

caricaturists were in his day?) he laughed like a boy. Nor was the bottle too much. For took his politics naturally, and did them for a relaxation after a hard day at Newmarket, for he was a fat man, and had to stir his clumsy legs briskly when he wanted to see a horse race. A great-souled, jolly fellow he was, with wide human sympathies, an immense knowledge of mankind, and language full of force and truth welled up like the waters of a fountain to his prodigious lips. Who can imagine Mr. Gladstone and a bottle together, unless the bottle contained an infusion of emomile? So it comes to pass that we hear Mr. Gladstone is sick and weary, and that he must hide himself with a commercial friend in Scotland now and then without leaving his address in Downing street—(London)—that he may recover from the effects of overwork. Lord Brougham was never overworked, nor Lord Grenville, nor Lord Melbourne, nor Sir Robert Peel; but these men were all politicians by nature. Mr. Gladstone would not be overworked as proprietor of a commercial academy, or as head clerk in a counting house at Liverpool. But he is absolutely ignorant of the first principles of statesmanship, and its practice is wearing him to fiddle strings. There never was such an expression upon the face of the natural ruler of a people as that which has become fixed upon the countenance of Mr. Gladstone. It is a look of peevishness, discontent, weakness and hopeless bewilderment. No wonder that he becomes hysterical three times a week after tea! A cart house would become hysterical if he was set to work on sewing machine with his fore feet!

The following notice of the completion of a successful enterprise by some of the merchants of Manitoba is a creditable evidence of the energy displayed in business affairs by our people, especially when it is considered that the little vessel described was built on Lake Ontario, passed through the Welland canal, navigated the full length of Lakes Erie, St. Clair, Huron, and Superior, over 1100 miles thence *over land* on the North Pacific R.R., a distance of 220 miles, and on the Red River, from Morehead to Fort Garry, fully 650 miles: altogether a distance of nearly 2000 miles of actual travel was effected by this little craft in fifty days—a feat which, when the transshipments are taken into account, has rarely been equalled, and reflects great credit on the parties engaged in the transit.

Our authority for this is the *Manitoba Gazette* of 6th August. The article is headed "The Tug *Maggie*," and is as follows:

The energy and pluck of Capt. James Bell and Engineer J. Detrick, have successfully carried out their enterprise of bringing this little vessel from Hamilton to Fort Garry. They started with her from the yard of Messrs. Staveland, yacht builders of Hamilton, on 10th June, and arrived at Duluth July 9th, in all 28 days. During part of this time she was compelled to seek shelter from stress of weather, but when caught by rough weather, she behaved so well that Capt. Bell says he is not afraid of any storms on Lake Winnipeg. On her arrival at Duluth her engines and upper works were taken to pieces and the hull and machinery placed on the cars of the Northern Pacific Railroad, —two days and a half being occupied in this work. On reaching Moorhead on the 15th

of July, she was refitted and launched into the waters of the Red River, and reached Winnipeg on August 1st. The following are her dimensions and power:—Length, 50 feet, beam 10 feet 8 inches, deck 18 feet, draught 19 inches, paddle wheels 6 feet 6 inches, 11 buckets, boiler 20 horse power, tested at 120 lbs per square inch, worked at 60 to 80. Engine, horizontal, 18h. power, general rate of speed 10 to 12 miles an hour. She remains here a short time to have some finishing touches done to her, after which Capt. Bell intends to try how far he can take her up the Assiniboine. We have to congratulate these two enterprising young men on the completion of a somewhat dangerous voyage, and hope that they may meet with the success they deserve."

This little vessel could sail to the northern extremity of Lake Winnipeg, two hundred miles from Fort Garry, and with one small portage up the Saskatchewan for a distance of nine hundred miles on one hand, and over 450 on the other.

The contemplation of the vast network of navigable waters in the North West Territory would lead to the belief that its development will be rapid, and that it will be the garden of the continent.

The tributaries of those mighty rivers are themselves accessible to vessels of the draught of the tug *Maggie*, and penetrate a country rich beyond all powers of description in fruitful soil and mineral productions. That it has not hitherto attracted the attention of English statesmen, capitalists or emigrants, is due to the fact that Great Britain is governed by a set of commercial monopolists, whose attention is directed to make everything pay at once, and who are not content to wait the slow progress of development, and to the want on our own part of statesmen sufficiently alive to the true interests of Canada.

The building of the Pacific Railroad, however, which must be undertaken, will remedy this state of affairs; but it is sad to reflect that the development of such an important and wealthy country should be left to individual enterprizes. Our readers will hardly think it possible that no accurate surveys have yet been made of the great water-ways of the North West, and therefore in how far they are capable of aiding the development of the country is still an unsolved problem. It is known as a general rule that they are of great volume, without rapids, and for the rest we must be content to wait. One of them—the Saskatchewan—is navigable to the Rocky Mountains.

ENGLISH advices inform us that Sir GARNET WOLSELEY, C. M. G., has been appointed Governor of the Gold Coast Settlement, and that he will take out with him twenty two of those officers that had served with him in the Red River Expedition, in 1870, for the purpose of organizing and disciplining a force to be raised from the Fantee tribes, in order to drive back the Ashantees. We suppose the intelligence is correct, as the following notification from *Broad Arrow* of the 16th

August is decisive for the fact of his appointment; but it is suggestive of the utter disorganization of the British army to find the gallant Colonel and his twenty two paladins going forth to restore the lost prestige of England by their individual prowess alone, and the effort prompts the enquiry as to whether that gallant corps—the 1st battalion of the 60th Rifles—is extinct, as the number of officers indicates that every one on service with Sir GARNET at Red River now forms a portion of the formidable force which is to conquer the niggers?

"It has been officially announced that Colonel Sir Garnet Wolseley, K. C. M. G., at present an Assistant Adjutant General at headquarters, will be appointed to the Government of the Gold Coast Settlement, and will also take the command of the troops on the coast. Sir Garnet Joseph Wolseley entered the Army in 1852. He served with the 80th Regiment in the Burmese war of 1852-56 (medal for Pegu), was with the expedition under Sir John Cheape against the robber chief Myattoon, and severely wounded when leading the storming party against the chief's stronghold on the 19th March (mentioned in despatches). He landed in the Crimea with the 92nd Foot, and was employed in the trenches as Acting Engineer until Sebastopol was taken. He was engaged in the assault and defence of the Quarries, on 7th June, and on duty in the trenches at the attack on the 18th June. He was severely wounded in a sortie, 30th August, when in charge of the advanced sap. He was several times mentioned in despatches (medal with clasp, Knight of the Legion of Honour, Fifth Class of the Medjidie and Turkish medal). Sir G. Wolseley, moreover, served in the Indian campaigns of 1857-59, and was present at the relief of Lucknow, defence of the Alumbagh by On train, with the several engagements there, siege and capture of Lucknow, subsequently as deputy assistant quartermaster general to Grant's division, and with it at the affair of Bareilly, action at Nawabgunge, and all the others fought by that force (was repeatedly mentioned in despatches, brevet lieutenant colonel, medal with clasp). He served in the war of 1860 in China, and was present at the assault of the Taku Forts, and in all the engagements throughout the campaign (medal with two clasps). He commanded the expedition sent in 1870 from Canada to the Red River Territory, for the suppression of the Rebel Government established at Fort Garry, and was created a Knight of St. Michael and St. George for his services upon that occasion.

In another column will be found the prospectus and rules of a match (at the next Wimbledon; or in the various colonies, if so decided), for an 'Intercolonial Challenge Shield,' which that patriotic association, the "Royal Colonial Institute," proposes to provide for competition. The scheme has been elaborated by the Honorary Secretary, C. W. EDDY, Esq. and we hope through his kindness to be able to give our readers a description of the Shield at an early day.

"It is a singularly gratifying circumstance to the people of the colonies to know that such an influential association is working to bring about the great Imperial idea of a United Empire, especially when such men