

VANISHED HOPES.

The following lines, found written on the back of a five hundred dollar Confederate note are too good to be lost:—

Representing nothing, on God's earth now,
And naught in the water below it,
As a pledge of the nation that's dead and gone,
Keep it, dear friend, and show it—

Show it to those who will lend an ear
To the tale this paper can tell,
Of liberty born of the patriot's dream
Of the storm-cradled nation that fell.

Too poor to possess the precious ore,
And too much of a stranger to borrow,
We issue to-day our promise to pay,
And hope to redeem on the morrow.

The days rolled on, and weeks became years,
But our coffers were empty still;
Coin was so rare that the Treasury quaked
If a dollar should drop in the till.

But the faith that was in us was strong indeed,
And our poverty well discerned;
And these little checks represented the pay
That our suffering volunteers earned.

We knew it had hardly a value in gold,
Yet as gold our soldiers received it;
It gazed in our eyes with a promise to pay,
And each patriot soldier believed it.

But our boys thought little of price or pay,
Or bills that were overdue;
We know if it brought us bread to-day,
'Twas the best our poor country could do.

Keep it it tells our history over,
From the birth of its dream to the last;
Modest and born of the angel Hope,
Like the hope of success it passed.

"ANNALS OF CANADA FOR 1838."

FROM PELEE ISLAND TO AMHERSTBURG ON THE ICE.

AN ENCOUNTER WITH BRIGANDS AND THEIR PLUCKY CAPTURE.

(From the Montreal Gazette, of Feb. 9, 1833).

On the 4th of March, while Colonel Prince of Sandwich, Prideux Girty, Esq. of Gosfield and Mr. Haggarty, of the River Puce, in Maidstone, were returning home in a sleigh from Point au Pelee Island, at the attack of which as we have already stated they had been present on the preceding day; and had got within eight or nine miles of Amherstburg, the first of these gentlemen discovering two objects on the ice, at a distance of about four miles, which he suspected to be spies coming from the direction of Gibraltar, in Michigan. On approaching the Canadian shore these objects were distinctly perceived to be two men; and Mr. Girty who knows every path in this country, at once suggested that they were enemies coming to reconnoitre a particular marsh, which it is stated affords a quick passage from Lake Erie directly in rear of the town of Amherstburg. At this time the men approached within a short distance of the Canadian shore; but seeing the party in the sleigh, they suddenly turned off in a southerly direction. A pursuit was then determined upon; but Mr. Girty's horse being excessively fatigued, it was deemed advisable to push on to Mr. Anderson's, at Hartley Point, and there procure fresh horses. At this moment, however, they met two gentlemen going down to Gosfield, each in a single horse sleigh; and Mr. Girty being extremely unwell from severe cold, was prevailed upon by Colonel Prince to remain in his sleigh, while he and Mr. Haggarty drove off in the single sleighs to intercept and seize the suspected parties. When they got within fifteen rods of them, Colonel Prince stopped his sleigh, and leaving his pistols and tomahawk to the care of the driver, he proceeded with his favorite deer gun, and advancing within fifty yards of the suspected persons ordered them to halt. They complied with the order, and

on being asked who they were they replied that they were American citizens. Colonel Prince immediately recognized the brigand "Brigadier-General" Sutherland, and approaching within a rod of himself and his companion demanded their swords. The General hesitated to comply with the request whereupon Colonel Prince rushed in upon him and disarmed him without resistance. At this time Mr. Haggarty came up and agreeable to the orders of Colonel Prince, approached the fellow traveller of Sutherland, demanding his sword, which he delivered up with great civility. This individual proved to be "Captain" Spencer, and assumed the rank of aide-de-camp to Sutherland. This took place, it is proper to observe, within a mile and a half of the Canada shore, and upwards of four miles from that of Michigan. The prisoners were put into the sleighs and conveyed to Amherstburg*. In his despatch to the officer commanding the forces in Upper Canada, announcing this circumstance, Colonel Maitland stated, that he thought Sutherland, when taken, must have been endeavoring to make his way to Point au Pelee Island though he pretended to know nothing of the action which had taken place the preceding day. On the following day both prisoners were sent to Toronto, under an escort, commanded by Capt. Rudyer, of that city.

On the 13th of March Sutherland was put upon his trial at Toronto, before a court martial, composed of militia officers, in pursuance of an act passed by the Provincial Legislature of Canada, entitled, "An act to protect the inhabitants of this province from the lawless aggressions of the subjects of foreign countries, at peace with Her Majesty." The deportment of Sutherland on this occasion is said to have been calm and collected. He represented himself to have been a lawyer. He is a tall and muscular man, of about five feet, eleven inches in height, with bold and strongly marked features, a full quick light grey eye, dark sallow complexion, and black hair; but his countenance, did not appear to us when we saw him, to have been illuminated with a ray of that wildly fierce and independent spirit which betokens the ruthless brigand. He was dressed, on his trial in a sort of a half military blanket frock coat, similar to the surtouts worn by the Indians, having dark blue buttons, collar and cuffs, grey pantaloons, with seams of dark blue. He was furnished with a copy of the charges against him, and was allowed to consult counsel, who were not permitted to plead for him. On the opening of the court, on the second day of the trial, it was discovered that during the preceding night the prisoner attempted to bleed himself to death by opening veins in his arms and feet, and had consequently been so much exhausted as to be unable to appear in court. After a week's adjournment, Sutherland had so far recovered as to be able to proceed with his trial; and after the evidence for the prosecution had closed, he entered upon his defence. This he read at great length but called no witnesses, confining his case wholly to mere points of law. The court having thereupon deliberated, transmitted their sentence to the Lieut. Governor for his approval, and in a few days it was found that Sutherland was condemned to be transported for life to some of Her Majesty's penal settlements. In the meantime he was reported to have made very important disclosures with respect to the plots and projects of both the

*These facts are derived from evidence adduced on Sutherland's trial.

American brigands and Canadian rebels; but such disclosures, if at all made, could only amount to the facts which have since transpired, and which reflect the deepest disgrace on the United States as a civilized country and independent nation, assuming a rank as such. A short time afterwards Sutherland, in company with some of his late brethren in arms, and now fellow-convicts, was conveyed from Toronto to Quebec where he still remains a State prisoner. It appears upon a consideration of his case by Her Majesty's Government, that instead of carrying the sentence of this leader of brigands into execution, orders were given to permit him to return to the United States upon giving security in the sum of two thousand pounds that he should never again return to Canada. As it might be supposed Sutherland has hitherto been unable to find such security, and he still remains confined in the citadel of Quebec a friendless and hopeless prisoner.

(He subsequently escaped from the citadel.—Ed. VOL. REV.)

THE "NARROW GAUGE DENOUNCED."

We suppose that railroads of the so-called narrow gauge—that is, three feet and less—may be used with economy for some special kinds of transportation, such as coal stone, and the other metals, and for passengers on short local routes, where there is small travel. But the pretensions set up for these railroads as superior for large travel and for transportation, and the large extent to which these are swallowed, and money is being invested in them, and the fallacious arguments by which they are promoted, tend to make these narrow gauge railways the most stupendous mechanical imposture of this age.

Any one with common knowledge of mechanical principles and of railroad matters, may confidently challenge all the promoters of those narrow gauge schemes upon the proposition that there is not one argument in favor of the superior economy of railways of two or three feet gauge, over those of four feet eight and a half inches, that is not included in the argument that it does not cost so much to carry on a small business as a large one, or that transportation by a one horse waggon is more economical than by a two horse waggon. Of course it is more economical if you have no more than the load of a one-horse waggon. And that is all there is of the economical principles of narrow gauge railroads.

Among the reasons urged in their favor, which are palpable fallacies in mechanics, are the following.

That steeper grades can be used, thus saving in the original cost of grading.

The shorter curves can be used, thus saving in construction, and adapting them more to the natural surface.

That the saving in grading is near the proportion of the reduction in width of track.

That in the cars there is less dead weight in proportion to paying weight.

That engines can pull more in proportion to weight or cost.

That engines or cars cost less in ratio to capacity.

That finally, there is saving in the cost of construction and running that is not gained by a reduction in capacity.

But all these claims and more are put forth, and are urged with arguments that are mechanical fallacies. And so far as there is a pretence of actual demonstration, it is upon premises that are false. It is asserted that the expense of building and