

risk of their own lives. During the day nine of the batteries blew up and the tenth was burned as it could not be brought off. The combined forces lost 1500 men in those batteries, and thus ended the last Spanish effort for the reduction of Gibraltar.

The event of this action shewed the folly of attempting to carry this fortress, and demonstrated that it could not be effected by direct attack, but a close blockade or investment would be a far more sure and effective method of accomplishing the same object, and to the disgrace of the British Ministry that result was imminent. The garrison which had met and bravely repelled this mighty attack now described, was in danger of perishing by starvation.

About the time of the attack Lord Howe sailed with 34 ships of the line, conveying a number of troops, and laden with provisions and stores for the relief of Gibraltar. Contrary winds prevented this fleet reaching the Straits before the 11th of October, and part of the convoy entered the Bay of Gibraltar on the same evening, the remainder were carried by the current past the fortress. Lord Howe followed with the fleet, collected, and on the 17th conducted the whole safely into the bay in the face of the combined fleet. On the 19th the British fleet, taking advantage of an easterly wind, repassed the straits and were followed by the combined fleet, who bore down on the 20th and commenced a cannonade but at such a distance that although three of them were firing on Lord Howe's flag-ship he did not return a shot. An attempt to cut off the rear of the fleet was repulsed with such loss that the combined fleets did not attempt to renew the action but sheered off and steered for Cadiz.

Lord Howe did his duty strictly in relieving the fortress, but an enterprising commander would have done more. He should have attacked the combined fleet, and although not equal in numbers the advantages were so greatly in his favor that their defeat was a certainty; the consequences to the interests of Great Britain are sufficiently obvious.

Early in the month of July the Marquis of Rockingham died, and was succeeded in the administration by the Earl of Shelburne, whose appointment caused the secession of Mr. Fox and several other members of the Ministry. It was an accidental shuffle of the cards amongst the peace at any price politicians and did not alter their fixed resolution with reference to the recognition of the rebellious Colonies.

The Congress had granted full powers to five of their agents in Europe to treat of peace, and early in April the Rockingham administration, immediately after its accession to power, made overtures to those parties through Mr. Oswald, a particular friend of Mr. Henry Laurens, then a prisoner in the Tower, and Mr. Thomas Grenville first, and Mr. Fitzherbert afterwards, were successively deputed with the Ministers of the allied powers. The internal distress in every

quarter of the revolted Colonies, the utter impossibility of Congress furnishing the necessary supplies, to carry on the contest further would have convinced any one but dolts or traitors of the advisability of renewed exertion, and to other orders the Whig administration, who negotiated a peace, with them belongs. Their commissioners were only too glad to accept any overtures, especially as those offered were far more than they had any right to expect, while the derangement of the finances of France and Spain, with the destruction of the French fleet in the West Indies rendered it impossible to carry on the contest for another year. Under an honest and vigorous administration the Courts of France and Spain would have been compelled to accept such a peace as would have placed Great Britain in the same position which she held at the commencement of the contest, while the revolted Provinces would be compelled to accept such modifications of their pretensions as their perverse rebellion merited, and the unity of the Empire would have been preserved, but the Whigs were neither statesmen nor patriots.

On the 30th of November provisional articles of peace were signed by Mr. Oswald, on the part of Great Britain, and Messrs. John Adams, Benjamin Franklin, John Jay, and Henry Laurens, on the part of the revolted Colonies, by which their independence was acknowledged and assured under the name of the United States of America. This treaty was not to take effect until peace should be agreed upon by Great Britain, France, and Spain, which event occurred on the 20th of January, 1783.

The general principles of these treaties were a mutual restitution of all places taken during the war, except France was to retain Tobago and Senegal, Spain Minorca and West Florida, while Great Britain was to cede East Florida to the latter power. St. Eustatius was to be restored to Holland, with whom a suspension of hostilities was agreed upon till terms of peace could be formally adjusted.

INTERNATIONAL COURTESY.

The Sault St. Marie Canal is one mile in length on the south or American shore. Had the United States been the riparian proprietors of both shores the canal would unquestionably have been built on our side, because the distance is only five-sixths of a mile, and because at each end it would have touched deep still water. The mooring ground is so much safer on the Canada side, that the American steamers traverse the river in the Fall and lay up for the winter close to the Canadian shore. The Sault canal was built under the commissionership of Mr. Whitney, it was aided by a donation of eight hundred thousand acres, and is held to belong to the Federal Government. Journalists fond of creating difficulties have busied themselves asserting that the canal belonged to the State of Michigan, and that

even if it was the property of the United States, the passage of steamers engaged in the Red River expedition would not be tolerated. We do not attach much consequence to the assent or dissent of the United States Government in this matter, because after all it is only a question of expense. There are five eighths of a mile of level land connecting two deep water bays, and the problem would be to pass a steamer over that short space. We venture to say that Col. Wolseley could in a week build a tramway and transfer large steamers from one lake to the other, and not pride himself much on the feat. President Grant has been habitually courteous to Great Britain, and we cannot suppose that he would deprive from ordinary usage in order to insult or embarrass a friendly power. The Americans used the railways of the Dominion largely during the civil war to convey munitions and troops. We are told that Indian hostilities are imminent. Admitting the fact, what would be said if we refused passage through the Welland, under the pretence that the vessels or the contents might be employed against the Indians? When Spain owned both banks of the Mississippi, the American Government protested against an assumption on the part of Spain to control the navigation of the Mississippi. As far back as the year 1826, the United States put in a demand to enjoy the free use of the St. Lawrence, and it is worthy of remark that in the last treaty between the United States and Great Britain it was provided under article III. that *Canadians* should enjoy the right to navigate Lake Michigan (claimed to be entirely within the jurisdiction of the United States) so long as Great Britain permitted the Americans to make use of the St. Lawrence. It is thus manifest that to refuse the use of the Sault canal would raise the point whether a cause for retaliation had not arisen; whether, in fact, the discussion in 1826 did not by anticipation suppose the common use of the lakes and canals. The only possible pretence for refusing permission to traverse the Sault canal fails, because no war exists at Red River, and the troops would, under any circumstances, march by land.—*Montreal Daily News.*

TRIAL TRIPS OF RED RIVER BOATS.—On Saturday, notwithstanding the lowering aspect of the weather, a very considerable number of persons assembled on Hamilton's wharf to witness the trials of two boats intended for the Red River service. The first one to make its appearance was the gig built by Mr. Samuel Lovey, and intended for the use of Col. Wolseley. To say she is a hard some craft is hardly strong enough an expression—to call her perfection would be nearer the mark. Constructed of white pine, varnished, with open bulwarks and an inside top rail of oak, and copper fastened throughout. A little after 8 a.m. Col. Wolseley, accompanied by Mr. Dawson and two private friends called by appointment at Mr. Lovey's shed, for the purpose of seeing her tried, and as soon as she was launched she was manned by a crew of six (though her proper complement is twelve), five of whom are well known Toronto amateurs. Samuel Lovey acted as coxswain. So soon as she was clear of the wharf the oars fell into the water simultaneously, and obedient to the efforts of the rowers, she shot forward at a very good rate, which was increased on the way home to racing speed. She pulls very lightly, and it was the universal opinion of those in her that she was the