

Arrival of the Hansa.
Sandy Hook, Dec. 12th.
The steamer Hansa from Southampton, on Nov. 27th, has passed this point.
The North Briton was insured with her cargo for £120,000.
An arrival from Australia had brought \$277,000 in gold.
The West India Mail Steamship La Plata from St. Thomas arrived at Southampton on the 27th, with the intelligence of taking Slidell and Mason from the steamer Trent.
The Federal Council of Switzerland had demanded satisfaction from France, for a fresh violation of Swiss territory by French gendarmes near Geneva.
London, Nov. 27th.—Consolidated at 94 1/2 for money, and 92 1/2 for account. The bill on the Bank of France has increased \$210,000.
Derivah Pass with eight battalions of Turkish troops had encountered 6,000, insurgents in Bosnia, slaying 800 and routing them.
Captain Wilson had entered a protest against the capture and destruction of the ship Harvey Birch, by the Confederate Steamer Nashville. The Southampton magistrates refused a warrant for the search of the Nashville and referred Capt. Wilson to the secretary of State.
Capt. Poyman and Mr. Yancy had returned from London to Southampton, and the latter stated that it had been intimated that the Nashville is recognized by the British government as a national vessel, and will be allowed to refit and repair at Southampton, the same as the James Adger, so as to exercise a perfect neutrality between the two contending parties.
The Liverpool provision market generally steady. Pork quiet but steady. Lard nominal at 48s. to 50s. Sugar steady. Ashes firm at 25s for pots.
FURTHER BY THE HANSA.
The Hansa brings the London Times of the 28th, which contains an account of a meeting in Liverpool.
The following placard was posted on 'Change':—
"OUTRAGE ON THE BRITISH FLAG.—THE SOUTHERN COMMISSIONERS FORCIBLY REMOVED FROM A BRITISH MAIL STEAMER. A public meeting was held in the Cotton Hallroom at 3 o'clock.
The room was crowded to excess. The chair was occupied by James Spence, who read the following resolution:
"Resolved that this meeting having heard with indignation that an American federal ship has forcibly taken from a British mail steamer certain passengers who were proceeding peacefully under the shelter of our flag from one neutral port to another, do earnestly call upon the government to assert the dignity of the British flag by requiring prompt reparation for this outrage."
The resolution was received with great enthusiasm. It was advocated by the chairman, who considered he was expressing the feeling of the people when he said it was the duty of the people to press on the imperative necessity of vindicating the honor and dignity of the British name and flag.
Mr. John Campbell considered there was no reason to doubt whether the facts related and acted on by this meeting were in reality a breach of international law, and referred to the opinions of the law officers of the crown as being in some measure inclined to show that such a step as had been taken with respect to the Southern Commissioners was justifiable under the existing state of international law; and he urged the propriety of postponing the consideration of the subject till tomorrow.
Mr. For sustained Mr. Campbell's views. The chairman suggested, in order to meet the objection of Mr. Campbell, to strike out the words "by requiring prompt reparation for this outrage," and thus amended the resolution was passed nearly unanimously.
Several merchants expressed their views after the adjournment that the meeting and its action were prompted by the fact that the London Times is more moderate in its comments than the News. While denying that the federal government, on its own position that the existing war is a mere rebellion has a right to overhauled neutral ships is nevertheless admits that England herself has established precedents which now tell against her in this matter of the Trent; but these precedents were made under circumstances very different, it asserts, from those which now arise. England was then fighting for existence, and did in these days what she would not do now, or allow others to do. In discussing the question whether Mason and Slidell were liable to capture the belligerents or contraband of war, on board the Trent, the Times states that it is the opinion of every eminent jurist that this was not the question to be adjudicated by the boat's crew. The legal course would have been to take the ship into port for adjudication. It concludes with the expression that Englishmen will discuss the question with calmness, and appeal to the federal states not to provoke war by such acts.
The Confederate steamer Bermuda arrived at Havre on the 25th Savannah with 2000 bales of cotton, and was discharging on the 25th.
LIVERPOOL.—Breadstuffs quiet and steady.
The feeling of indignation at Liverpool was very general.
In reply to the application of Capt. Nelson for a warrant to search the Nashville, for certain property belonging to him and the owners of the ship Harvey Birch, Earl Russell directed his Secretary to reply that he cannot authorize the magistrates to issue such a warrant, and declined to interfere in the matter. The application was made on the recommendation of Minister Adams.
The despatch of the Confederate Commissioners escaped the vigilance of the officers of the San Jacinto, and arrived safely by the La Plata in charge of a gentleman of the party.
On arriving at Southampton the remainder of Slidell and Mason's family and suite went on board the Nashville, and next day the despatches were taken to London.
No repairs had yet been commenced on the Nashville.
Garibaldi having been elected Grand Master of the Grand Lodge of Italian Masons, it is proposed by prominent members of the order at Washington to send him a "gavel," similar to that with which George Washington laid the corner-stone of the Capitol, and which is now carefully preserved in Potomac Lodge.
Speaking of the financial condition of France the London Times says Napoleon must soon disarm or else "send his armies to feed over Europe," and the London Post remarks:—"The financial war which we have waged with France is at an end, and the victory is incontrovertibly ours. In preparations as in battles, in finances as well as in hostilities, it is the weaker power which breaks down."

The Herald.
CARLETON PLACE,
Wednesday, December 16, 1863.
ANOTHER INSULT.
By an arrival at Halifax from Bermuda, we learn that a British gun-boat had been fired at and overhauled by a federal corvette on the passage from Mexico to the station of the admiral at Bermuda. The corvette produced strong indignation, and will intensify the excitement already existing in England with regard to the conduct of the federal authorities toward British vessels.
Arrival of the Europa.
PRISONERS DEMANDED.
WAR, WAR, WAR.
Halifax, Dec. 16th.
The "Europa" arrived yesterday, 11 a.m. The Observer, a ministerial paper, says: "A special messenger by the 'Europa' carries the demand of the British Government to Lord Lyons, insisting upon an apology and the restitution, to the protection of the British flag, of the Rebel Commissioners." The same paper says: "Large reinforcements are to be sent immediately to Canada. A large ship is loading with guns and ammunition for the same destination." The Observer remarks: "There is no reason why Mason and Slidell should not be restored to the quarter deck of the British Admiral before New Year, or why Washington, in the face of 12 British men-of-war, whose presence in the Potomac would render its blustering Cabinet as helpless as the 'Trent' was before the guns of the 'San Jacinto.' It is no fault of ours if it should come to this."
Nearly all the London evening papers treat the question of the "San Jacinto" in the same energetic style, and the daily papers are the same. Agitation increases.
The Europa was detained at Queenstown by order of the Government. She has a Queen's Messenger on board with despatches for Lord Lyons.
Her Majesty held a Privy Council, three of the members, including the First Lord of the Admiralty, Secretary of State and War, travelled from London to Windsor by special train to be present. Previous to leaving town, the three members had attended a Cabinet Council at Lord Palmerston's official residence. The arrangement for completing the force in Canada are not yet complete, but in a very few hours everything will be settled. In the meantime, a large ship, the Melbourne, has been taken, and is now loading with Armstrong Guns.
Some 80,000 Enfield rifles, ammunition, and other stores, were shipped at Woolwich. It is not impossible that this vessel will be escorted by one or two ships of the Navy.
The Rifles are intended for the Militia of Canada, and strong reinforcements of Field Artillery will be despatched forthwith. The Queen's Advocate, Sir John Harding; Attorney General, Sir Wm. Atherton; and the Solicitor General, Wm. R. Palmer, have been in frequent personal communication with the Government during the last few days. The Queen has appointed Lord Canning, Ranger of Greenwich Park, in the room of the late Earl.
Queenstown, Dec. 2.
The Times city article of 20th November, shows that a fall of 2 per cent in Consols, and from 4 to 5 in Shares; while the quotation is altogether undecided, is not justified by the nature of things. Between February and March, 1854, when War was declared against Russia, Consols went from 93 to 85, and within two months had raised to 61 1/2. Yet the rate of discount at the time of the outbreak was nearly twice as high as at present. The stock of bullion in the Bank was considerably lowered throughout the entire struggle, and the value of money was unaltered beyond the extent of 1 per cent.
LATEST.
BY TELEGRAPH.
ARRIVAL OF THE "CITY OF WASHINGTON."
Cape Race, 15th.
The "City of Washington" from Liverpool on the 4th, via Queenstown on the 5th, passed this point at 11 o'clock this morning, and was boarded by the new yacht of the associated press.
The seizure of Mason and Slidell continues to monopolize the columns of the press, which continued to denounce the act and insult, in the strongest terms. Active naval preparations are going on at the Government Dock Yards. The ship "Lady Franklin" from London for New York put into Plymouth on the 2nd inst., and took fire the same night. She was scuttled; there were some southerners among the crew who were suspected of firing her.
It was asserted that the "Australasian" had been chartered to convey troops and a battery of Artillery to Canada. She would sail about the 12th.
It was stated that the "Jas. Adger" captured a privateer off Fayal on the 18th and brought her into port. The partial effect of the "Pernis" news was sent per "Europa."
It was then regarded hopeful and consoling and cotton slightly improved but carefully digesting the sentiments of the American press on the "San Jacinto" affair. A resolution set in and fears were entertained that the Washington Government would seek to justify the act. English journals generally were very bitter and hostile in their remarks and continue to treat the matter as an insult which cannot be tolerated. Lord Lyons' instructions on which the Cabinet were unanimous, are explicit and determined. The Morning Post says the acknowledgment of the insult and surrender of the prisoners will be received with joy but if the Federal Government fails, not a man in England will devote his eyes to the alternative that England must do her duty.
The Times continued to assert that it has been Mr. Seward's policy to force a quarrel with England. Both it and the Post call for energetic military preparations in Canada.
A serious decline was taking place in American securities, the total was 12 per cent.

The Times says it may reasonably be expected that three things will immediately result from the seizure of the federal ship:—the blockade, complete blockade of the southern ports, and recognition of Southern Confederacy by France and England. The Daily News rejoices that Congress meets before the English demand can go out, and hopes it will not act with honor and dignity without foreign pressure. It hopes that the golden opportunity will not be lost.
Active preparations were making in the various yards. A considerable number of vessels had been ordered ready for an immediate commission. The transport "Melbourne" would have Woolwich for Halifax on the 5th, with 30,000 stand of arms, large quantities of ammunition, and a battery of 6 Armstrong guns. She will be conveyed by the "Orpheus," a 21 gun frigate. The "Warrior" would be ready for foreign service immediately. Her destination depends on the answer from Washington.
A Royal proclamation prohibits the export of gunpowder and salt petre; also nitre of soda and brimstone.
The shipment of rifles from England for New York continues. Funds were steady on the 2nd, but fell a half per cent on the 3rd.
NEWS FROM ENGLAND.
The public mind has been anxiously turned to England for some weeks past, to ascertain how the seizure of Mason and Slidell, on board the Trent, would affect the pulse of the British Lion. We publish to-day as full particulars as we have yet received, although not a sufficient index of the feelings of Her Majesty's Imperial Government, it indicates pretty fully the feeling of the British people. The first impulse was one of intense indignation, under the influence of which the Liverpool Merchants, in meeting assembled, passed a resolution condemning Capt. Wilkes' proceeding as an outrage, and calling on the Government "to assert the dignity of the British flag." The London Times takes strong ground against the arrest but argues the question in a very moderate tone. The great "Thunderer" is completely outdone by the News from which we make the following extract:—
The American Government is surely the most unfortunate of Governments or else the most arrogant. An officer of the Federal navy has struck a blow for the Confederates than their general Beauregard or Johnson has yet been able to do. There is rejoicing on board the "Nashville" and at Messrs. Yancy and Dudley did not fight their friends last night they missed a fine opportunity. The news by the "La Plata" which we publish to-day, will raise the spirits of the whole South. The U. S. Government—for until the act is disavowed and atoned for on its must fall the responsibility—has struck its best friend in the face—a friend that never yet when smitten on the left cheek turned the right for a second blow. The remote consequences of this act will not be long in being predicted. Enough for the present that it is the responsibility which will make it the duty of the Government to insist on ample, complete, and immediate satisfaction. Its wanton folly hides its hope that Lieutenant Fairfax was acting without instructions, and that the Washington Cabinet will no sooner know what has taken place in the Bahamas channel than it will disavow the act, restore Messrs. Mason and Slidell, and tender the fullest apology. Nothing short of this reparation can be accepted. Until there has been time to receive news from Washington, we feel bound to believe that the seizure of passengers on board the "Trent" was an act as much in violation of the law as the seizure of the ship. No Government should know better than that of the United States the lines which separate the rights of belligerents and neutrals respectively. While this war lasts we must submit to have our mercantile vessels stopped on the high seas by both parties in search of contraband. Had Lieutenant Fairfax confined himself to detaining Messrs. Mason and Slidell's despatches and taking them off, we must have acquiesced in his visit as one of those disagreeable occurrences incident to voyages in the neighborhood of contending forces; but the seizure of persons stands on a different footing. In the eyes of Mr. Seward, Messrs. Mason and Slidell are rebels, and they are simply passengers, and the Washington Government may rest assured we shall not permit it to take its rebels out of our vessels than we should concede a similar right to Austria or Russia. The circumstances of the event still more strongly compel us to disavow, in the absence of direct evidence, that this aggression ordered by the United States Government. The Cabinet at Washington knows perfectly well that it cannot act in this fashion with impunity. In fact at this moment its cause lies at our mercy. We could with ease remove the severe pressure which it exerts on the South by means of the blockade, on which more than on the sword it relies for success. We could open all the Southern ports at once to receive gold and commodities and munitions of war in return for cotton, and if need were we could at small cost find abundant occupation for all the San Jacinto's army could muster, and for half the army of the Potomac into the bargain. We have given no provocation for this outrage. The course of our government has been one of forbearance and consideration. Lord Palmerston's high spirit has exhibited itself only in magnanimity. No minister could have avoided more anxiously all that could fairly give offence, or when occasions for remonstrance have arisen, as in the recent imprisonment of British subjects, have borne himself with more patience. For what object should we publish to-day. An English mail steamer, sailing under the British flag, and carrying letters and passengers from a Spanish port to England, has been stopped on the high seas, and overhauled. Four of the passengers have been taken out and carried off as prisoners, claiming, and vainly claiming, that they were being forced away, the protection of the flag of Great Britain. These are the naked facts. We put out of sight the accident that the four gentlemen thus kidnapped were accredited with a diplomatic mission from the Confederate States of America to the Courts of Europe, and also the

summary manner in which the Federal agents seized on making her seizure. The intention of the Federal Government evidently was to put upon their strict right, and to do so in as little ceremonious a manner as might be. If they are justified by their rights as belligerents in what they have done, the manner of doing it is a mere question of good or bad taste. If a ruler feel that his rights are invaded, he must give him his rights; and if he would not, and ourselves in the wrong we must not quarrel with him on account of his ill-manners.
Is it, then, true that every officer of the American Navy can stop and overhaul our ships whenever they may be found, and can take out of them any person whom he may claim to be guilty of an offence against the officers of the Confederate government? If we were to admit the Federal view of their own position it would be plain that no such right exists.
They tell us that they are not at war, but are only putting down a rebellion. They say, or claim, that they are not blockading their own ports, but are simply enforcing a law which has closed the Southern ports as ports of entry. They insist upon putting their quarrel upon the same ground as if the Queen of England were putting down a rebellion in the life of Wight. Now, if this were so, it is clear that the Federal States of America have in stopping our mail steamers been guilty of an act of aggression which could only be properly punished by laying an embargo on every American ship in British ports and sweeping their little navy from the sea.
They would, according to their point of view, not be at war, and would have none of the rights of belligerents over neutrals. They would not be at war, and would not be at war with England as after the celebrated Smith O'Brien battle in the cabbage garden and they would have no more right to stop our ships and carry off our passengers than we should have had to stop a French ship and take Mr. Smith O'Brien out of her. But this assumption of the federal government has been disavowed.
The federal government has refused to see in this disposition and reconstitution of the North American republic a mere rebellion. We have recognized both republics as belligerent states. We declare neutrality between them as between two warring Powers. We reserve a precise degree of equal consideration for the ships of war of each. In everything but our diplomacy we bear ourselves exactly equal between them. Whenever the Southern States shall have given proof of such stability as may make it sure that they can sustain their independence we shall doubtless recognize them diplomatically as we already do de facto.
Unwelcome as the truth may be, it is nevertheless a truth, that we have ourselves established a system of International Law which now tells against us. In high-handed and almost despotic manner, we have in former days claimed privileges over neutrals which have since been disavowed. We have insisted upon the right of stopping the ships of war of neutral nations and taking British subjects out of them; and an instance is given by Jefferson in his Memoirs in which two nephews of Washington were impressed by our cruisers as they were returning from Europe, and placed as common seamen under the discipline of ships of war.
The legal course would have been to take the ship itself into port, and to ask for her condemnation, or for the condemnation of the passengers, in a Court of Admiralty. The result might, no doubt, have been the same—but if the proceeding was irregular and purely a right to demand that these prisoners should be restored.
When such tremendous interests are at stake we feel deeply the responsibility of discussing a question like this. Our first duty is to calm—certainly not to inflame—the general indignation which will be felt in these islands at the news is told. We cannot yet be told, although the evidence is strong, that it is the fixed determination of the government of the Northern States to force a quarrel upon the powers of Europe. We hope therefore that our people will not meet this provocation with an outburst of passion, or rush to resentment without full consideration of all the bearings of the case. On the other hand, we appeal to the reasonable men of the Federal States—and they have some reasonable men among them—not to provoke war by such acts as these. It is, and it always has been, vain to appeal to old folios and bygone authorities in justification of acts which every Englishman and every Frenchman cannot but feel to be injurious and insulting. Even Mr. Seward himself must know that the voices of these Southern Commissioners, sounding from their captivity, are a thousand times more eloquent in London and in Paris than they would have been if they had been heard at St. James' and the Tuilleries. Questions of this kind in countries where the people have power pass but too quickly into the hands of lawyers and statesmen, and give irresistible power to neither the wisest nor the most peace-loving members of the community.
ANOTHER INSULT TO THE BRITISH FLAG.
GUNBOAT "LANDRAIL" FIRED AT BY AN AMERICAN CORVETTE.
[From the Halifax (N.S.) Reporter Dec. 6.]
The steamer Delta arrived here yesterday morning from St. Thomas and Bermuda.
H. M. S. Nile arrived at Bermuda on the 29th ultimo, after a passage of four days.
We are indebted to a gentleman in this city for a subjoined extract from a private letter, received by the above steamer from Bermuda:—
"The Mexican difficulty is settled. They have submitted to the terms of the allies; but the preparations still go on. Six hundred men are being sent out in the Santa Paula. It is difficult to know if the Mexicans are sincere in their submission. The preparations here are not, however, delayed. The gunboat Landrail brought the news to the Admiral—on her way she was stopped by an American corvette, who fired a shot across her bows (the usual course of things) and told her that the naval authorities here are very indignant that the Landrail should be stopped or submitted to such an indignity. I fear this act will lead to a war. We are too passive, and it only incites the Americans to commit new outrages. The Nile, Henry, and Diana, are ordered to leave Bermuda on their way home."
Whatever difference of opinion may exist as to the arrest of Slidell and Mason, there can be no doubt as to the light in which the outrage offered to the British flag in the case of the Landrail should and will be regarded. It is evident that the Federal Government will not permit a quarrel with England to be the result of their present insolent conduct of the officers of their fleet, with which the Atlantic coast is now covered—and the hardly concealed wish of her public men to insult and bully the representatives of the British nation on every occasion, leave no doubt as to the recent outrage being the result of a settled plan.
There is a bitter beyond which forbearance ceases to be a virtue; and we do not see how war, with all its horrors, is to be averted much longer. A government beset with difficulties, powerless to subdue a rebellion of a third of its own subjects, and kept in power only by the will of a vile

and reckless people, cannot and will not make any apology for these insults offered to the British flag, and may not wish for a more desirable solution of their present position than to plunge the country into a European war, and thus escape from their present embarrassments.
We deplore war, and especially such a war as the Cabinet of Washington would force on us; but if the British ensign is not to be respected—if a ship of war is to be stopped on the high seas—if the flag which, for "a thousand years has braved the battle and the breeze," is now for the first time trampled in the dust—if there is no alternative between National dishonor and war,—we would say: Welcome the latter a thousand times sooner than that we should live only on the sufferance of a people who knew neither how to respect themselves, nor the right of their neighbors.
OUTRAGE.—On Wednesday the 11th instant, a daring outrage was perpetrated on Mr. John Martin, of Ramsay, near Clayton, by his brother-in-law James Price, who has been in the employ of Mr. John Bowland, of the same place, this some time past, and who has always retained a good moral character, and was very much liked by all his acquaintances. The cause of this affair seems to be enveloped in a mystery, as there was neither anger nor angry words between the two at the time of the outrage. The case may be summed up as follows:—
About three months ago James Price married a sister of Mr. Martin's—she continued to live with the family and Price continued with his employer, Mr. Bowland. Mr. Martin's land and Mr. Bowland's join. On the above day Price was in the bush cutting firewood for Mr. Bowland, and Mr. Martin was in his bush, contiguous, cutting wood for himself. About 2 o'clock in the afternoon Price came down to where Mr. Martin was chopping, and came to him from another direction of the woods, saying that he had broken his axe and had borrowed another from Mr. Hugh Bowland, which he showed to Mr. Martin, remarking that it was an awkward looking axe. The two stood in an agreeable conversation for a few minutes, talking on the passing events of the times, without even an angry word being exchanged, when, while Mr. Martin was in the act of cutting a small sapling or brush, Price drew the axe and dealt him a blow with the back of it in the region of the ribs, which caused Mr. Martin to fall on his knees somewhat stunned. Mr. Martin recovered his feet and started to run away when Price made another stroke at him which grazed his side, at which time Mr. Martin tripped and fell. Price caught him up in his arms and kissed him, telling him not to be afraid that he did not mean to do him any harm, and induced him back to put on his smock shirt. Mr. Martin accordingly returned, and while in the act of putting on the shirt, fortunately turned round his head and observed Price drawing the axe with an aim for his head which he evaded but received it on the shoulder. Martin then ran off and succeeded in reaching the house, whence Price followed and endeavored or threatened to burst in the door to get at Martin, but help happily was at hand and Price surrendered. Mr. Martin is severely hurt but is expected soon to recover. Price has been committed to goal to await his trial.
It is such a mysterious case that people are at a loss to determine what was Price's design. Some think that it was a deep laid scheme of murder, by which Price might have a chance of coming in for a share of Mr. Martin's property. This conclusion is drawn from the fact of their never having had any angry words or jealousy—and his (Price's) coming to Martin with the pretence of having borrowed an axe, when in fact it was his employer's axe and the same one he had used for some time. Others again think that he must have been somewhat deranged in his mind, and did not know what he was doing, from the fact of his having always been characterized as a civil, quiet and respectable young man.
From the newspaper articles copied from English papers it would appear that the scheme of an Intercolonial Railway from the seaboard in the lower Provinces to Western Canada, has been badly received by the public; different leading papers have thrown cold water on the whole matter, pointing out that with the Grand Trunk Railway in a state of bankruptcy—with the Great Western without any dividend, and with several of the municipalities evading their financial engagements, it is a bad time for Canadian ministers to appear in the money market of London, and on those grounds it is a project which ought not to be supported by the commercial associations of the country.
We perceive by the Toronto papers that the utmost enthusiasm prevails in that city on the subject of forming volunteer rifle companies, and energetic measures have been entered into by the most influential citizens to promote military organization. These leading committees in the Militia are being drilled by a Sergeant of the 30th regiment. Our own Militia officers in the country bordering on the Ottawa would also be the better of having a little of the rust drilled off.
We are requested to state that the "Examination of the Carleton Place Grammar School will be held on Saturday, 21st inst., at the School House, commencing at Nine o'clock, A. M. It is hoped that all those interested in the progress of education in this part of the County will attend.
Mr. Frank Morrison, Examiner for the "St. Lawrence Hall," was on Saturday evening last, while crossing the track at the Brookville Station, run over and killed by one of the Grand Trunk engines. He had been somewhat under the influence of liquor for some days.

THE FEDERAL BANK SCHEME.—The Montreal Gazette publishes the following with respect to the project of Mr. Secretary Chase:—
"Our Canadian Minister of Finance, Mr. A. T. Galt, has been for some time in Washington. It has not transpired that he has been specially sent for by Mr. S. P. Chase. But as there is so remarkable a similitude in the features of the two schemes, it is not surprising that Mr. Galt presented to the Canadian Parliament, some curious *quid nunc* might ask if there was some connection between this and Mr. Galt's being at Washington. Mr. Chase, as Mr. Galt did, proposes to make Treasury notes the paper circulation of the country, those notes to be given to the various banking institutions in change for Government securities. He will not prohibit the present bank issue, but he will do what is the same thing—tax them so high as not to make them profitable; in other words, bleed them quietly to death instead of directly taking them by the throat and choking them. Such means to be the principal of Mr. Chase's scheme. The details of its working are not fully explained in his report. What is palpable, and indeed avowed is that his object is not as simply to regulate the currency, to insure its greater safety, or greater convenience for the public, but to *monopolize money* for the purpose of the Government—to enable the Treasury to obtain the large loans needed for the war, which it might not do to be able to do so on its own legitimate credit. The delusion is as wild as the search for the philosopher's stone. The end must be collapse and disaster."
The Montreal Transcript likewise prognosticates a suspension of specie payments by the American banks should this scheme go into effect. It says:—
"As, however, these notes are not to be received by Government for Government dues, although issued by them, we cannot see how they can be regarded as convertible for specie. The banks can scarcely by any possibility be made to provide specie and redeem notes they do not issue, nor are liable for; and in case of a heavy run on the notes, they must be reduced to the necessity of stopping payment, or calling on the Government to redeem the debentures lodged with them as security. The consequence, everyone must see, of a serious panic, will be a suspension of specie payments, a result to which the United States Government look, in all probability, as the most convenient extrication for the embarrassments. In the meantime the scheme now mooted can only be regarded as an ingenious expedient to enlist as large a portion of citizens possible in the maintenance of existing institutions. It is a veritable *coup de finance*; and it needs no profit to fortify what will ensue from it, should it go into operation."
The war in the states is fast drifting into a military despotism. General McClellan wields the power which over shadows all others. A remarkable instance of this is to be found in a speech delivered in the Republican caucus, now being held in Washington. We take the report from the Tribune:—
"That Stevens followed in his best vein, maintaining the policy of the resolution, and in the course of his remarks declared that although he had long been estranged politically from Secretary Cameron, he must acknowledge that he was the only member of the Administration who had evinced any correct notions about the true method of prosecuting the war and bringing it to a speedy and successful close. He startled the caucus by declaring that after Mr. Cameron's report had been accepted by the President, Gen. McClellan went to him and threatened to resign if it was sent to Congress with the passages respecting the emancipation and arming of the slaves and rebels unmodified."
And General McClellan had but to issue his fiat, and it was obeyed. Secretary Cameron refused to make the required alteration in his report, but the President did it for him. From which we learn two things: first that slavery is not to be interfered with; and secondly, that all power is centered in the military authorities.
On the 8th inst., a female child, nearly 2 years old, was found dead in a swamp, adjoining the road leading from Franktown to Carleton Place, in the township of Beckwith. It appears that the child was found by some boys, and information having been conveyed to Dr. Wilson, Coroner, he held an inquest in view of the body, at the house of John Hughton, Esq., Franktown. From the evidence adduced and the appearance of the body, it was evident that the child had been forsaken by some heartless wretch, and death had resulted from cold and hunger.—The party accused, (the mother of the child) was apprehended in the township of Fitzroy on the 14th inst., and is now in Perth jail, awaiting her trial at the next sitting of the Court of Oyer and Terminer.
The verdict of the Coroner's jury was that the child, Mary McCallum, "came to her death from exposure to inclement weather and the want of the common necessities of life."
Cincinnati, Dec. 14th.
A special despatch from Cheat Mountain to the Commercial says that yesterday one of the hardest and best fought battles of the war was fought at Alleghany Camp, Pocahontas Co., Virginia, between General Milroy, Commander of the Union troops, and General Johnston of Georgia, commanding the Confederates. The fight lasted from daylight till 3 p.m. Union loss was about 30, and that of the Confederates over 200, including a major and many of their officers and 30 prisoners. General Johnston was shot in the mouth but not mortally. The 12th Georgia Regiment, most of them, General Milroy's force numbered 150 men from the 9th and 13th Indiana, and 25th and 32nd Ohio, and 2nd Virginia. General Johnston's force numbered over 1200. The men of the 9th Indiana Regiment fought bravely to the last, after driving the enemy into their barracks.
The privateer Sampter succeeds wonderfully in evading the pursuit of the federal cruisers. Doubtless much of this success is to be attributed to the vigilance and tact of her officers; a good share of the praise, however, may be given to the fast sailing qualities of the vessel. It is no small triumph of Canadian shipbuilding to have built a steamship which can out sail the fastest gunboats of the American navy.
The Rome Sentinel says a fatal disease is raging among the horses in parts of Ontario and Oswego counties. The horses at first taken stupid and sleepy, lose their appetite entirely, and in the course of three days die. Some eighty horses have already died. No remedy has yet been found.

WRINKLES OF LIFE.
Mr. Edmon—In my last I closed the epistle with a slight reminiscence of the last election in this place, and the harmonious working of the successful candidate's committee, but I omitted to mention any of the ludicrous features which presented themselves among the supporters of the other two candidates. The rival interests were duly represented by Wm. Sykes, the retired tanner, and Denis Bulgaderry, the former of whom exercised his Ciceroan eloquence on the cars of a select audience, within the walls of his domicile, but whether the orators powerful arguments and lungs, or his "barley broo" had the most potent effect on the auditory remains an unsolved problem to this time; the latter distinguished orator to our society who espoused the cause of the Perth candidate, was less demonstrative in his eloquence, although at one time his fervid nature triumphed over his caution, and with raised hand, he shouted "he would die for the church;" what particular church the excited Milesian alluded to, is not known as he was led away to attend to his mundane interests, none of the churches requiring a martyr at that particular period. But with those exceptions, the scenes of that time in our village were harmonious on the whole, and the slight disturbance in the placid waters of our society gradually settled down.
London has its gin palaces, Paris has its cafes, New York has its saloons, and Rivington is following its great prototype in its attractions—true, we have no theatre—the Shakespearean drama is not appreciated—but we have exhibitions of religion, and also exhibitions of whiskey. To describe the former would only be to draw a picture of the Sabbath system common in all country villages, but with the latter, custom perhaps has made our readers familiar. That bar-room is well lit up, but no gorgeous mirrors flash back the actors in the scene. At a glance the most unobtrusive being could perceive that the "ruling spirit" is a short individual, leaning back against the panted wall, his chair tilted up on an angle of forty five, more or less, his heels describing another angle on the edge of the stove—his angular appearance denotes one used to change of air, rapid transit, and no bodily labour—he is not an American evidently, his manner is more Canadian in its style, he does not chivy, but lo! he details amidst the absorbed attention of the veridants, a simple story of such an outrageous complexion and improbable proportions as to put him down in the general opinion of the villagers as a traveller of some note. What are his antecedents? My elbow is nudged by Asmodeus at this moment, who whispers with a sulphurous breath, the sentence—"he is a map-seller, and travelled with patent medicines at one time." The man's whole nature is at once revealed. He will not work, but he is willing to travel and amuse the public, either as a vendor of "The Goddess of Health's Miraculous Silver coated Globules," and "Junio's Wonderful Cordial," for debilitated persons of fourscore and upwards, or sell maps to ambitious farmers who have grown rich through labour, and who had no time to study geography in their young days. [Note.—This dislike of bodily labour is becoming an evil of immense magnitude in Canada. Farmer Pumpkins has several sons, three of them are rather precocious—they are all slightly literary, except one, and he has limited his human efforts, literary and physical, mental and muscular, to tilling and Robinson Crusoe, with a sprinkling of scriptural reading to lighten his daily path, but the other three have emitted sparks of genius—one, in process of time, studies medicines, graduates in the Rolf School, and bursts upon some one or other medically bedevilled hamlet of healthy Canada, as a full fledged M. D., with a skull, two thigh bones and a "beggarly account of empty bones." He can get credit for a pound or two of calomel, and native health does the rest—no body in the prime of life dies under his treatment, and finally he lives and dies poorer than his father, passing through life in what Theodore Hook called "a gilded misery." Another of the young stock, teaches school for a few years, and by teaching others learns to spell, and eventually reaches a lawyer's office, where he drags through the drudgery of the chambers, is "plucked" on his first examination, and finally, after his insane dreamings of arriving at the status of Theobald, a Squire or a Campbell at the Canadian bar, sinks to the half-starved attorney of some prosperous barrister; the castles which he had built in the air faded into indistinct ruins, and the romantic mirage of his youth dissipated leaving to his disappointed mental vision nothing but the hard landscape of life realities. The third, is bound to travel—he does so, and becomes book-peddler, patent medicine agent, or map-seller as the case may be, and become like our friend who has been illuminating one of our hotel bar-rooms, for the last hour, an eloquent delineator of Western impossibilities and Munchhausen stories, which can only raise a laugh when the reason is clouded, depending, like Dickens' immortal "Pecksniff," on something to turn up.]
But what other name have we before us—another bar and another group, a whiskey agent from Ogdensburgh, tall, raw-boned, boisterous and gurgulous; effervescing with Northern Union sentiments, and brimful of Reciprocity, a mounted muslin hero 'fra Glascow' dressed like a commercial traveller, or haggard, or touter, as it best suits the reader, also overflowing with northern sentiments, reciprocity and commerce in general. This exceedingly interesting scout of Messrs. C. I. & Co. of the commercial metropolis of Canada raised his voice against the present sailing in Canada in favor of the South, and expatiated with quite a commercial gusto