

ed schooner Cayuga, having 33 soldiers on board besides her crew. This vessel contained the military chest, extra baggage and all the correspondence of Hull's army, and materially aided General Broock in subsequent operations against Detroit.

Foiled, beaten and considerably puzzled by the activity of his opponent General Hull re-crossed the river on the 7th and 8th of August without effecting anything towards the conquest of Canada beyond a proclamation and the knowledge acquired of the military capabilities of his pertinacious active and enterprising foe. From this moment he appears to have lost all hope of even preserving his army; the capture of Michilimackinac having compromised his communications so that provisions for his troops had to be escorted by heavy detachments, and even then they were not safe, but the worst had yet to come.

HEROISM.

WHAT SOME OF OUR CANADIAN LIGHT HOUSE-KEEPERS DO.

We have frequently, in these columns, been called upon to record the brave, humane and self sacrificing efforts put forth by Mr. Thomas Cartier, keeper of the River Thames Light House, in the way of lending aid—personal and pecuniary—to sailors and others in distress on Lake St. Clair. A very notable case occurred during the early part of December last, which deserves especial mention. The facts are these: George Snook, jr., a married man with a family, who engaged rather extensively in fishing in the vicinity of Herson's Island and Mitchell's Bay, at the Upper end of Lake St. Clair, in the 1st week in December last, started from Herson's Island in a skiff, for the mouth of the River Thames, for the purpose of disposing of some Wild Ducks and purchasing his winter's supplies at Chatham. Having visited Chatham and made his purchases, he found upon arriving at Lake St. Clair that the Lake was so frozen up and rough that he could not make his return trip in his frail little craft, and was therefore compelled to leave it with Mr. Cartier, at the Light House, at the mouth of the River Thames, and make his way home per Great Western and Grand Trunk Railways to Detroit and Algonac, and thence across the River St. Clair and its deltas to Herson's Island. Not daunted, however, Snook determined to procure his stock of supplies which he had left with Mr. Cartier, and, with this object in view, a few days later, the weather now turning much milder, he set out in a small sail boat for the River Thames, a distance down the Lake of some 30 miles. But, unluckily, when some 16 miles out the weather changed, the wind chopped round, and a gale sprang up, blowing very cold from the N. N. W. It was nearly dark when he was descried by Mr. Cartier, with a spy glass, some five or six miles out in the Lake making, however, towards the River's entrance. Of course Mr. Cartier did not know who was in the boat, and only wondered why it should be there and how it could be reached. To go out on foot was certain death, the ice being very weak, and far out being but one broken moving mass. However, to let the man in the boat know he had been seen, Mr. Cartier lighted the lamps of the Light House, which were kept

burning all night; and at first peep of daylight taking in tow a small skiff, he started across the ice to the distressed craft, whose little sail had now been lowered to protect the solitary occupant who had been struggling, hoping against hope, for upwards thirteen hours, against wind and wave. After a long and tiresome pull and tramp of over two miles, the plucky Light House keeper reached the outer edge of the solid ice, and came in contact with the moving ice which was being rolled about and tossed up and over by the angry elements. He now shoved his little skiff ahead of him and finally succeeded in reaching the distressed and disabled sail-boat, wherein he found poor Snook benumbed and almost helpless from the cold, being only with great determination sustained by the Light House light which told him that his situation was known on shore and that with the dawn of day relief would surely come to him in his forlorn situation. The great joy with which his chilly hand grasped the outstretched hand of the no less thoughtful than brave Cartier, can be better imagined than described. Suffice it to say the two as quickly as possible started for the land, one at one quarter of the boat and the other at the other quarter. Thus did the two reach the firm ice over which they dragged the skiff to its original position. After remaining two days with Mr. Cartier and being generously cared for by Mrs. Cartier—who in her sphere is no less generous and thoughtful than her husband—a mild South wind came up and Mr. Snook, with the aid of Mr. Cartier, once more reached his boat and safely made his way back to Herson's Island, arriving there on the 16th of December, and being joyously welcomed by a father, sister, wife and children, the minds of whom had been filled with the worst of fears as to his safety. In acknowledgement of Mr. and Mrs. Cartier's kindness Mr. Snook sent by the first post—on the 17th—a letter full of thanks, in which all of his relatives most sincerely joined.

But this is not the only case, by any means, in which Mr. Cartier has proved his bravery and big heartedness. In April, 1858, assisted by a younger brother, Mr. Cartier, at the eminent risk of both their lives, put out into the Lake in a small sail boat, in a very wild storm, and rescued Captain Charles Parker and a crew of four men from the scow *China* which had become unmanageable and filled with water. Fortunately, before the scow had reached the shallow water and the breakers, some two miles from shore, the Cartiers succeeded in taking the men safe into their boat, not, however, until the entire deck load had been swept overboard, the men when picked up being upon the floating cord wood. Another instance of Mr. Cartier saving life occurred in December 1857, and was recorded at the time of its occurrence. A wood scow became disabled in a storm and was seen by Mr. Cartier, by the aid of his glass, drifting to the North West, off Ticketyackey Point. At once Mr. Cartier put off with the small sail boat which he then had, to the scow, and succeeded in overhauling her some 15 miles from the Light House, and during a blinding snow storm. However, he succeeded in getting off the two men who were upon the scow which broke up and went to pieces a few minutes afterwards. A fourth case was in connection with the schooner *Wetzell*, which lost her main-mast and capsized off the American shore of Lake St. Clair, but afterwards righted and full of water drifted across the lake within range of the River Thames Light. Mr. Cartier and his brothers Charles and Frank, notwithstanding a strong North

West gale was blowing at the time, put out to the rescue of those on board the foundered vessel. This was early in the morning, the vessel being discovered when Mr. Cartier went to put out the lights in the Light House. After considerable hard work not unmixed with much personal danger the schooner was reached by the Cartiers, and three men taken off, each one of whom was so benumbed and disabled by the cold and wet that he was next to being totally helpless. So bad indeed were they that it was fully three weeks before they were in a condition to leave Mr. Cartier's house; and one of them, about a month after he did leave, died from inflammation produced by the privations he suffered on board the *Wetzell* during the night previous to being rescued by the Cartiers. Here, then, we have enumerated no less than four separate instances wherein Mr. Cartier, sometimes alone, at other times nobly supported by his brothers, has, at the eminent peril of his own life, succeeded in rescuing from certain death no less than eleven human beings. We think these facts which we have stated deserve more than a passing notice, are entitled to more than a careless consideration. Some months ago we noticed that the Royal Humane Society of England granted medals to two men named respectively Tinning and Berry, for having saved some lives off Toronto Harbor, and we were pleased to see their unquestionable pluck thus prominently recognized, and we feel sure that Mr. Thomas Cartier's repeated acts, similar in every respect to the one single act of Messrs. Tinning and Berry, have only to be fairly represented in the proper quarter to secure for them a similar recognition. Who will make a move in the matter? Why not our Town Council?—*Chat-hum Planet*.

Twenty years ago American built ships were to be found in every sea and American shipbuilding stood unrivalled. Now an American engineer, before the Congressional committee, confesses with bitterness that shipbuilding threatens to become a lost art among his countrymen. The cause of this decline is to be looked for in the substitution of iron for wood in the construction of ships. While wood was the material employed in shipbuilding the Americans had an unapproachable advantage over all competitors. It cost just as much now to build a wooden ship in an American port as it does to build on the Clyde or the Tyne an iron one, which will last twice as long, and will not need half the repairs; and it costs very nearly twice as much to build an iron one. A New York shipbuilder stated before the Congressional committee that an iron steamer constructed in Glasgow for £70,000 could not be turned out in New York for twice that sum; £14 a ton is the Clyde price for a steamer, the Tyne price is somewhat less, while £22 a ton is the lowest New York price, and for exceptionally fine steamers about twice that of the Clyde.

Several of the Martini Henry rifles are now being subjected to a series of practical tests over the army rifle ranges on Brown-down, near Gosport. So far, the opinion appears to be that the new weapon is very superior to the Snider, but that many of the details connected both with the weapon itself and its equipment are open to considerable improvement. The ammunition pouch, carried in front, is decidedly faulty in its arrangement.

The army estimates laid before the Imperial Parliament show that the army force is to be reduced by 12,500 men.