

on the same day at the same place. The debate was conducted with eminent ability on both sides, and excited universal interest. Mr Lincoln had a majority of more than 4,000 on the popular vote over Mr. Douglas; but the latter was elected senator by the legislature. On May 16, 1860 the republican national convention met at Chicago, and on May 18 began to ballot for a candidate for president. On the first ballot Mr Seward received 173½; Mr. Lincoln 102, Mr. Cameron 50½, and Mr. Bates 48. On the second ballot Mr Seward had 184½, and Mr. Lincoln 181. On the third ballot Mr. Lincoln had 354 and Mr. Seward 110½. Mr. Lincoln was subsequently elected President of the United States and served his term of four years, when he was elected in opposition to Gen. McClellan. His career since his first election is so well known that we need not enlarge upon it. His tragical death in Ford's Theatre, Washington, might well form an era in the history of the American Republic.—*J. of Ed. U. C.*

—Dunbar Ross, Esquire, died at his residence in Quebec on the 16th instant. Mr. Ross was one of the leading politicians of Lower Canada and a distinguished member of the Quebec bar. He was born at Clonakilty, county of Cork Ireland, about the beginning of the present century. He was therefore about, but rather above, sixty five years of age. His birth at the place above mentioned was accidental, his family being Scotch. He came to Canada about 1819, and was at first engaged in mercantile pursuits. In 1829, he entered the office of the Prothonotary at Quebec, and was admitted to the bar in 1835. We believe that one of the circumstances that brought him into notice was his having been appointed judge *ad hoc* in the Court of Admiralty in a case in which the Hon. H. Black was disqualified to sit, and having rendered a very elaborate judgment in that important matter. This was in 1845. Mr. Ross who had sided with the Lower Canada minority previous to the Union of the Provinces at that time threw in his lot with the majority and shared the political fortunes of the Hon. T. C. Aylwin whose professional partner he was for some time. He successively represented the counties of Megantic and of Beauve in the Provincial Parliament. He was appointed Solicitor General in 1853, a position which he held during the space of four years.

Mr. Ross was an able and industrious lawyer, but was not generally successful as a parliamentary debater. He was a good scholar and a forcible writer. We have from him several pamphlets and contributions to the political press, among which are *Letter on the "crisis" Metcalfe* by Zeno, 1847. "The Seat of Government" in 1847, and a second edition (enlarged) of the same in 1856. These two pamphlets contain an able and we would even say irrefutable argument in favour of Quebec as the seat of government. Mr. Ross also translated from the French the "Manifesto" of the Quebec Reform Committee in 1847. He leaves an unpublished pamphlet on Slavery. He was an active and energetic man, honorable and independent, standing fast by his friends and not a little obnoxious to his adversaries. He had been for a long time in a helpless state from a stroke of paralysis. He dies poor and respected by all. When he left the government he refused through motives of delicacy a pension which he was offered by his political friends.

—The late Richard Cobden was the son of a Sussex farmer, where he was born June 3, 1804. Having learned the business of a salesman in the service of a City warehouse in the Manchester trade, he early removing to Lancashire, set up there for himself as a printer of calicoes, and, by his skill in suiting the markets and by his fine taste in patterns, became, in a very few years, one of the most thriving manufacturers of that district. He was still a young man. He had made up for the want of a University education by his studies of political economy, which he recommended in after-life as providing a better intellectual exercise and discipline than the exact sciences. His accomplishments were, an excellent faculty of logical exposition, with a rare talent of finding the readiest and happiest illustrations of his argument, and a perfect mastery of clear and forcible language in writing or speaking. He was familiar with the condition of the industrious middle and lower classes of England, both north and south. Foreign trade and foreign travel soon made him acquainted with the different countries of Europe and the United States. His political opinions were early formed. His task was to become one of the leading political executors of that legacy of economic science which the Scottish philosophers of the last century had bequeathed. The laws which regulate the production, distribution, and consumption of wealth appeared to his mind as the laws of bodily health—laws of Nature, ordinances of Divine authority—which it was no less impious than foolish to withstand. He took up, therefore, the vindication of those principles, almost with the zeal of an apostle, and for the sake of truth, while he demanded their practical observance for the relief of manufacturing interests. Such were the antecedents of this eminent public man, who came forward a quarter of a century ago as the ablest orator of the Anti-Corn Law League, himself a capitalist, a large employer of labor, and a successful mercantile adventurer, who could speak with sure knowledge of the operations of industry and trade.

In the House of Commons Cobden was an earnest advocate for Free Trade, because of its necessity to the working men of England. The question became, in some of its aspects, so ominous that further resistance to the popular demands might have resulted in a national calamity. Not only had Lancashire set up its mind, not only had the merchants and traders of London, after long hesitation, become thoroughly convinced upon the subject—not only were the ranks of the Anti-Corn Law

League swelled daily by fresh recruits, but in the agricultural counties themselves there were torch-light meetings of laborers, who declared that, come what might of Free Trade, Protection was not even giving them bread. Sir Robert Peel saw that the time for concession had arrived; he had long been inclining in theory toward the change, and his essentially practical mind now perceived that, whatever might happen to his party or himself, Free Trade must become the law of the land. On the 26th June, 1846, the Corn Law Repeal Bill received the Royal assent; and the great Minister, as he finally retired from office amidst the blessings of a people and the curses of a faction, owed that to Richard Cobden was the chief merit of merit due. A great mark of public favor was conferred upon him by his country men. His fortune had suffered by his devotion to politics, and a splendid subscription of £60,000 was raised by his admirers, with which he purchased an estate near his native town. Shortly afterwards he retired altogether from public life. His health was shattered, and it was hoped that repose might restore him—a hope that was entertained until almost the last day. In April, 1859, without any solicitation of his own, the electors of Rochdale recalled him to public life, and his return to the House of Commons was welcomed by men of all parties. Nor was it long before he again had it in his power to confer a superb service upon the country. In the autumn of the same year he concluded the Commercial Treaty with France, and, however opinions may have differed as to some details of that great agreement, there was no doubt that the illustrious free-trader had added another to his many claims upon public gratitude. The negotiation of the Treaty, indeed, may be regarded as the crowning act of his political life. The very earnestness with which he had maintained certain rather unpopular items of his creed had always excluded him from office. He had many sorrows and afflictions, of which the public were scarcely cognizant; and he found his chief reward in the sense of duty performed. He began to speak less frequently in Parliament. His last great speech was delivered in the memorable Danish debate of 1864; and it sufficiently proved that he had lost very little of his trenchant vigor or of his uncompromising love for truth. What Peel said of Palmerston, even Palmerston's more recent antagonists might have said of Cobden, "We are all proud of him." He was still sanguine of recovery, it is said; he made sure that a few days of warm weather would restore him to health, but the days of warm weather did not come; he gradually grew worse, and at a quarter past eleven on Sunday morning, April 2, at the age of sixty-one, he expired. The immediate cause of his death is said to have been bronchitis.

MISCELLANEOUS INTELLIGENCE.

—The King of Italy has appointed a commission to revise the laws affecting the literary and artistic interests of his kingdom. Manzoni and Verdi will take a part in the labor of revision.

—Some interesting statistics as to geographical distribution of health and disease have been published. According to these the chances of longevity are greatly in favour of the more northerly latitudes. Near the top of the scale are Norway, Sweden and parts of England. Of cities, Vienna stands the lowest, and the highest is London. A cool or cold climate near the sea is the most favorable for longevity. While formerly one out of every thirty of the population of England, France, and Germany died in each year, now the average is one in forty-five. The chances of life in England have nearly doubled within eight years.—*J. of E. for U. C.*

—The Queen with her natural kindness of heart is concerned at the large number of accidents which have taken place on railway lines centring in London, and has written a letter addressed to the directors of those companies. Her Majesty's remarks will apply with almost equal force to railways in this country. It may be that some of the deplorable accidents happening in this country are the result of carelessness, and it behoves the managers of railways and those in charge of the running of trains to use the utmost caution and diligence. Particularly at this season of the year, and for the next three months is extra care absolutely necessary. The number of track-men should be increased, and made to keep a sharp lookout for broken rails. The Queen's letter is as follows:—

"Sir Charles Phipps has received the commands of Her Majesty the Queen to call the attention of the directors of the _____ to the increasing number of accidents which have lately occurred upon different lines of railroad, and to express Her Majesty's warmest hope that the directors of the _____ will carefully consider every means of guarding against these misfortunes, which are not at all the necessary accompaniments of railway travelling.

"It is not for her own safety that the Queen has wished to provide in thus calling the attention of the company to the late disasters. Her Majesty is aware that when she travels extraordinary precautions are taken, but it is on account of her family, of those travelling upon her service, and of her people generally, that she expresses the hope that the same security may be insured for all as is so carefully provided for herself.

"The Queen hopes it is unnecessary for her to recall to the recollection of the railway directors the heavy responsibility which they have assumed since they have succeeded in securing the monopoly of the means of travelling of almost the entire population of the country. Osborne, Dec. 27, 1864."—*Id.*

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