see in Canadian history or traditions nothing to compare with those of older and more historical lands, it is a question well worthy of attention whether we can afford to lose sight of the events and incidents which go to make up our chief struggle for political existence. We may never need to draw the sword in defence of our autonomy again; but even so, the memory of the truly heroic contest waged by a previous generation ought to be kept green as furnishing to their successors a noble example of bravery self sacrifice, and patriotism--qualities which can never be dispensed with, though the manner in which they display themselves may differ much at different periods of a country's history.

Whatever varity of opinion may exist respecting the question at issue between Great Britain and the United States, there can be no doubt about the practical injustice inflicted on Canada by the attempt to subjugate her. In point of fact the movement was earnestly and vigorously opposed by many of the better minds amongst American statesmen, as well as by large sections of the people, and more especially the inhabitants of New England. The odds were very much against Canada at the commencement of the struggle. What is now the Province of Ontario contained at the time a population of only 80,000, and Quebec of 200,000. To defend a frontier of 1,700 miles in length there were less than 5,000 regular troops of all kinds, only a third of whom were stationed in the Upper Province, in which the bulk of the fighting was done. These were supplemented by Canadian volunteers, who played an important part in the war, but who were badly trained and worse armed, though full of spirit, energy, and patrictic enthusiasm. That a population so small, so poor, and so straggling should have maintained for three years a successful war against an adjacent country with a population of eight millions, and separated from them by no formidable natural barrier, is of itself sufficient to stamp the episode as one of the most interesting in recent history. Nor will the admiration which such a defence is calculated to excite be at all diminished when we turn our attention to the details of the war. Excellent generalship, military fortitude, and individual heroism meet us on every hand. In the great majority of the battles and skirmishes the Canadian troops were victorious over forces far more numerous than themselves, and when defeated the ignominy of the disaster was generally mitigated by the reflection that it was due more to the overpowering numbers of the foe than to any lack of either skill or bravery on their own side.

Three times during the summer and autumn of 1812 were attempts made to invade and conquer the Upper Province. The attempt of General Hull to enter from Detroit resulted in the capture, by General Brock, of himself, his troops, his stores, and the fort in which he had taken refuge. A few weeks latter an effort to enter the Niagara peninsula was made by Gen. Van Ranselaer, but his army was repulsed at the battle of Queenstown Heights, where Brock was killed. The insignificant movement of General Smyth, with the same object in view, closed the first season's operations. In 1813 the war was conducted on a more extended scale, and embraced a greater variety of engagements, the principal of which was the one which took place on Chrysler's farm, on the bank of the St. Lawrence. The season had been disastrous for the Canadians. The town of York, now Toronto, had been captured. Fort George, at the mouth of the Niagara, had been destroyed. The attack on Sackett's Harbour had proved a failure, and at the battle of Moravian Town General Proctor had been defeated, and Tecumseh, his Shawanee ally, killed. These successes led the invaders to think of capturing Montreal, and with this object in view, while General Harrison remained to complete the conquest of Upper Canada, General Hampton was posted at Chateaugay and General Wilkinson ordered to descend the St. Lawrence for the purpose of effecting a junction with him. Wilkinson, after threatening Kingston with an army of nearly 10,000 men, took his flotilla down the river without serious interruption, until he was compelled to land for the purpose ot making preparations to run the rapids, which lay between him and the object of his expedition. The invading force had been closely followed by a handful of British troops under Lieut. Colonel Morrison, who landed his men and drew them up in a highly advantageous position on Chrysler's farm. A skirmish between two small bodies of troops brought on a general engagement, which lasted from early morning till late in the afternoon. Though described by General Wilkinson and many American historians as a drawn battle, the American force left the field in the utmost confusion, and the British commander was only prevented from following up his advantage by the exceeding smallness of his force. General Wilkinson withdrew to a point a few miles down the river, where he learned that General Hampton had been defeated by De Salaberry, and forced to retire to Lake Champlain. He then crossed to the American side, and placed his army in winter quarters. The number of casualties was very much greater on the side of the invaders than on that of their pursuers, General Covington, one of the best of the American officers, being amongst the slain.

The battle of Chrysler's Farm is important for its consequence rather than for what it was in itself. It was one of the causes which operated to save Montreal from capture, and, coming at the close of a season of disasters, it did much to restore public confidence and enable those at the helm of affairs to make adequate preparation for the next year's operations. But viewed simply as a battle, the engagement is worthy of attention for the skill and bravery manifested by the British commander and his troops. So much is this the case that one critic has said of it:—"This battle is, in the estimation of military men, considered the most scientific military affair during the late war, from the professional skill displayed in the action by the adverse commanders; and when we consider the prodigious preparations of the American Government for that expedition, with the failure of which their hopes of conquest vanished, the battle of Chrysler's Farm may probably be classed as the most important and the best fought that took place during the war."

From British Columbia comes the news that on June 13th the U.S. steamer *Saranac*, Captain Queen, was lost on Pender's Rock, in Seymour (or Yaculta) Narrows of Johnstone's Straits. An officer of the Navy, who has had probably more experience in these waters than any other, and who has repeatedly passed through this channel, informs us that it is hard, with our present meagre details of the wreck, to account for the loss of this ship, except upon the hypothesis of the stupidity, gross ignorance, or carelessness of the pilot. The rock is exceedingly well known, and has been marked on the charts at least since 1868. It is a "bayonet" rock with about 18 feet on it, and is almost directly in mid channel; but it is avoided with the greatest ease by keeping either shore close to—the water being so bold that a ship may run her yard arms into the cliffs without touching the bottom.

Seymour Narrows are from 700 to 1200 yards wide, and the pass or "reach" about 1½ miles long. In consequence of the contraction in the breadth of Discovery Passages, otherwise known as part of Johnstone's Straits, the tide rushes through these narrows with great velocity, as high as 10 knots per hour at spring tides, and it is therefore requisite to choose either slack water or the early part of *favorable* tide to pass through, as during the greatest strength of the current a boiling race extends across and steerage becomes more or less difficult. The shores of the pass are high and rugged, and there is no good anchorage until Otter Cave is reached—a distance of over 10 miles from the rock on which the *Saranac* struck. Ships as large as H. B. M. ship *Satellite*, a vessel considerably larger than the *Saranac*, have passed through the pass repeatedly without the smallest difficulty. We shall, therefore, await the details of the *Saranac's* loss with considerable interest.

The *Saranac* is a side wheel steamer, built at the Navy yard, Portsmouth, N. H., at a coast of $400,000, and launched in 1848, and is at present classed as a 2nd rate, of 1238 tons (2150 displacement), and 11 guns. She has been in the waters of the Pacific ever since 1857, when she went out under the command of the late Captain John Kelly. Her loss recalls to mind the somewhat similar case of the U. S. steamer *Suwanee* lost in Lone Tree channel, Shadwell Pass, near the northern end of Vancouver's Island, in 1868. The difference, however in the two cases consists in the *Suwanee* striking on a comparatively unknown rock, unmarked in the charts, while the *Saranac* was lost upon one perfectly well known. The *Saranac* went down in deep water, while the *Suwanee's* smoke stack and hull long remained to mark the existence of the rock which now bears he name in Lone Tree passage.—*U.S. Army and Navy Journal.*

The steam capstan of Admiral Porter's torpedo boat *Alarm* was tested on the 21st by Captain F. M. Barber, of that vessel. A four fold purchase was used to run out the gun (weighing, with the carriage, about 50,000 lbs,,) which was done in one minute. With a two fold purchase it was done out in 38 seconds, and with a single whip it was run out in 15 seconds, and run in in 9 seconds. We congratulate Admiral Porter on having the first gun run in and out by steam, in the U. S. Navy, and also in having such live officers as Messers. Barber, Paine, Hadden and Windsor. Though this machine was designed to hoist the anchor only, these wide awake officers have applied it, also, to the purpose of handling the guns. The engines are under the deck, are composed of two cylinders, 5 inches diameter and 8 inches stroke of piston, and are connected directly to a spiral gear, the wheel of which is on the spindle of the capstan and the worm upon the crank shaft. The wheel has 50 teeth and 1¾ inches pitch. The engines made 400 revolutions per minute and the capstan 8, which will take in 8 fathoms of chain per minute. The engine was designed by P. A. Engineer Baird. Electric bells are being arranged on board the *Alarm*, by Captain Barber, for signalling to the engine room, to the magazine, and to the torpedo bar room, all of which, automatically, repeat back the signals sent from the pilot house.—*U. S. Army and Navy Journal.*