The Weekly Mail.

TORONTO, FRIDAY, JULY 18, 1873.

HOW THE MONEY WAS SPENT.

SIR HUGH ALLAN admits having spent over "three hundred thousand dollars in "playing his game" respecting the Canadian Pacific Railway. The Opposition press jump at the conclusion that this money—admitting the truth of it to have been expended—was spent in the Government interest, some papers of that stripe going so far as to say that the money was given to Ministers. SIR HUGH ALLAN's letters and affidavit, if they prove anything, prove that the money was expended in influencing public opinion in the Province of Quebec in opposition to the Government, and not in their favour.

SIR HUGH ALLAN commenced showing his hand to MCMULLEN on the 16th July, 1872. Writing on that day, he said:—

"Sir George Cartier has been in town for some days and I have had several interviews with him. He now tells me that he does not now, and never did intend to deal with either Macpherson's Company or myself, and that he only allowed them to get incorporated as a matter of amusement, but he says he always intended that the Government would form its own Company, would carry on the work under the orders of the Government, according to the views of the Government engineers, and with money furnished by the Government. He says that he and Sir John A. made up their minds to this long ago, but did not tell any of their colleagues. A kind of negotiating is going on with Macpherson and myself, relative to the composition of this Government Company, but it has not come to anything as yet; meantime, the period of the elections is drawing near, and *under this matter is arranged satisfactorily to Lower Canada*, Sir George Cartier's prospect of being returned is very slim indeed."

No one will pretend to say, in the face of this statement that, up to this time at least, SIR HUGH ALLAN had spent any money in furthering the Government interest in the elections then already on. That he had paid out a good deal of money in "playing his game," we know, however, from his letter of 1st July to the nameless New York gentleman, whom on that day he addressed somewhat lengthily. In this letter SIR HUGH referred to the outcry made against American influence in connection with the charter, to Mr. MCMULLEN's scheme for "securing the inferior members of the Government," and to his objections to this scheme. He also went into details as to the steps which he had already taken to influence public opinion in Lower Canada. It is necessary that we should quote at some length:—

"On a calm view of the situation, I satisfied myself that the decision of the question must ultimately be in the hands of one man, and that man was Sir George E. Cartier, the leader and chief of the French Party. This Party has held the balance of power between the other factions; it has sustained a long lease of office and extolence the entire Government for the last five years; it consists of forty-five men, who have followed Cartier and voted in a solid phalanx for all his measures. The Government majority in Parliament being generally less than forty-five, it follows that the defection of one-half or two-thirds would at any time put the Government out of office. It was, therefore, evident that some means must be adopted to bring the influence of this compact body of members to bear in our favour, and as soon as I made up my mind what was the best course to pursue, I did not take a moment in following it up. A railroad from Montreal to Ottawa, through the French country, north of the Ottawa river, has long been desired by the French inhabitants; but Cartier, who is the salaried solicitor of the Grand Trunk road, to which this would be an opposition, has interposed difficulties, and by his influence prevented its being built. The same means made him the strong of giving the contract for the Canada Pacific into the hands of parties connected with the Grand Trunk Railway, and to *this end he framed the name of opposition to us; but I sent in the French railroad scheme and in the near approach of the general elections, when Cartier as well as others had to go to their constituency for re-election, a sure means of attaining my object, especially as I proposed to carry it through in the terminus of the Pacific.* The plan I propose are in themselves the best for the interests of the Dominion, and in nigh them not the public I am really doing a most patriotic action. But even in that view, means must be used to influence the public, and I employed several young French lawyers to write up in the French newspapers, to subscribed a controlling influence in the stock, and proceeded to subsidize the newspapers themselves, both editors and proprietors. I went to the country through which the road would pass, and called on many of the inhabitants. I visited the priests and made friends of them, and I employed agents to go among the principal people and lead it up. I then began to hold public meetings, and attended to them myself, making frequent speeches in French to them, showing them where their true interest lay. The scheme at once became popular, and I formed a Committee to influence the members of the Legislature. This succeeded so well that, in a short time, I had twenty-seven out of forty-five on whom I could rely, *and the electors of the district in this city, which Cartier himself represents, notified him that unless the contract for the Pacific Railway was given in the interest of Lower Canada, he need not present himself for re-election. He did not believe this*, but when he came here and met his constituents he found, to his surprise, that their determination was unchanged. He then agreed to give the contract, as required, in a way that there would be seventeen provincial directors, of which Ontario would have eight and we nine, thereby giving us the control."

"A considerable portion of the money" referred to in the letters was expended, "ed," SIR HUGH ALLAN here states, "in "securing control of the Northern Colonization Railway, the possession of "which he regarded as most necessary "in playing his game." The remainder went in the several other ways mentioned by SIR HUGH, but the whole of it, or nearly the whole of it, before he had inaugurated outside public opinion as to bring the Government to look favourably upon his appointment to the Presidency of the Pacific Company. Is it not clear from this that the money was spent in damaging the Government, instead of assisting it? There is no measure in words, no value in evidence, if this is not the only logical and sensible conclusion at which one can arrive.

There is one point in SIR HUGH ALLAN's letter of 1st July, which requires notice here. SIR GEORGE CARTIER, he says, having found the determination of his constituents unchanged—that is to say, having found them unalterably opposed to "give the contract as required, in a way "that there would be reversing the Government policy, &c." It was quite evident SIR HUGH ALLAN was busy in making this reversing of policy a present to his friends. In a letter to Mr. MCMULLEN, dated July 1st, 1872, he had just told him the Government intended to form a new company. Evidence it was not until 30th July that SIR GEORGE communicated to SIR HUGH the conclusion at which he had arrived. Any agreement that SIR GEORGE had made with SIR HUGH must have been made late in the month; and to this agreement, or, rather we should say understanding, we now direct the reader's attention. On the 30th July Sir Gibbon CARTIER wrote to SIR HUGH:—

"DEAR SIR HUGH,—I enclose you copies of telegrams received from Sir John Macdonald, and with reference to their contents I would say that in my opinion the Governor in Council will approve of the amalgamation of your Company with the Interoceanic Company under the name of the Canada Pacific Railway Company, the provisional Board of the Amalgamated Company to be composed of seventeen members, of which four shall be nominee of the Province of Quebec by the Canada Pacific Railway Company, four from the Province of Ontario by the Interoceanic Railway Company, and the remainder by the Government, of which number four shall be to have the powers specified in the 10th Section of the Act incorporating the Canada Pacific Railway Company, &c., the payment of amalgamation to be executed before the Companies within two months from this date. The Canada Pacific Company might take the initiative in procuring the amalgamation, and if the Interoceanic Company should not execute as agreement of amalgamation upon such terms, and within such limited time, I think the contemplated arrangements should be made with the Canada Pacific Company under its charter upon the subscription and payment on account of stock being made as required by the Act of last session respecting the Canada Pacific Railway Company. I have no doubt but that the Governor in Council will agree with the Company for the construction and working of the Canadian Pacific Railway with such branches as shall be agreed upon, and will grant to the Company all such subsidies and assistance as they are empowered to do by the Government Act. I believe all the advantages which the Government Act empowers the Government to confer upon any Company will be required to enable the works contemplated to be successfully carried through; and I am convinced that they will be accorded to the Company to be formed by the amalgamation, or to the Canada Pacific Company, as the case may be. I would add that as I approve of the measure to which I have referred in this letter, I shall use my best endeavours to have them carried into effect.

"Very truly yours,

"(Signed), GEO. E. CARTIER."

This letter was written only 4 days after the first election had taken place, and when several members had already been returned. Here, you will say, was SIR JOHN MACDONALD's opportunity to close a bargain with SIR HUGH ALLAN upon what seemed to be reasonable terms for the country. They did not meet with the Premier's approbation, however, for, as SIR HUGH testifies in his own statement:

"On the same day that I received the above letter from Sir George Cartier I informed Sir John Macdonald of the contents of it, and asked for his assent to the terms thereof it contained, *but he declined to concur in the terms of Sir George's letter, alleging as a fact (Cartier) that he would not agree to them.*"

And the result was that seven days after the elections had commenced, Sir GEORGE CARTIER's letter of 30th July, quoted above, had to be withdrawn in consequence of SIR JOHN MACDONALD's opposition to it. The elections were over, and SIR JOHN would agree to nothing beyond that his influence would be given to make SIR HUGH ALLAN the charter, "other terms to be, as agreed on between MACPHERSON and ALLAN," and the whole matter to rest then and after the elections.

We repeat it is impossible, fairly viewing the correspondence, to arrive without the affidavit, but more particularly taking the correspondence and the affidavit together, to arrive at any other conclusion than that SIR HUGH ALLAN's money was spent in damaging the Government in the Province of Quebec, and that he did so materially damage it that it did not wholly recover itself during the elections.

To make the whole matter so plain that he who runs may read, we have but to add that the money was spent given to the Canadian Pacific Company until February of this year, a short time before the meeting of Parliament.

CANADA AT VIENNA.

It can hardly be doubted that Canada has derived much benefit, direct and indirect, from its service in representing at the World's Fairs which have been held since England first led the way in these great international expositions. We think it is to be regretted that the Dominion has no department in the Vienna building. Looking at the matter in the light of an emigration agency, such a representation would have been valuable. We presume that sufficient notice was not given to our Government to enable a proper representation of Canada being made at the Austrian capital, or that, otherwise, we would have been better in that direction. The next best thing was done, however, in sending to the Exhibition a number of skilled mechanics and scientists to report upon the various departments of industry which are represented in it. The reports of these men or persons entrusted with this duty will be looked for with no little interest. We think Canada might have taken a leaf from English cities have made appointments similar to those of our Government, and on even a smaller scale. The Birmingham Chamber of Commerce have appointed a couple of dozen, or so, of skilled artizans to proceed to Vienna and report upon the trade of Birmingham trades. England, in 1867, in addition to the various articles sent by private individuals and those sent in competition for prizes, named a committee of mechanics to report upon the several industries represented in the Paris Exhibition; and not only was the committee received with great consideration, but its report was declared to be of great practical and national value. The Government of Canada have done a wise thing in following the example of Sir Hugh Allan's letter, and of the chief cities of England now; and we are satisfied that for the small sum of money expended in this way there will be ample and valuable return.

GOVERNMENT BY SWORD AND PISTOL.

GOVERNMENT by the sword is nothing new in history; we find plenty of it in the ancient Hebrew, Greek, and Roman records; it abounds in records nearer to our own time, and has its existence even now in countries that are called civilized. What we mean by the term is, however, not the old-fashioned respectable tyranny of government by armies, but something else to which the same name may be given, though we should say at some sacrifice of the dignity of history, to which we have truly a portion of actual national history in may be. We allude to a certain peculiar kind of government by the sword—or pistol—which was greatly in fashion in France under the Second Empire, and to revive which an attempt is apparently being made now that Marshal MACMAHON, with "God and the Army" for his motto, has become the ruler of that unhappy country.

In one of BULWER's earlier novels the hero, a young Englishman, goes to Paris, and there has various adventures. Having made the acquaintance of a certain lady of quality, one who is no better than she should be, he happens in some way or other to offend her vanity, and for this offence Madame determines that nothing but his life can atone for it. She gives him a ring or other bit of jewellery, tells him to wear it in a designated public place, at a designated hour next day, and then smilingly dismisses him, to his certain death, as she believes. A professional duellist, whom she retains for such services, turns up on the spot, observes the ring, as he could not fail to do, having come for that special purpose, insolently questions the Englishman about it, the result being, as was intended, a challenge from the latter, giving the right of naming weapons to the Frenchman, who promptly chooses swords, he being a practised fencer, who has not only killed his man, but a number of men. With the novelist's power over events—on paper—BULWER brings the hero to grief. He is either killed or seriously wounded, and the Englishman returns triumphant from the field whence everybody who knew of the affair expected him to be brought back a corpse before the fashionable breakfast hour had arrived. So much for the event, in the novel, but in the time of which BULWER wrote it was generally otherwise, the ordinary victim not having one chance in twenty against the professional duellist. But BULWER was writing the adventures of a gentleman, and he had allowed his gentleman to get killed at so early a period in the story, what would have become of the interest when he reached the end?

One of the notabilities of the Second Empire in France is PAUL GRANIER DE CASSAGNAC, a thinker in spite of himself, a duellist, whose time has been divided between pistol and sword practice on one hand, and writing in the fawning language, and in the bitterest way of everybody who refused to bow down to the Imperial image, on the other hand. To pick quarrels with Opposition journalists, and to shoot them or run them through, has been his especial vocation. *Apropos* of this record that will be remembered, the big bully for once got the worst of it. A New York contemporary recalls some of his exploits. He challenged Veuillot, who was half blind and who never handled a weapon in his life, and when he declined, spat in his face on the Boulevard, and wrote an account of the affair for his own paper. He provoked to rush upon his own certain death an impecunious little Gascon, LISSAGARAY, who with the sword was no more a match for him than DAVID would have been for GOLIAH with the same weapon. When swords were crossed the big bully duellist merely parried, his game being to tire LISSAGARAY out, which he was sure enough of doing. The latter, getting excited, asked him why he did not strike, to which he smilingly replied, "That "is my affair, not yours," and when his weak, diminutive adversary was worn out, breathless and helpless, coolly ran him through the body. This is what they call duelling in France; it ought to be called murder. It would have been a relief to the world had it been M. RANC's fortune to have "settled" the bully on the spot, instead of its having to be reported merely that the latter was "seriously wounded;" but it is so far from a factory that M. RANC is his fails what they may, has not been added to the long list of the professional duellist's victims.

THE QUESTION AT ISSUE.

THE formidable indictment, HUNTINGTON v. JOHN A. MACDONALD having fallen on saunder in its own weakness, another has been submitted to the country, to wit: The "Great Reform" Party v. JOHN DOE and RICHARD ROE.

We believe that the majority of the people of Ontario are thoroughly tired of the political struggle that has been carried on since Confederation. No political principle has been at issue. The men in office have been intent on completing the programme which grew out of the Act of Confederation—the men out of office have been waging a guerilla struggle without any distinct or distinguishing policy. The Opposition have mainly relied on charges of corruption against the Ministry, and they concentrated their efforts upon the Pacific Railway indictment which has hopelessly collapsed. It is devoutly to be hoped that with that collapse, the corruption cries will be dropped. The country is nauseated. For six years we have been in a turmoil, and yet no man can conscientiously say that he knows what it has been all about. Mr. MACKENZIE has never laid down a national policy differing in any vital or essential pursued by SIR JOHN MACDONALD. Both Parties have been as one on the general questions affecting the country, and it is not creditable to our common judgment to reflect that there has been a vast amount of concerous squabbling on unimportant points which could have easily have been adjusted, if the Parties had shown a proper spirit, and had not been anything would have been trivial. It is left that with Britain Empire lost, England would no longer be a Great Power in Europe. The Russian Empire would remain a Great Power at all. The peace-at-any-price men, who say that England's interest lies in keeping her entirely out of the Eastern question, and the manufacture of rifles, and cannon, and iron-clads, to be turned against Britain, may be right, shortly, are not very popular just now, and are prudently keeping quiet. On the Eastern question, Russia, and the East, and the necessity for the maintaining of Britain's position there, the people have manifested a manner and well fitted to quicken the energies of men in power, and to inspire them with a generous glow of patriotism, both in counsel and in action.

If we are to believe the London *Spectator*, Lord Granville's recent intimation that the Shah of Persia to slip through his fingers like a knotless thread, but had done improperly in allowing the Shah to slip through his fingers, and that the latter will never repay, and having besides deposited $250,000 to secure the contract, which is equal amount in bribes. The Persian Foreign Minister is in disgrace, and in danger of losing his head as well, while another Persian dignitary, the Minister of Public Works, is said to be against REUTER. Taking this story with a grain of allowance, it is a most damaging one in all probability, that the minister who advised the REUTER concession is in the "cold shade" at present, while another, who is working with the London financiers, is in high favour. To be sure we have the story promptly contradicted by cable, as was of course to be expected, and the battle of veracity lies between the London *Times* and the *Spectator*, still some better authority than either shall decide. The *Broad Arrow*, however, has a few words on the subject, carrying with them a suggestion of most ominous import. "Since it is hardly conceivable, "that the Government would allow matters "that the vast undertakings of Baron DE REUTER can be executed without "difficulties arising between Persia and "other States," this stipulation of the "commercial treaty virtually refers such "differences to the Cabinet of Berlin for the "satisfaction of their demands." Here we get a hint of something beyond with a vengeance. Are we to understand that the Cabinet of Berlin is in league with that of St. Petersburg, not only in Europe, but in Asia, and that the latter has an Asiatic policy, of which Baron REUTER is the expounder? Is Britain to understand that her Empire in the distant East is threatened by Germany as well as Russia? If this be indeed the case, the Russian's difficulties may be merely his own pretences, for a purpose, or the inventions of enterprising correspondents, and Britain may be fast in the grip of Russia and Germany together, after all. Kaiser WILHELM, of whom it is reported that he said that he was "tired of Bismarck" and that he has no longer any more than the name of Sovereign, has diligently sought the alliance with Russia, and it is said that the Khivan expedition was one of the results of the great Imperial conference last year. In England Cabinet to the picture which has been so often painted with glaring colouring of a journalistic PUMPER in the Grit organ-in-chief, and so faithfully reproduced in the lesser newspapers of the Party. We commend the page picture to the readers of the journals in question; and, when they have studied it well, perhaps they will let us know how they like it.

NOW AND THEN—$60,000!

At the inception of the Grand Trunk Railway scheme, its promoters in London put Sir FRANCIS HINCKS' name down in the stock-book of the Company opposite $60,000. Sir FRANCIS HINCKS has declared time and again that the amount was put down to him without his knowledge or consent, and that he never received a cent of the money. Mr. BROWN has steadily declined to accept the denial—has declared that there was also given to Sir FRANCIS HINCKS in payment of his services to the Company—and made it one item in his bill of indictment against Sir FRANCIS, when that gentleman ran for South Brant last year.

At the inception of the Canadian Pacific Railway scheme, Sir HUGH ALLAN put Mr. GEORGE BROWN down for $50,000 stock. Mr. BROWN says this stock was put to his credit without his knowledge or authority, and he expects everyone to believe his word.

In Mr. BROWN's case we have the declaration: "We are all right with the "Grand Trunk Railway Company, and "we do not find that the Grand Trunk promoters said: "We are all right with "the Canadian Inspector-General."

Here the analogy between the two cases ceases. Is there any difficulty in drawing the legitimate inference?

ENGLAND AND RUSSIA.

THE grand game of diplomacy now being played between England and Russia has an interest for every subject of Queen VICTORIA. A year or two ago Mr. SUMNER said that England was even more an Asiatic than a European power, but not until the present time have the people of England appeared to realize the truth of the saying. The invasion of Khiva by Russia, following so soon after her breaking of the Treaty of Paris, and re-asserting her old claims in the Black Sea, is the event which has aroused in the whole nation the apprehensions which before were felt by a few only, and the determination as well that Britain's Eastern Empire must and shall be preserved. The present is one of those rare occasions in which the national will acts as that of one man, almost; and there can be no question but that the Russian difference has disappeared, and that public resolution and determination to act, as well as public opinion merely, is now fully awakened. It is felt that with her Indian Empire lost, England would no longer be in the first rank of Powers, if indeed she would long remain any Power at all. The peace-at-any-price men, who say that England's interest lies in keeping her entirely out of the Eastern question, and the manufacture of rifles, and cannon, and iron-clads, to be turned against Britain, may be right, shortly, are not very popular just now, and are prudently keeping quiet. On this point, the Russian difference in the East, and the necessity for the maintaining of Britain's position there, the people have manifested a manner and well fitted to quicken the energies of men in power, and to inspire them with a generous glow of patriotism, both in counsel and in action.

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WINTER IN CANADA.

"AN Englishman in Canada" is writing a series of letters to the *Northern Weekly Express*, a Northumberland paper, in which he makes the most astounding statements as regards the climate of this country. At the outset it appears to us ridiculous that Englishmen should take man in a land for which he has a cordial contempt. Canada can do without grumblers. She offers a bountiful home to all, but she objects to the presence of those who complain of the quality of the board, knowing that as a rule they are the ones who land at Quebec most ragbe-devilled and hungry.

The Englishman in question is one of those romantic asses who send photographs to their friends in England, representing the photographee in a snow storm. The friends knowing nothing of the wiles of NORMAN & FRASER are ignorant of the fact that the drifting and blinding snow is in reality most harmless table silk. Having secured the photograph in the shape of his friends, the romantic ass proceeds to write up to it—penning beautiful stories by every mail of his sufferings from the cold, how nearly frozen to death, and of the facility with which water freezes on Canadian soil—which of course his friends believe and regard the wintry photograph as a voucher for the accuracy of the correspondence, and ask by this mean and low trick is done to Canada. The romantic ass at issue has a budget of complaints about the snow, concerning which he follows:—

"Every time a man goes out, if only a few yards from the door, snow sticks to his boots and trowsers, and when he comes back, he has to brush them with a broom kept near the door. This alone is no small trouble."

Now, giving the romantic ass the benefit of a doubt as to his being the possessor of boots and trowsers while in England, we put it to him if he would not prefer to cleanse them of Canadian snow with a broom, rather than of British mud with a brush. Then he goes on:—

"Towards the end of the winter the surface of the snow becomes frozen into a crust which bears you up a moment and then gives way, letting you down with a jolt. I have known a person fall thirteen times from this cause when carrying two pails of water about 100 yards."

Had that person—may he break his neck at the fourteenth time of falling—gone to the pump-sober, there would have been no trouble. The water was not in the pails. We have known a person in England fall from the same cause all the way from the public-house to the police station—but that was no slur upon the English climate or people. We have an idea that this "Englishman in Canada" would be more contented with his new home if he avoided drink. Then he goes on:—

"On one of those occasions (in December last) a woman was frozen to death in one of the streets of Toronto. She had gone out to buy some coal oil. Her husband advised her not to go because of the intense cold. He persisted, however, and she went. Pretty much for 'comparative latitudes' and for Toronto being 'on a line with Genoa.'"

Exactly. We remember the death of this unfortunate woman, and that a Coroner's jury returned a verdict accordingly, and that judgment we have rendered in the case of the person who went to the pump.

The romantic ass then brings together a number of extracts from *The Mail* and the *Globe*, showing the depth of snow at various points, and the cold during the winter. "Ontario" "is too cold for Englishmen." To this "Englishman in Canada," we say—"Let those who find it too warm, go." The above compilains show that the man is both lazy and fond of palliating drunkenness. Let such stay away from this continent. Sobriety and industry are the best covering against frost and snow. Let the Englishman satisfy himself by them, he will hail the approach of winter as the season of bracing health and enjoyment, instead of dreading it as a visitation as tens of thousands can attest. But if he lands at Quebec clad in the habit of Bedlam, he should be kept away from the pump, he must expect to suffer, and to fail in making himself a comfortable home.

THE Indians of the Far West are in bad plight. From the report by Adjutant-General Rose of the Military District of the Coast we can judge of their misery. In 1872 eighty-eight members of the Blackfeet tribe were murdered in drunken brawls amongst themselves, the whisky being brought to them by traders. While the red man is drunk in his wigwam the trader proceeds to rob the camp of his unfortunate brethren, and to use when Lo awakes he finds himself in despair. In retaliation, he sallies out and shoots down the first white man he sees, drops at the crack of their long-range rifles. The total Indian population of the Western Territories is estimated at 14,000 souls; and the Adjutant-General believes that a force of 500 men would be necessary in the country to keep the prairies in order, at a cost of $300,000 per annum.

THE way the Grit newspapers assume as facts assertions which are the offspring of their own imaginations is refreshing. The Grit organ, as we, as though there were no mistake about it, assumed that we assumed that Mr. HOLDEN was absent in the South Ontario election at noon, but was defeated simply by extravagant expenditure on the part of CLEMES' friends. The Oshawa *Vindicator*, in this brief paragraph, completely knocks the bottom out of the Grit assertion:

"In reply to questions as to the majority at noon on the polling day, we can only say that Mr. HOLDEN was ahead at noon by two hundred, being 220 in Oshawa, 14 in Whitby, 1 in West Whitby, 5 in Brooklin, while in Pickering and Whitby Town the majority against him was 35. The majority in Oshawa at 2 o'clock was about 50, and at two p.m. he led from the opening of the polls without increasing his lead."

When will the Grit organ-in-chief learn to have some respect for the truth?

IT will be seen by other columns this morning, that Mr. TAYLOR, the United States Consul in Manitoba, has made public the basis on which the American detectives justify the abduction of "Lord" GORDON. In connection with the charges against the Eric Railway, Gordon was charged with embezzlement and bound over for trial, a Mr. ROBERTS becoming his surety to the amount of $2,000. Gordon failed to appear at the trial grew near, his "lordship" became restless, and so did his surety; and finally the former fled to Canada, and Mr. ROBERTS now says that he is perfectly justified by the common law of nations, whatever that may be, in arresting Gordon wheresoever he may be found, not for the embezzlement, but to indemnify the surety. He claims that GORDON's conduct in Canada has rendered it a matter of "comparative latitudes" and for Toronto being "on a line with Genoa."

Exactly. We remember the death of this unfortunate woman, and that a Coroner's jury returned a verdict accordingly, and that judgment we have rendered in the case of the person who went to the pump.

The romantic ass then brings together a number of extracts from *The Mail* and the *Globe*, showing the depth of snow at various points, and the cold during the winter. "Ontario" "is too cold for Englishmen." To this "Englishman in Canada," we say—"Let those who find it too warm, go." The above compilains show that the man is both lazy and fond of palliating drunkenness. Let such stay away from this continent. Sobriety and industry are the best covering against frost and snow. Let the Englishman satisfy himself by them, he will hail the approach of winter as the season of bracing health and enjoyment, instead of dreading it as a visitation as tens of thousands can attest. But if he lands at Quebec clad in the habit of Bedlam, he should be kept away from the pump, he must expect to suffer, and to fail in making himself a comfortable home.

CURRENT TOPICS.

ISLAM IN PERSIA.—In a recent article in the *Saturday Review* the writer said:—"But as the mass of the Persian nation itself be came Mahommedan, the few who clave to the ancient faith, and the few Jews, Christians, or members of any other religious bodies, became, strictly speaking, dissenters from a national faith." The *Pall Mal Gazette* objects to the term "dissenters," as extraordinary and unwarrantable, since as generally used it designates seceders, personally or by descent, from an established religion after conformity thereto. The Presbyterians of Scotland, it says, would certainly resent the epithet if applied to them in relation to the Anglican Episcopal Church, though it would be appropriate as designating their divergence from the Church of Rome. On the other hand, the Wesleyans are undoubtedly dissenters in the former sense. In like manner, and inasmuch as the modern Qualrers are the representatives of the prior national Zoroastrianism of Persia, and some at least of the native Christians of that country, notably the Nestorians, and a corporate existence there as converts before Islam, we fail to see how either can be called, with anything like strictness, dissenters, simply because in course of time that creed became the religion of the mass of the inhabitants of Persia—Christians certainly are, and as a rule, the Persian nonconformist has been worse off than the subjugated Christian of Turkish Christendom. Hence, adds the *Gazette*, "we do not hesitate to say that should Nasr-ed-Din learn a lesson of toleration during his travels, and put it into practice on his return home, his subjects will be the locks to be cleared. The Bahaiis, or followers of Bahaullah, the founder of the religion, are a small boat came along side with two men who piloted our boats to the shore, and brought us safely through first.

Dove-examined by Mr. Peter Lynch, on behalf of the Company—The ship was in first-class order, with a full complement of men, provisions and coal, on leaving Liverpool; it was well found in all respects. The general instructions of the Company are that the meridian of Cape Race is to be passed at about lat. 40; I adhered to these instructions, passing to the south-west of it at about 11.30. The boats were lowered down with ease, one by one, loaded, and sent off to the shore in perfect order; there was no confusion.

Captain W. J. Hammond, a passenger, was called, sworn, and testified as follows:—I am a master, holding a certificate of competency; was a passenger in the City of Washington. Kept no reckoning. I never saw a better disciplined steamship. I have sailed four times as a passenger in different ships. There was no confusion in lowering the boats. Everything was worked in a seamlike manner. I have been twenty-seven years in the emigrant trade, and never saw a better or more expeditious one. The first thing done after the passengers were landed was to land a sufficient quantity of provisions to serve all hands for three days, including biscuits, beef and pork. This was done in a manner worthy of a good and my working agreed within a mile of two. I never saw a ship steer better. I had no reason to suppose that she was making more than she should have done. The weather was very foggy. The fog was so dense that we could not tell the proper colour of the water. Then the ship grounded. The engines were stopped.

John Flaherty, second officer, sworn and examined—I have been twenty years at sea; sailed; never sailed in her before. I have been in the Inman service four years, having served in other lines before. I have crossed the Atlantic when the weather was so continuously thick as on this voyage. Our reckonings were made with more than usual care on account of the weather. The reckoning agreed with that of the captain within a few miles. According to my reckoning we should have been much further south than she was. I attribute the error to a northerly current or an error in the compass.

A. M. Anderson, third officer, sworn, and examined—I have followed the sea since the ship in the beginning of the year at New York, and have made above seven trips in her. It is the fine in the ship to watch the standard compass. The compass was in good order. The course was w. by n., ½ n. On Saturday, the 5th inst. we steered w. ½ w. I had not the slightest doubt that the ship was steering anything but a straight line. We had no reckoning, but we had a good one. We had no reckoning, but we had a good one. We had no reckoning, but we had a good one