

tricts of the State of New York. These officers, in expressing their reprehension of the infraction of international law, said that nothing in their power had been or would be neglected to arrest such infraction, that such were their orders, and that they had prevented many reinforcements from getting across to the British territory on the two previous nights. In the course of the afternoon, Captain Akers, R. E., with a volunteer force of about 1,000 men, arrived from Port Colborne, making the number under my command about 3,000 of all arms. In compliance with telegraphic orders, I despatched to Kingston, at 7 p.m., the troops as per margin—Capt. Crowe's field battery, four guns, and 200 men of the 47th Regiment, under Major Lodder—sending 22 Fenian prisoners by the same train under escort of the 47th Regiment. Farther telegraphic orders directed me to send forward to London without delay the detachment of the 60th Royal Rifles, the London companies of the 16th Regiment, and the London Volunteers. In consequence of the difficulty of procuring the necessary railway transport, that order could not be carried out till 10.30 to-day, when about 800 were forwarded by the Great Western Railroad, *via* Clifton to Hamilton. Any delays in the transport of troops, so far as relates to the service of the Great Western Railway have arisen chiefly from the fact that, on the Erie and Ontario R. R., there being but a single line of track and with sidings still incomplete, there were no means of shunting or of passing trains, whilst that part of the line approaching Fort Erie is still in a very unfinished and unserviceable state. It was impossible, therefore, even with the most prompt assistance afforded by Mr. Swinyard the manager, and all the subordinate officials, of the G. W. R., to secure the desired rapidity of movement. The weather during the last few days has been uninterruptedly fine. The force at present encamped here is a little over two thousand men, and considering the nature of the emergency and of the nature of the place itself, the troops are pretty well supplied. I telegraphed to Lieut.-Col. Denison, with 450 men, to halt at Suspension Bridge. One company of volunteers is at Chippewa, and more than 250 men are at Port Colborne, under Major Skinner. In concluding my report of the last 48 hours—a report which should, but for the nature of the duties and the pressure of telegraphic communication, have been submitted before—I have the honour to state the following:—That I have received greater benefit than I can well express, from Col. Wolseley's indefatigable energy, judgment and promptitude of resource; that Lieut. Turner, R. E., has proved of the greatest assistance to me, night and day working with a thorough spirit and most wise forethought; that Lieut.-Col. Cumberland, A. D. C., has spared no trouble or exertions to give me information and to render valuable assistance in every way—in matters connected with railway transit, his knowledge has proved specially useful; the untiring nature of the exertions made by the Hon. J. Hillyard Cameron, M. P. P., also deserves cordial acknowledgment; Officers and men, whether of the regular or volunteer service, did all in their power to reach and re-occupy Fort Erie at the earliest moment, and to arrest the flight which had been almost completed before our arrival. All

appears quiet at present on this frontier. I find I have forgotten to state that General Barry, U. S. A., offered to furnish me with the earliest notice of any intended movements of importance which might come to his knowledge among the Fenians in the States. Capt. Bryson, commander of the United States war steamer *Michigan*, apprised me that he had telegraphed to Washington for instructions as to the disposal of his 700 prisoners. I replied that this was a matter for settlement by our respective Governments.

(Signed)

R. W. Lowry.

Col. Commanding

Field Force on Niagara Frontier.

The Brigade Major.

#### Col. Dennis' Report.

ERIE, 4th June, 1866

Col. Lowry, Commanding the Niagara Frontier:

SIR,—Availing myself of the earliest moment, I have the honor to report, for the information of His Excellency, the Commander-in-Chief, the following narrative of events connected with the late Fenian invasion at this place, in which I was directly concerned. Subsequently to my leaving Toronto on the morning of Friday last, my orders were on that occasion to proceed with the 2nd or Queen's Own, 400 strong, to Port Colborne, occupy it, and if necessary entrench a position there, and wait for reinforcements and further orders before any attack was made on the enemy, who, it was represented, numbered 1,500 men, and was advancing on that point. Although finding great excitement at the different stations along the Welland Railway on the way up, at Port Colborne, where I arrived about noon, things were quiet—no definite news having reached there, in consequence of the Fenians having cut the wires at Fort Erie, of which place they had driven away the officials at 5 a. m. that morning. Report, however, said that they had, some two hours subsequently, sent a party up the track and burned a bridge crossing a small stream known as Sauerwine's Creek, six miles from Fort Erie on the railway to Port Colborne. No news of any other approach having been brought in by any of the numerous scouts sent out by the villagers during the forenoon, I proceeded to billet the men in order to get them dinner; and then before determining to commence the construction of any defences, I despatched a messenger across to Buck's Tavern at Stevensville, between Erie and the town of Welland, to ascertain and report any movement of the enemy in that direction, which I thought probable, as sufficient time had elapsed to enable him to reach Port Colborne, had that been his intention. Having, through the kindness of Mr. Larmour, the Superintendent of the line, obtained a locomotive, I started down the railway upon a reconnaissance, getting down to within six miles of Fort Erie—the burning of the bridge mentioned preventing my closer approach. I then learned that the bridge had been destroyed by a party of some seven men, who had come up about 7 a. m.; who, in addition, stole a number of horses from the farmers in the vicinity, and then went back towards the main body, which, from testimony I received, it appeared had gone down the river about a mile below the lower