

sure that this act shall come into operation in Canada, no goods or passengers shall be carried by water from one part of Canada to another coastwise, except in British ships, or from one port of Canada to another on any of the inland lakes or rivers of the Dominion, except in British ships or ships registered under any act of the Province of Canada or of the Dominion. If any foreign vessel is found engaged in such coasting trade, the master thereof shall forfeit the sum of \$400, and goods so carried shall be forfeited as smuggled—the vessel being liable to detention as security for the payment of such penalty. Power is reserved to the Governor General in Council to exempt from the operation of this act the ships of any foreign country in which British vessels are admitted to the coasting trade of such country. All British ships, including those of any British possession, are to be treated in exactly the same manner under this act as Canadian ships; and where the privileges of the coasting trade are granted by treaty to the ships of any foreign country such privileges will continue to be enjoyed. —*Canadian Monetary Times*.

OUR NORTHERN NEIGHBORS.

(From the New York Times.)

A new Canadian policy is promised us. The Ottawa authorities have exhausted their stock of patience in the vain hope that Congress would re-consider its decision on the reciprocity question; and now they propose to enter upon a different course, and to inflict upon us a policy of retaliation. The absurd Provincial interpretation of an old treaty is to be enforced, at the cost of American fishermen; and a more aggressive attitude is to be assumed in regard to the Tariff and the Navigation laws. In connection with the latter change, "extreme protectionist views" are disclaimed. The avowed aim is to construct for the Dominion a fiscal and commercial policy that shall be national and peculiarly its own.

The movement is not altogether surprising. Having persistently refused to re-open the reciprocity question, we cannot wonder that the Canadians are inclined to listen to the suggestion that they shall hereafter consider only their own interests. The abrogation of reciprocity has entailed upon us consequences as costly and inconvenient as those from which Canada has suffered. A decent regard for American interests should long ago have led to the adoption of some fresh commercial arrangement; and in the absence of that our neighbors may be excused if they attempt to take care of themselves.

But the wisdom of the particular methods proposed is open to doubt. The fisheries constitute a delicate and dangerous question. The pretension by virtue of which American fishermen are to be excluded from the most productive fishing grounds is unreasonable as a matter of right and treaty construction, and it never will be acquiesced in peacefully by the American people. The provincialists admit the impossibility of enforcing their claim without powerful aid from the British navy; and the presence of British war vessels as auxiliaries in a crusade against American fishermen will restore the imminent danger from which only reciprocity formerly extricated us,—danger so imminent that a single indiscretion on either side might be the beginning of war. Is it prudent for the Canadians to gratify resentment at the risk of national conflict? Is it wiser to establish a friendly license system

even though there be not reciprocity, or to, refuse what one side considers a privilege, but what the other considers a right, with war as more than a possible contingency?

The tariff question is less serious. Certainly we who try to shut out foreign trade by building Chinese walls cannot complain if others follow the example. With our present tariff, or the tariff which the Ways and Means Committee would enact, we must judge charitably any folly which the Dominion may perpetrate in the shape of high customs' duties. The expediency of the thing, however, should be well considered by the Ottawa legislators. A retaliatory policy cannot help them, and it will be more likely to widen the breach between us than to foster friendly intercourse. Instead of higher duties, would it not be desirable to project a continental Zollverein as the basis of future commercial relations? The hindrance to that step has, until now, come from colonial connection. But if the allied Provinces, while retaining British connection, desire to cultivate a national policy of their own, the Zollverein plan would seem to be that which offers them the most substantial advantages. It would give them and us more varied benefits than resulted from the old form of reciprocity, and would place our future relations, whether in reference to the fisheries or imports, on the broad ground of a common interest.

SAD AFFAIR—COL. WHITEHEAD NEARLY KILLED BY A FALL.—The residence of Col. Whitehead, and neighbourhood, was startled on Sunday last, about half-past nine, by a strange occurrence that almost terminated fatally for the venerable gentleman whose name is given. It appears that about nine o'clock, the day stated, Col. Whitehead, whose years are now over four score, and whose health of late has given way rapidly, had signified his purpose of retiring to his chamber, and his nurse withdrawing, the old gentleman proceeded to undress. In a few minutes the household was startled by a succession of thumping noises on the stairs leading from the second floor to the street. With all despatch, a rush was made to discover the cause; when on inspection, it was found that Col. Whitehead, partially undressed, lay bleeding and senseless at the foot of the stairs. Medical aid was speedily in requisition, and an examination showed deep wounds in the brow, the nose, and the back of the head, with evidences of the fall upon the body and limbs. It was not until some time consciousness returned; but strange to say, the sufferer could give no explanation as to his leaving the room—and escape to the stairs. It is supposed that a state of unconsciousness stole upon the enfeebled frame of the Col., and then in that state, he passed to the landing from which he fell. All that medical solicitude and care can do, has been put into requisition, and we are glad to know that a chance exists of the recovery of our respected townsman — *Woodstock Times, March 25th*.

The Canadians think it very discourteous in Uncle Samuel in not permitting their troops to pass through his territory to put down the rebellion in Winnipeg. The reason is that soldiers are not allowed on our soil except under the stars and stripes. British troops were let in once, and they burned our capital. They were let in again, and we had to throw up cotton breast-works. —*Cincinnati Times*.

Mr. John Hennessey, an officer of the Grand Trunk Rifles at Belleville, met with a fatal accident on the night of the 13th inst. Deceased was for some months past stationed at Sherbrooke, and on Monday night went to Lennoxville, three miles distant to meet Mr. Murphy, the Track Superintendent. The train by which he returned to Sherbrooke was a very late, and he got on the engine. The engine driver not being acquainted with Hennessey told him to get off, and the train being in motion, reversed the engine to allow of his doing so. The unfortunate deceased, not waiting for the train to come to a stand still, attempted to jump from the step of the engine. He slipped on the ice on the side of the track, however, and rolled beneath the wheels of the tender, where he was crushed and killed almost instantaneously. A coroner's inquest was held on Wednesday morning, when a verdict of accidental death was rendered. Mr. Hennessey was well and favourably known to many in Belleville, and was the sole support of his widowed mother since his boyhood.

The St. John (N.B.) Freeman says:—"The preliminary preparations for the great race between the Paris crew of this city, and the Tyne crew of England, have commenced. The race, as has already been stated, will be for £500 a side; the course will be six miles with one turn; the Paris crew will row without a coxswain as usual, and the Tyne crew are to be allowed to row with or without a coxswain, as they may deem best. The Lachine Boating Club pays the expenses of the Tyne crew to this country, £200 sterling. A considerable portion of the stake money has already been subscribed. The Paris crew, we are informed, are to have an extra man for training purposes and to be paid \$2 per day each, while training, and if they win, are to receive 25 per cent. of the stakes, in which they will themselves invest a portion of their spare capital. The race will come off on the Lachine River, near Montreal, some time in September next.

On Sunday the Bishop preached at the Chapel Royal, Whitehall, on behalf of the Poor Clergy Relief Corporation. The chapel was densely crowded, about 1400 persons being squeezed into a building that will only comfortably accommodate 800. Mr. Gladstone, Mr. Gathorne Hardy, and many other distinguished persons, were present. The preacher dwelt chiefly on the relations of the clergy and the laity in the Church. He pointed out that much might be said against the existence of a clerical order at all, but on the whole the balance of advantages was in favour of the institution. There was a danger that the keeping of Sunday might lead people to disregard religion on week days, yet it was universally found that where the Sunday was not kept religion did not flourish. In the same way if it was the business of nobody in particular to direct men's attention to religion, the chances were that it would be altogether neglected. The bishop based his arguments entirely on the practical utility of the Christian ministry, and made no claim whatever on its behalf to supernatural powers.

EIGHTH BATTALION.—This battalion of rifle volunteers was inspected last evening, at the drill shed, by Col. Lamontagne. He complimented the men upon their efficiency in drill and general appearance. Col. Reeve put the battalion through some movements, and Capt. Barrett through manual and platoon exercise. —*Quebec Chronicle*.