner, or Mantchou portion of the city, divided from the southern by a high massive stone wall, and containing the garrison of Canton. This part of the city was bombarded on the 3rd and 4th of November, and on the 6th the Barracouta destroyed twenty-three war junks. Another interval of reflection was then granted to the Chinese Governor, but at the date of the last accounts from Canton which had reached Hong Kong, no signs of an accommodation were discernible.

The Imperialist garrison at Canton were in a very weakened state. The governor had raised the pay of common soldiers from six to eight dollars a month. Kowlin-foo, the capital of the adjoining province of Kwangai, was closely invested by the insurgents, who, it was thought, would probably attack the Mantchou governor as soon as his new entrenchments became known.

Our fleet of war ships in the Chinese seas is at this particular time large, as will be seen by the following list:—

AT HONG KONG.	
H. M. S. Calcutta	84 Captain Hall.
Winchester	50 Captain Wilson.
Coromandel	3 Lieutenant Nares.
Hercules	Hospital ships
Minden	
AT WHAMPOA.	
H. M. S. Sybillo	40 Commodore Elliot.
Encounter	14 Captain O'Callaghan.
Bittern	12 Captain Bate.
Sampson	6 Captain Hand.
Comus	14 Captain Jenkins.

AT CANTON.	
H. M. S. Barracouta	6 Captain Fortescue.
AT WOUSUNG.	
H. M. S. Pique	36 Cpt. Sir F. W. Nichols.
Hornet	17 Capt. Forsyth.

The sloop Comus has lost eight of her guns, which her commander was compelled to throw overboard in a tempest in the Formosa Channel. Admiral Seymour only arrived at Hong Kong from his northern cruise

ten days before the commission of the outrage which he is engaged in avenging.

The following additional details have been received: On the 24th of October the British seamen and marines spiked 170 of the Chinese guns, belonging to the River Forts, at and about Canton. The Barracouta in shelling the Old City, on November 3rd, received 80 shot in her hull and rigging. The Chinese stood to their guns better than usual. Ten British ships of war, mounting 248 guns, were in Canton River at the date of the last accounts, which were brought to Hong Kong, Nov. 15th, by the Peninsular and Oriental Company's Steamer Canton. She left Canton at midnight. On the previous day the Chinese had remanned the Barrier Forts, which fired into the Canton on her way down.

The factories at Canton have been strongly guarded. His Excellency Sir M. Seymour, had caused a circular to be addressed to the foreign community; it is signed by the consul at Canton, and says that his Excellency is determined that his command shall be conceded to, but as it would not be politic to disclose his plans, his Excellency confined himself to stating that he saw no immediate prospect of a restoration of quiet.

Intelligence from Canton of the 14th of November states that all the Europeans had closed their counting houses in the fear of a reaction. Commerce had been at an end ever since the burning of the Chinese quarter. The authorities of the city had retired into the interior, offering only a passive resistance. The English occupied the fort. The original cause of hostilities was the act of the populace in hauling down the flag of an English merchant ship, after the captain had refused to surrender an assassin who had taken refuge on board.

An American steamer was fired on by one of the forts, and the United States frigate Portsmouth destroyed it. Notice was given to the authorities that unless immediate redress were made, operations would be commenced against them. A great number of buildings were destroyed by fire in Canton. The Barracouta threw shot and shell into the forts on the heights at a distance of 3200 yards. One fort was taken by the boats of the Calcutta. The Chinese offered a reward of fifty dollars for the head of every European, and increased the reward to a hundred. The factories were defended by American marines. The Viceroy asserted the English flag was not flying when the vessel was boarded, and that she was a Chinese ship; but this was untrue.

Editorial Miscellany.

STEAM COMMUNICATION TO BRITISH PROVINCES.

It is evident from indications in the public prints, and from the active spirit of competition in the matter of steam navigation to this hemisphere, that attention has been called to the monopoly of government aid at present enjoyed by the Cunard steamers. The rival line will be the Canadian steamships, which are advertised to sail for Portland and Quebec. The partial success of the enterprise of the Montreal Steam packet Co. is giving the proprietors of the Cunard line who have entered the lists with an evident intention of supplanting it, a good deal of trouble; and there can be no doubt that if the Imperial government countenance the latter, that the infant enterprise of Canada will have to combat against fearful odds; altho' if the sympathies of the Provincial Government of Canada and the people of that noble Province are enlisted in favour of their own line, the result will be that their perseverance will be crowned with success. The Cunard line was fast becoming a dangerous monopoly, and inimical to the true interests of the British empire in this part of the world, inasmuch as the Government encouragement, and the enormous wealth growing out of the large sums received for passage money and freight, would soon have enabled its proprietors to overbear all rival opposition, and after a while even to bid defiance to the government itself should it endeavour to effect a change; and this was the complexion to which things were arriving, when the Canadian Legislature encouraged native enterprise to turn the channel of steam communication hitherto centered at Boston and New York, up the Gulf of St. Lawrence to Quebec. The Montreal Co. have advertised four first class powerful screw steamers between Liverpool and Canada, to touch at Portland, Maine—freight to Portland £3 per ton, cabin passage to Portland 18 guineas, forward 15 guineas, steerage 8 guineas. Consequent upon this intention we presume, the Cunard steamers had previously reduced their freight to £3 per ton—but as yet they have not altered the rate of passage in their mail boats. As significant however of the desperate competition which has been evoked, we find another advertisement by the

Cunard Co. of four first class steam ships, once a month, from Liverpool for Boston and New York, the service to be extended to twice a month when the ships now building are completed; and an intimation is given that as soon as goods are going for Canada, and any quantity offer for Portland, these vessels will call there. Now none of these steamers are advertised to touch at Halifax, and it may be presumed, that the terms of the contract making it imperative that the Mail Steamers should touch here, that here alone the monopoly will still prevail, and that our trade and passenger transit will as heretofore be subject to all the inconveniences and unfairness which have hitherto characterised the charges of the Cunard line. If it is so however the fault will be our own. We are persuaded that the freight to Halifax and the passengers that would offer would be an inducement to any steamer to make this a touching port, at least on the outward voyage,—and that very little of the former and none of the latter would find their way here by other conveyance, if steam communication were somewhat regular, and the charges moderate. We may express a hope that if its contemplated extension to this port be what it ought to be, a united exertion will be made in its favour. If the Cunard steamers despise our commerce, we shall be better served by such enterprises as those which have started the *Circassian*; or if they think it worth an effort to preserve the benefit they derive from us, competition will prevent the evil of monopoly.

We have republished a letter from the Hon. Samuel Cunard, which first appeared in the London Times, as further proof of the anxiety with which the present competition is viewed by the parties who have hitherto, (and we believe up to this time they have well deserved it,) received all the benefit of the enterprise.

TRIAL FOR MURDER.

The trial of George Izatt for the murder of Daniel McKeon, on the 5th of last October, at a house near the Railway depot, commenced in the Supreme Court on Monday 19th, and concluded the following day. The evidence went to prove that there was a raffie in the house, and that dispute arose towards the close, about paying the fiddler, which led to a row, in which Izatt was thrown down and maltreated. That he then went for his gun, and without further provocation fired amongst the people outside, and Daniel McKeon thus received a wound, which in a few hours caused his death. Izatt absconded, but was subsequently captured.

The Hon. J. W. Johnston undertook the defence of the prisoner, which he conducted with his usual ability.

The Attorney General, for the prosecution, admitted that there were not sufficient grounds for a conviction of murder.

Judge Desbarres charged the jury, which retired and after an absence of about three hours, returned a verdict of Guilty of Manslaughter.

The Nova Scotia Electric Telegraph Company held their annual meeting on Wednesday 14th inst. The affairs of the company appear to be progressing satisfactorily—the report showing an increase of business, a large payment of debts, and the applicability of future receipts to the payment of dividends—the report recommending also the paying an interest of 6 per cent at the end of May—reduced by an amendment to four per cent.

FOR THE CHURCH TIMES.

At a Meeting held in St. Peter's Chapel, St. Margaret's Bay, on the 31st. of December, it was proposed by Mr. Geo. Dauphiney, and seconded by Mr. John Moor, and unanimously resolved—That the thanks of this Meeting be given to the Rev. J. PEARSON, for his zealous and punctual discharge of Ministerial duties in this place during the last two and a quarter years.

JOHN STANNAGE, Chairman.

J. W. Marriot, Esq., delivered an able and instructive lecture before the Young Men's Christian Association and a crowded Temperance Hall, on Tuesday evening, subject—"The Curse of Labor."

Hugo Reid, Esq., at the Mechanics' Institute, on Wednesday evening, delivered an instructive lecture on Decimal Coinage—it is said to a slim audience. The subject is one that ought to be attractive to our community, especially to the mercantile portion, and being in such able hands, we wonder at the indifference respecting it. It is to be hoped that a general all upon him to repeat the lecture will be made, and though the Mechanics' Institute may not now be the rage, that a large audience will show their appreciation of the really useful.

A PHYSICIAN.

ABOUT to resign practice, wishes to procure a suitable successor. The field is in many respects vast.

No one need apply that is not prepared with Books, Medicines, Instruments, &c. Address