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The Volunteer Review

AND MILITARY AND NAVAL GAZETTE.

A Journal Devoted to the Interests of the Military and Naval Forces of the Dominion of Canada

VOL. IV.

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No. 2.

THE REVOLT

OF THE

British American Colonies,
1764-84.

CHAPTER XXXIV.

By not operating on a well defined line the British Generals laid their plans open to the option of the enemy to cut off their expeditions in detail, and of this advantage Washington availed himself. On the night of the 15th of July the American General, Wayne, at the head of 1500 men surprised the Fort at Stoney Point, whose garrison, commanded by Lieut. Colonel Johnson of the 18th Regiment, consisted of that corps, the Grenadier company of the 71st, a company of the Regiment of Loyal Americans, and a detachment of artillery, in all about 600 men, of which 152 were killed or wounded, the rest with their commanding officer made prisoners. This post was lost by the most culpable negligence. An expedition under the American Gen. How was sent against Fort Lafayette, at the same time, but owing to the difficulties of the approaches it did not arrive in time, and although the guns of Stoney Point were turned against that garrison it failed to make any impression.

Intelligence of the capture of Stoney Point having reached New York a detachment was sent up the river to the relief of Fort Lafayette, and Sir H. Clinton immediately followed with a greater force hoping Washington would risk an engagement for the preservation of the command of the river, but the latter had accomplished his design of retarding the expedition to Connecticut if not preventing it altogether, and as Stoney Point was not essentially necessary to the command of the river he ordered it to be evacuated after most of the works being destroyed. Possession was again taken of it by the British, who repaired the works and placed a larger garrison therein. The fleet and troops having achieved this success returned to New York.

In 1776 the people of Boston had attempt-

ed to gain possession of Fort Cumberland but were driven off. A second attempt was made at St. John's River but was also defeated as well as a fleet of privateers captured which had been committing depredations on the various fishing stations on the coast of Nova Scotia. In order to prevent any repetition of those annoyances Gen. Francis Maclean, commanding the Royal troops in Nova Scotia, with a detachment of 650 men arrived in June, 1779, in the bay of Penobscot, for the purpose of establishing a fortified post to hold the privateers about Kennebec bay in check and to prevent the re-occupation of Machias as a military post and base of operations against Acadia and Nova Scotia, as well as to obtain a supply of ship-building timber with which the country abounded. Alarmed at this demonstration the people of Boston at once fitted out an expedition to drive away the King's troops and destroy the post. Intelligence of this movement being carried to New York Sir George Collier with a squadron sailed on the 3rd of August for the relief of General Maclean's settlement, which had been placed on the eastern side of Penobscot Bay, about nine miles below the mouth of the river on a peninsula forming the harbor of Magabagduce. As the country was wholly covered with wood it occupied the troops for some time before a clearing could be effected on which to erect a fort, and on the 21st of July only two bastions with the connecting curtains were raised to a height of five feet, when intelligence was received that the Boston fleet of 19 armed ships and brigantines carrying from 10 to 32 guns, might be expected to land on the 25th with a force of 3,000 men under command of Gen. Lincoln.

All thoughts of completing the fort were laid aside and the troops employed night and day on such works as were immediately necessary to secure them from an assault, which it was justly apprehended would be the mode resorted to by the enemy in consequence of the very superior force employed. Three sloops of war belonging to the British were stationed so as to command the mouth of the harbour and were protected by a battery on shore—and on the arrival

of the Boston force they could not effect an entrance owing to the fire of those vessels and the battery. After three days detention they effected a landing on the morning of the 23th of July, at a point on the Peninsula which had been deemed inaccessible, and on the 30th opened a battery against the works at a distance of 750 yards. Those works, by the incessant labor of the troops between the 21st and 30th of July, had assumed a respectable appearance. The gorge of an unfinished bastion was filled with logs, and the other, containing the well, was surrounded with a work of fascines and earth ten feet thick, platforms were laid, artillery mounted, a sort of *chevaux de frize* carried round the fort and the approaches to the whole covered with an abatis.

The enemy's troops carried on a series of approaches and skirmishes for a fortnight. On the morning of the 14th of August the garrison, in momentary expectation of an assault, were surprised to find that the enemy had re-embarked with the greater part of their artillery, and while wondering what could be the cause of this sudden evacuation the British squadron under Sir George Collier hove in sight, which at once explained the mystery as it stood directly up the bay. The Boston fleet seemed to be in disorder and at length took to flight in a disgraceful manner. Two of them endeavored to get to sea by passing round Long Island but were interrupted, one being taken and the other ran ashore by her crew and blown up. The rest fled towards the head of the bay and entered the Penobscot River but were all captured or destroyed, the seamen and soldiers abandoning the vessels and took to the woods; here mutual recrimination between the two services brought on a fight in which 50 or 60 were killed, and a great number perished of hunger and fatigue before they were able to reach the settlements about the Kennebec.

The Boston fleet taken or destroyed was as follows:—Taken: Warren, of 32 guns; Monmouth, 24 guns; Vengeance, 24 guns; Putnam, 22 guns; Hampden, 22 guns; Hunter, 18 guns. Blown up: Sally, 22 guns; Hector, 20; Black Prince, 18; Sky Rocket,

16 guns. Brigs—blown up: Acton, 16 guns; Defence, 16 guns; Hazard, 16 guns; Diligence, 14 guns; Tyrannicide, 14 guns; Providence (sloop), 14. Springbird, 12, burnt. Taken; Nancy, 16, and Rover 10 guns; total, 19 armed vessels mounting 332 guns. The rest of the transports consisting of 24 sail were all destroyed. Immediately on the relief of this post Sir George Collier returned to New York, where he found himself superseded by Admiral Arbuthnot who had arrived from England with some vessels of war, a reinforcement of troops and a supply of provisions, so that "carrying the war into Africa" did not mean, as far as Great Britain was concerned, that the troops should find their food in that country where their military operations were carried on. Sir G. Collier resigned his command into the hands of a thoroughly inefficient Admiral and returned to England.

Notwithstanding the reinforcement Sir H. Clinton, fearful of Count d'Estaing's formidable fleet on the coast of Georgia, decided that he could undertake no active operations determined to concentrate his forces for the defence of New York, and with this view ordered Rhode Island to be evacuated—and this at a time when he had more veteran soldiers under his command than the combined French and American armies.

Nothing else of any moment happened on the sea coast except the surprise of the British post at Paulus Hook by the American Major Lee on the 19th August, and its recovery when the enemy had seized a block-house and two redoubts by the steadiness and bravery of the commandant and about 60 men. That with a good deal of fighting on the Indian frontier, from North to South, are the only events of the campaign in America.

The works at Verplanks and Stoney Point were abandoned towards the close of the season—thus repeating the grand mistake of this war that of leaving the Hudson in uncontrolled possession of the Americans—that ruinous expedient a campaign in the South being decided on, as if the war was to be terminated by skirmishes in the rice swamps of the Carolinas. Howe's campaign at Philadelphia was insufficient to show Clinton the folly of leaving the real strategical line—which would have compelled Washington fight—and one decisive action would have terminated the war—which, however, was to give birth to strange alliances involving grave political errors eventually enveloping the civilized world in a contest the end of which has not yet been reached, nor has the swell of the waves of the tempest evoked subsided; and Europe yet feels the oscillation of the social earthquake which was the effects of the civil war between Great Britain and her colonies.

The reasons which impelled the French Court to embrace the cause of the American insurgents lay on the surface, ostensibly its objects were to recover Canada, underneath

this lay a disreputable Court intrigue in which the French minister and the celebrated poet, banker, speculator, stock-jobber, spy and general intriguer Beaumarchais was engaged—this man having been in communication with Dr. Franklin and Silas Deane from the commencement of the Colonial troubles and having aided the insurgents by supplies of arms and money to the amount of nearly one million pounds sterling, found that the Yankee attorney and the Boston philosopher had led him into a serious scrape as there was neither money nor assets to meet his demands, at the same time he was informed except he could secure an alliance between the French Court and the Rebels no chance of payment remained to him. De Villars was then at the head of the French administration, one of the most unprincipled on record, and he was in Beaumarchais' power, therefore it suited all parties to force the French nation into a war whose ultimate end was the overthrow of an ancient monarchy and the obliteration of all the intriguers and the orders to which they belonged from the face of the earth.

Spain governed by another branch of the Bourbons sympathised to some extent with the French Court, and in September, 1773, the King of Spain offered to act as mediator between the Crown of Great Britain and its rebel subjects, and between the Courts of Versailles and St. James; the former was politely declined England recognising no right of interference on the part of a foreign power, but in the latter case it was accepted.

The conditions offered by the Court of Spain as the basis of reconciliation were found to be totally inadmissible and had been evidently prepared for the sole purpose of enabling her to take part in the contest as an ally of France—they were consequently peremptorily refused. The King of Spain as mediator now presented other terms which he termed "ultimate proposals" from himself, but they were so nearly alike to those offered by France as to be totally inadmissible; in the answer delivered to the Spanish Ambassador a wish was expressed that nothing which had passed might interrupt the harmony subsisting between Great Britain and Spain. It was moreover generally understood that in the event of failure in this negotiation Spain was to declare war against Great Britain and therefore it would be deemed only a matter of prudence on the part of the latter power to watch the treacherous mediator and take such precautions as her peculiarly vulnerable position demanded, but the virulence of faction and the indecision of the responsible advisers of the British Crown allowed the subtle Spaniards to choose their own time at striking a decisive blow at England's naval supremacy.

The offer of mediation was not made till after the arrival of the *Plate fleet*, as the rich armed fleet bearing the produce of the South American colonies was called, and on the 4th of June, 1779, the French fleet sailed from

Brest and steered for the coast of Spain where a junction with the Spanish fleet was effected on the 24th of that month. On the 16th of June a declaration of war was delivered to the British.

In this transaction Spain had been induced to believe that she would by French aid recover Gibraltar, Florida and free her South American Provinces from a dangerous neighbour, if not succeed in obtaining a portion of that neighbor's North American territory.

The position of Great Britain had never before been so critical. With the *Armada* menacing her coasts in 1588, she had the Dutch, those sturdy *Geaux de la mer*, as her staunch allies, but in 1779 she stood alone, with treason under the mask of patriotism sapping her resources and neutralising her vigor. Reinforcements of troops were thrown into Gibraltar, which fortress was also well supplied with provisions and stores and every exertion made to meet the threatened dangers.

Early in May a French expedition was fitted out against the Channel Islands. Sir James Wallace with the 50-gun ship *Experiment*, 32-gun ship *Richmond*, four frigates and some smaller vessels having been descried off the coast, the French squadron ran into Cancale Bay where it was discovered on the 13th May, driven on shore and totally destroyed.

The junction of the French and Spanish fleet brought the combined force to over sixty sail of the line, with nearly an equal number of frigates. The British Channel Fleet, under Sir Charles Hardy, consisted of thirty-eight sail of the line with less than its due proportion of frigates, was so manifestly inferior in the number of ships, guns and men that grave doubts were entertained of the issue of an engagement, and serious apprehensions of an invasion of Great Britain, but the national spirit rose with the danger, and while the Whig opposition were luxuriating in the anticipation of their country's humiliation the people for whose welfare they were so solicitous were rapidly embodying themselves as volunteers and taking such precautions as were necessary to ward off the impending danger, and, as events proved, not an hour too soon. About the middle of August Count d'Orvilliers, with the combined fleet, passed the British fleet under Sir C. Hardy, in the chops of the channel without either being discovered by the other, and sailed as far as Plymouth, capturing the *Ardent*, man-of-war, on her passage out. The British Admiral, a highly respectable imbecile, with his faculties weakened by age, was admirably opposed to the French Admiral, who added to the other's folly an indecision wholly his own. For several days he continued parading in front of Portsmouth without any obstacle to prevent an attempt at landing, till an easterly gale compelled him to bear away out of the channel. As soon as this abated he returned and cruised off the Lands End, but

Sir C. Hardy with the British fleet, who had also been blown off the coast, regained his station on the last day of August, in full view of the enemy, whom he vainly endeavored by manœuvres to entice into a position where their great superiority of force would not avail much. They followed or chased him as far as Plymouth and immediately afterwards bore away for Brest, ostensibly because their crews were sickly, but in reality because they had 8,000 landsmen on board rated as seamen; so that if Sir Chas. Hardy had had a little fighting in him it is probable he would have punished Count d'Orvilliers for his temerity, and materially aided his country by adding to her prestige, which had suffered considerably at his hands. A sea fight of any kind would have disabled the combined fleets, who would be less able to effect a landing on British soil afterwards and would have prevented an "armed neutrality" of the maritime powers, whose object was to destroy British supremacy at sea.

The combined fleet inflicted no material injury on British commerce, the West Indian fleet of 125 sail having entered the channel before it appeared off Plymouth, and scarcely had it bore away for Brest when the East India fleet arrived. But if the higher officers of the British navy were insensible to their country's honor or interests and did not possess the energy or ability necessary for the discharge of their duties, amongst the captains and subordinates were men worthy the highest days of Britain's naval glories to be found.

The Baltic fleet under the convoy of the Serapis, 44 guns, Captain Richard Pearson, and the Countess of Scarborough, Captain Thos. Percy, was attacked off Flamborough head on the 25th of September by an American squadron, consisting of the Bon Homme Richard, of 38 guns, Captain Paul Jones; the Alliance, 36 guns, Captain Pierre Landais; Pallas, 32 guns, Captain Nicolas Cottenican; Vengeance, 14 guns, Captain Philip N. Kivot, and Cerf, 14 gun cutter, Captain Joseph Varage. Although ostensibly under the American flag and nominally under the commission of Congress the orders of the French Government and its Minister of Marine were to be carried out. Before quitting L'Orient the whole of the above named officers signed an agreement giving to each an independent authority. The Baltic fleet having run into Scarborough the Serapis and her consort stood for the hostile squadron, which at 4 p.m. was seen from the dock bearing down with a light breeze from the southward and westward. At 6 p.m. both ships having closed, tacked with their heads in shore, the better to cover the retreat of the convoy, both ships on the larboard tack, and the Countess of Scarborough headmost. The enemy's force was distinctly seen to be a two-decked ship and two frigates, but from their being end on no colors were visible. At 7:00 p.m., the two-decked ship brought to on the larboard bow of the Sera-

pis within musket shot, when Captain Pearson's hailed her with "What ship is that?" the answer was "The Princess Royal." Captain Pearson then asked from whence they came, to which an evasive answer was returned, and in reply they were told he would fire into them if not answered at once, a gun was then fired from the stranger, which was the Bon Homme Richard, and answered by a broadside from the Serapis, on which the action commenced. Both ships being under top sails and top gallant sails. After several broadsides were exchanged the Richard hove all aback and dropped on the quarter of the Serapis. In accounting for this manœuvre Captain Jones and his Lieutenant, Mr. Dale, states that at the second broadside two of the six guns that were in the gun room of the Bon Homme Richard burst, blowing up the deck above and killing or wounding a large proportion of the people below, and this disaster caused all the heavy guns to be deserted. But the real facts were that the heavy and well directed broadsides from the main deck of the Serapis had driven the men from their guns and this manœuvre was intended to rake the Serapis by bringing up under her stern, but frustrated by her quickness in wearing, on which the Richard filled and ran aboard on the weather or larboard quarter, making an attempt to board which was at once repulsed when the Richard again dropped astern, whereupon the yards of the Serapis were backed to enable her to get alongside of her antagonist but having gathered too much sternway the Richard was able to fill and stand across her bows, but the mizen shrouds of the latter catching the jib-boom of the Serapis the ships dropped alongside each other head and stem. On the spar giving way the spare anchor of the Serapis hooking the weather quarter of the Richard at 8:30 p.m., when a furious action commenced, the muzzles of the guns actually touching. From this time till 10:30 the action continued without interruption; the 12-pounder 36 gun frigate Alliance bore down on the vessels after they got foul and sailing around them poured in a galling fire to which no return could be made by the Serapis. About an hour after the close action commenced all the lower deck battery of the Serapis from the main mast aft was rendered useless by a destructive explosion of cartridges, and at 10:30 p.m. the Alliance having taken up a position under her stern raking her decks with impunity, most of the officers and two-thirds of his crew killed and wounded, Captain Pearson ordered the colors to be struck at the same moment the main mast fell over the side. His duty had been performed, the convoy had escaped.

The Countess of Scarborough maintained a close action for some time with the Pallas but was eventually obliged to surrender to superior force with a loss of four killed and twenty wounded.

The result of this action, if simply between

the Serapis and Bon Homme Richard would have been speedily determined. The description of the latter by her Lieutenant, Mr. Dale, is conclusive on that point, he says that "Aboard, on a line with the guns of the Serapis that had not been disabled by the explosion, the timbers were found to be nearly all beaten in or beaten out, for in this respect there was little difference between the two sides of the ship, and it was said her poop and upper decks would have fallen into the gun-room but for a few futtocks that had been missed. Indeed, so large was the vacuum that the most of the shot fired from this part of the Serapis must have gone through the Richard without touching anything. The rudder was cut from the stern-post and the transoms nearly all driven out of her. All the after part of the ship, in particular that which was below the quarter deck, was torn to pieces, and nothing had saved those stationed there but the impossibility of elevating guns that almost touched their object." The Richard had 307 men killed and wounded.

The Bon Homme Richard had been an old French Indiaman known as the Daras, built like all vessels of her class with high and narrow poop and roomy "tween decks;" her measurement was 946 tons. The Serapis was 886 tons, having 20 long 18-pounders on her lower deck, 22 long 12-pounders on her main deck and two long 12-pounders on the fore-castle,—total, 44 guns. The space between decks was so low that great difficulty was experienced in working the guns, and on the lower deck they were so long and unwieldy as to prevent their being easily run in. The upper deck having only a light breast high bulwark. The Richard sank before all her wounded could be removed. Captain Pearson was deservedly knighted and Captain Percy promoted.

This was undoubtedly the most gallant action of the war, reflecting the highest credit for courage and endurance on all concerned.

DECLINE OF AMERICAN COMMERCE.—The New York Chamber of Commerce, after a lengthy debate on Thursday, adopted the report and resolutions of the majority of the committee on the decline of American commerce, submitted two weeks ago, which recommends to Congress to modify the laws so that foreign built steamers be imported free of duty, and be privileged to carry the American flag, provided they are American owned, and not to be employed in our coastwise trade; that iron plates and such other material for the construction of steamers as may be deemed advisable, be admitted free of duty; and that all ship stores procurable in bond, drawback be returned as upon goods shipped for sale to foreign lands, and that ample subsidies be granted to lines of steamers built in American yards, to the end that a competition with powerful foreign organizations may be successfully inaugurated and sustained.

A squad of the 63th Rifes tested the "Martin-Henry" rifle to day, 14th Jan.

THE ALABAMA CLAIMS—SECRETARY FISH'S INSTRUCTIONS

The following is an extract from Mr. Fish's second letter of instructions to Mr. Motley:

"Department of State,
Washington, Sept. 25th, 1869.

"Sir—When you left here upon your mission the moment was (not) thought to be the most hopeful to enter upon renewed discussion on negotiations with the Government of Great Britain on the subject of the claims of this government against that of Her Majesty, and you are instructed to convey to Lord Clarendon the opinion of the President that the suspension of discussion for a short period might allow the subsidence of any excitement or irritation growing out of events then recent, and might enable the two governments to approach more readily to a solution of their differences. You have informed me that Lord Clarendon saw no objection to this course, and agreed with you that it would be well to give time for the emotions which had been excited of late to subside. The President is inclined to believe that sufficient time may have now elapsed to allow the subsidence of those emotions, and that thus it may be opportune and convenient at the present juncture to place in your hands for appropriate use a dispassionate exposition of the just causes of complaint of the United States against that of Great Britain. In order to do this in a satisfactory manner, it is necessary to go back to the beginning of the acts and events which have in their progress and consummation so much disturbed the otherwise amicable and friendly relations of the two governments."

The Secretary then enters into a history of the grievances, in the course of which he writes:

"The precipitancy of the declaration of the Queen's government, as Mr. Bright characterized it, the remarkable celerity under and the unfriendly haste with which it was made, appears in its having been determined on the 6th May, four days prior to the arrival in London of any official knowledge of the President's proclamation of April 17th, 1861, by reference to which the Queen's proclamation has since been defended, and that it was actually signed on the 13th of May, the very day of the arrival of Mr. Adams, the new American minister, as if in the particular aim of forestalling and preventing explanations on the part of the States. The prematurity of the measures is further shown by the very tenor of the proclamation, which sets forth its own reason, namely. Whereas hostilities have unhappily commenced between the United States of America and certain States styling themselves the Confederate States of America.

He then argues that there was no just ground for the proclamation of belligerency. He says there was no such fact of necessity, no such fact of continued and flagrant existing hostilities, to justify the action of Great Britain in the present case. Hence the United States felt constrained at times to regard the proclamation as the sign of a purpose of unfriendliness to them and of friendliness to the insurgents, which purpose could not fail to aggravate all the evils of the pending contest, to strengthen the insurgents and to embarrass the legitimate government; and so it proved, for as time went on, as insurrection from political cause at length to be military, as the sectional controversy in the United States proceeded to exhibit itself in formation of great armies and fleets, and in prosecution of hostilities

on a scale of gigantic magnitude then it was that the spirit of the Queen's proclamation showed itself in the event, seeing that in virtue of that proclamation maritime enterprises in the ports of Great Britain which would otherwise have been piratical were rendered lawful and to the end continued to be the arsenal, navy yard, and treasury of the insurgent Confederates. A spectacle was thus presented without precedent or parallel in the history of civilized nations Great Britain, although a professed friend of the United States, yet in time of avowed internal peace permitted armed cruisers to be fitted out and harboured and equipped in her ports to sail against the merchant ships of the United States and to burn and destroy them until our maritime commerce was swept from the ocean. The merchant vessels were destroyed particularly by the captors who had no ports of their own in which to refit or to condemn prizes, and whose only nationality was the quarter decks of their ships, built and despatched to sea, and though seldom in the name still professedly owned in Great Britain. Earl Russell truly said: It so happens that in this conflict the Confederates have no ports except the Mersey and Clyde from which to send out ships to cruise against the Federals'. The number of our ships thus directly destroyed amounts to nearly 200, and the value of the property destroyed to many millions. Indirectly the effect was to increase the rate of insurance in the United States, to diminish exports and imports, and otherwise obstruct domestic industry and production, and to take away from the United States its immense foreign commerce, and to transfer this to the merchant vessels of Great Britain, so that while in the year 1860 the foreign merchant tonnage of the United States amounted to 2,548,237 tons, in 1866 it had sunk to 1,496,923 tons. This depreciation is represented by a corresponding increase in the tonnage of Great Britain during the same period to the amount of 1,120,450 tons, and the amount of commerce abstracted from the United States and transferred to Great Britain during the same period is in still greater proportion. Thus, in effect, the war against the United States was carried on from the ports of Great Britain by British subjects in the name of Confederates. Mr. Cobden, in the House of Commons, characterized by these very words the acts permitted or suffered by the British Government: "You have been carrying on the war from these shores against the United States, and have been inflicting an amount of damage on the country greater than would have been produced by many ordinary wars."

Again he writes:

"It remains only in this relation to refer to one other point, namely, the question of negligence—neglect on the part of the officers of the British Government, whether superior or subordinate, to detain Confederate cruisers, and especially the Alabama, the most successful of the depredators on the commerce of the United States. On this point the President conceives that little needs now be said for various cogent reasons. The matter has been exhaustively discussed already by the department, or by successive American ministers. If the question of negligence be discussed with frankness it must be treated in this instance as a case of extreme negligence, which Sir W. Jones has taught us to regard as equivalent or approximate to evil intention. The question of negligence, therefore, cannot be presented without danger of thought or language disrespectful towards the Queen's ministers, and the President, while proposing, of course as his sense of duty requires,

to sustain the rights of the United States in all their utmost amplitude, yet intends to speak and act in relation to Great Britain in the same spirit of international respect which he expects of her in relation to the United States, and he is sincerely desirous that all discussions between the governments may be so conducted as not only to prevent an aggravation of existing difficulty, but to tend to reasonable and amicable determination as best becomes two great nations of common origin and conscious dignity and strength."

Again the Secretary says:

"It is impossible not to compare and contrast the conduct of the States General as regards Great Britain on the occasion of a revolt of the British Colonies with that of Great Britain as regards the insurrection in the Southern States. No fleets were fitted out by America in the ports of the Netherlands to prey on the commerce of Great Britain. Only in a single instance did American cruisers have a temporary harbor age in Texel. Year after year the exports of munitions of war for the Netherlands were forbidden by the States General; but nevertheless Great Britain treated the declaration of neutrality by the States General and the observance of that declaration as sufficient cause of war against the Netherlands, prior to which the British Government continually complained of the occasional supplies derived by the colonies from the Island of St. Eustapho. How light in this respect would have been the burdens of the late insurrection if British aid had been confined to contraband commerce between the insurgents and the port of Nassau. Not such is the complaint of the States against Great Britain. We complain that the insurrection in the Southern States, if it did exist, was continued, and obtained its enduring vitality by means of the resources it drew from Great Britain. We complain by reason of the imperfect discharge of its neutral duties on the part of the Queen's Government that Great Britain became a military, naval and financial basis of the insurgents against the United States. We complain of the destruction of our merchant marine by British ships, manned by British seamen, armed with British guns, despatched from British dockyards, sheltered and harboured in British ports. We complain that by reason of the policy and acts of the Queen's ministers injury incalculable was inflicted on the United States."

THE AMERICAN NATURALISATION QUESTION.

England is at last about to abandon, by legislative enactment, her long contested claim to the absolute allegiance of those born under her flag, a question that has been discussed at some length by the American people, and by them urged upon the attention of the British government. This is a matter of considerable interest to the many thousand emigrants from Ireland, especially those who have removed to the United States. In a speech by Mr. Otway, Under Secretary for the Foreign Department, and member for the House of Commons for Chatham, made before his constituents, on the 20th inst., he expressed his hearty satisfaction of the question, and remarked that an act had been drafted, which would be brought before parliament at its next session, enabling British subjects in that country to divest themselves of their nationality whenever they see fit to do so. We present below, a recapitulation of the facts and ar

guments on which Mr. Gladstone will base his new bill :

The Royal Commission on the Laws of Naturalisation and Allegiance, which was appointed in May, 1868, and completed its inquiry within nine months, reporting in 1869, was constituted of the Earl of Clarendon, Mr. Cardwell, M. P.; Sir R. J. Phillimore, Judge of the Admiralty Court; Mr. Baron Bramwell; the then Attorney General, Sir J. Karslake; the Queen's Advocate, Sir Travers Twist; Sir Roundell Palmer, Mr. W. E. Forster, M. P.; Mr. W. Vernon Harcourt, Q. C. and Mr. Montague Bernard. Although the Commission did not escape a misfortune which has befallen many recent British commissions—a disagreement among its members upon some points—all ten agreed in the essential recommendation of the report and affixed their signatures to it. The Commissioners begin with a definition of natural born British subjects—viz., those who are such because born within the Queen's dominions, and those who are declared to be such by various general acts of parliament, though born out of the dominion of the British crown. By the common law of England the allegiance of natural born British subjects is indelible. The Commissioners state at once that they are of opinion that this doctrine is neither reasonable nor convenient. It is at variance with those principles on which the rights and duties of a subject should be deemed to rest; it conflicts with that freedom of action which is now recognised as most conducive to the general good as well as to individual happiness and prosperity, and it is especially inconsistent with the practice of a State which allows to its subjects absolute freedom of emigration. It is inexpedient that British law should maintain in theory, or should by foreign nations be supposed to maintain in practice, any obligations which it cannot enforce, and ought not to enforce if it could; and it is unfit that a country should remain subject to claims for protection on the part of persons who, so far as in them lies, have severed their connection with it. The commissioners accordingly submitted the following recommendations for an amendment of the law:—

1. Any British subject who, being resident in a foreign country, shall be naturalised therein, and shall undertake, according to its laws, the duty of allegiance to the foreign State as a subject or citizen thereof, should, upon such naturalisation, cease to be a British subject.

2. The principle of this rule should be applied to a woman who, being a British subject, shall become by marriage with an alien the subject or citizen of a foreign State.

3. The wife of a British subject who shall become naturalised abroad, and his children, if under the age of twenty one years at the date of his naturalisation, should likewise cease to be British subjects from that date; but this rule should not include a wife or child who has not emigrated to the country of naturalisation, nor should it operate unless, according to the local law, the naturalisation of the husband or father has naturalised also the wife or child.

4. Naturalisation in a foreign country, though operating from the time of its completion as an extinguishment of the original citizenship, should not carry with it discharge from responsibility for acts done before the new allegiance was acquired.

Provision should be made for applying the same principles to the case of British subjects who have become so by naturalisation.

The commissioners observe that the removal of the difficulties arising from a double

allegiance cannot be entirely accomplished without the co-operation of other countries, and they say:

If Great Britain renounces the doctrine of indelible allegiance, and acknowledges that British subjects can divest themselves of their nationality by foreign naturalisation, it may be hoped that the same principles will be recognised by other countries with respect to aliens naturalised within the British dominions; and we accordingly recommend that efforts should be made to procure that reciprocity, as well as to secure to the children of British subjects born abroad the same power of choosing their nationality which it is proposed to confer on the children born of alien parents within British territory. This might be effected by agreements or conventions concluded with different States separately, or better, perhaps, by means of a general understanding arrived at, in conference or otherwise, by the powers most interested in the subject.

The report concludes by recommending the abolition of the mixed jury system. It was instituted by Edward III., as an encouragement to foreign woollen merchants to resort to the English market. The foreigners on a mixed jury are not required to be of the same nationality as the aliens, they may all speak different languages. The system is incorrect, and presents no advantages.

TRANSIT ACROSS THE CONTINENT.

LAND AND RIVER IMPROVEMENTS.

Gen. T. J. Cram, of the U. S. Corps of Engineers, read a paper before the Detroit Board of Trade on Friday last, on the subject of the Northern Inter-Oceanic route of commercial transit between the tide-water of Puget Sound of the Pacific and tide-water on the St. Lawrence Gulf of the Atlantic Ocean. The paper very fully and ably discussed the whole question, giving and criticising the various plans for a ship canal around Niagara Falls. After describing the route of the proposed Northern Pacific Railway, and pointing out the improvements necessary to be made in St. Mary's Canal and the St. Clair flats, Gen. Cram came to consider the obstructions to navigation presented by the Niagara river. We quote the remainder of his paper:—

"Around this obstruction there exists on the Canada side the well known Welland Canal, 28 miles in length—leaving Lake Erie at Port Colborne, 18 miles west of Buffalo, and debouching into Lake Ontario at Port Dalhousie, avoiding not only the Falls but all the Niagara River—thus throwing aside the parts above and below the Falls, which are eminently susceptible of deep navigation, and overcoming the total fall from the head to the foot of the canal of 134½ feet, with 27 locks of 150 x 26½ feet of chamber, and only 10½ feet of water on the mitre sills.

"This total of 334½ feet is to be regarded as the difference of level between Lake Erie at Port Colborne and Lake Ontario at Port Dalhousie. Subtracting the perpendicular descent of the Niagara Falls from this, the remainder would be the fall of the parts of the river which are above and below the cataract.

"The maximum capacity of this canal is a vessel 140 feet long, 26 feet beam and drawing 10½ feet and 500 tons burthen, or only 16,667 bushels of wheat. Of the vessels at present engaged in commerce on the

lakes many are little short of 300 feet in length. Freight can be transported much more cheaply in large vessels than in small ones. It is plain, therefore, that to meet the wants of commerce the Welland Canal will have to be enlarged so as to have its locks 350 x 50 feet and 16 feet of water on the mitre sills, to be made 90 feet wide at the bottom and 140 at the surface, and a depth of at least 17 feet. But there is a very serious natural obstacle to improving the Welland Canal to such a capacity, and that is a wide extent of rock formation in the lake in front of Port Colborne coming up within twelve feet of the surface, its width at least 1,000 feet. Without excavating through this rock it would be useless to deepen the canal to more than 12 feet on the mitre sills. The enlargement of the canal to the full capacity proposed, including a corresponding channel through the lake rock, was estimated to be from \$10,000,000 to \$12,000,000 in gold.

"Gen. Cram believed that the great expense of such an improvement, the length of time required to make it, the length of the canal and its being in a foreign country, are points of objection of sufficient weight to induce the construction of a shorter and better ship canal around Niagara Falls on the American side. He then rehearsed briefly the history of this project from its inception 60 years ago, under Jefferson's administration, when a company was formed to build this canal. But it is no nearer done now than then.

"If our Northwest intends it shall be completed, and, no-doubt, its loud demands will force its construction either by public or private means, as soon as the consequences of the gigantic consolidation of railroads become developed in their relation to the transportation of products, it is desirable, for all interested in the work, to have the canal not only located on the best route, but also to have it constructed on a plan commensurate with all future commerce that may reasonably be expected to flow between the Pacific and Atlantic, along the route of the projected Northern Pacific railroad and the chain of lakes.

"In regard to location, all other things being equal, the shortest of the practicable lines should be adopted. The shortest leaves Niagara river at Schlosser, (three miles above the falls) and debouches into this river below the falls and all the rapids at a point 700 feet north of the steamboat landing at Lewiston, N. Y., being 75-100 miles long, which is only one quarter the length of the Welland canal. The profile on this route gives the total fall between the Schlosser and Lewiston terminus as 316 feet.

"Gen. Cram then gave in detail and criticised the plan of Col. Blunt, the plan of John Burt, the plan of Col. Forshey, and another plan which had been proposed. The first is that of 21 double locks distributed in five flights, separated by short basins, and is estimated to cost, according to Gen. Cram's theory of its capacity, \$13,457,259. The plan of John Burt is to make a single lock of 316 feet lift, and is estimated to cost \$11,500,000. The plan of Col. Forshey is to raise and lower vessels floating in docks in two separate cuts the whole distance by means of ropes over pulleys, like alternate ascending and descending buckets in a well. This is estimated to cost about \$12,000,000. Another plan is to make a series of 12 steps and risers in the through cuts, and to arrange a flight of 12 double locks, each with 26½ ft. lift, with steel gates. Upon this plan the estimated cost is \$12,500,000

TRADE WITH THE STATES.

THE NONSENSE ABOUT ANNEXATION.

The *Buffalo Courier*, a fair-minded and influential organ of the American Democracy, has the following sensible and just article upon the question of reciprocal trade between Canada and the United States:

"The inhabitants of our city justly regard the projected bridge across the Niagara in this neighborhood as replete with future advantage to them. Our city, like Detroit and all other places on the frontier, labors under many disadvantages as a commercial metropolis. Such a city, under ordinary circumstances, draws trade to itself as a centre, from a wide area around it; but such places on the Canadian frontier, on either side, draw only on one side and are cut off on the other, laboring under disadvantages not unlike those of a man, one of whose arms and legs, and, indeed, one of his whole sides is paralyzed.

"This weakened and isolated condition is not necessarily the result of the lake and river. They are easily crossed, and in some respects serve to bring trade to us. We can all see the advantage of a bridge to bind us and the Canadians together and enable us to exchange our productions with each other, and few things can be plainer than this, for if it is beneficial to tax and diminish our commerce and send it down the St. Lawrence on one side it will complete our arrangements for our prosperity to institute a similar system on the other side, and let our city be as much alone as possible.

"Our political relations with Canada are usually brought forward when commerce with her is discussed, as a reason why we should place impediments on our trade with her; but if the trade is undesirable under our present relations it would remain undesirable under any other. Many who freely admit that the trade would be desirable to both parties imagine we ought to refuse it, that we may thus coerce or bribe the Dominion to enter the Union. The plain way of looking at this part of the case is the best. Do we increase the desire of any one for an increase of intimate relations with us by a repeal of intercourse and neighborly offices? Would the State of Maine or New York, or any other, be influenced by any such consideration to unite itself to a foreign government? In such affairs as this the Canadians are very much like ourselves.

"The position the United States now occupy as to commercial affairs does not remove the influence of the repulsive attitude of our legislators and a considerable proportion of our press, assume towards Canada, whose people see in the common talk on this side about annexation a desire to bring them under the power of our monopolists.

"There are a few Canadians, said to be representatives of the old Canadian French rebel element, with perhaps two or three of the Anglo-Saxon race, who are said to be diffusing the shallow belief that trade with Canada will defeat hopes of annexation, and that non-intercourse would lead to an early demand for union with us. This is not a new theory; and the further time has progressed since it was started, the more remote does its realization seem to be. Annexation is something that should be sought from us, if it is to be valuable to us, and is of very little value and very poor source of pride and satisfaction if it comes from any kind of coercion.

"One of the very few Canadian volunteers in favor of annexation gives the following wonderful picture of Canadian distress, in

which he seems to rejoice gleefully and luxuriously. He says:

"You know that business is at a stand still; that being deprived of a market by the repeal of the reciprocity treaty, our commerce is entirely broken down; that we are producing less than one half of what we have to pay for our importations; that emigration is going on at a fearful rate; that during the past summer one fifth of our cultivatable lands did not give any crops from the want of hands to till them, and that our list of insolvents is longer than that of the whole of the Northern and Southern States together."

"It need not surprise any one that those who rejoice in such a state of affairs as Mr. Aubin depicts do not see that he is endeavoring to play the part of such a secessionist as we all condemn when our own country is the object of such attacks. He professes to believe that reciprocity would turn all this distress among his own countrymen to prosperity, and yet he does his utmost in opposing the beneficial change.

"But let us examine his statements. By the latest authentic records the exports of Canada, instead of being less than one-half of the importations, were nearly six-sevenths or as 57 to 71; and considering that Canada might expect to be paid more abroad for her productions than they were worth at home, that a considerable amount of European capital is every year, with advantage to Canada, finding its way there, and that a considerable amount of the goods imported into the Dominion are re-sold for use on this side of the line—the exhibit is not a bad one. A shrewd observer might travel a long while through Canada without discovering any of those symptoms of distress which answer the purpose of Mr. Aubin's argument.

"The breadstuffs and other agricultural productions of Canada find the same market as the surplus of our own, at the same prices. No doubt 61 or 65 cents is a poor price for Canadian wheat, but the farmers in many of our best wheat producing States have to take less. Their lumber and their products in general have usually brought higher prices since the reciprocity treaty was repealed than before.

"If annexation is the only object to be desired in connection with the Dominion, friendly feelings and liberal commercial intercourse should be cultivated with it. Certainly such a course would not only be the best final policy, but would begin at once to bring its own reward in promoting our national industry, and by putting money into the pockets of the citizens of Buffalo. It is quite as plain regarding the whole nation as it is as to the city of Buffalo or Detroit; and if the policy of non-intercourse, or that of obstructing trade between us, is the best, the same principles would be profitable as to the trade between the State of New York and the rest of the Union."

THE ECLIPSES OF 1870.

During next year there will be six eclipses—four of the sun and two of the moon. Of the two herein mentioned, the first will be a total eclipse of the moon, on January 16, 17, which will be invisible in the United States, but partly visible at Greenwich, England. The second will be a partial eclipse of the sun, also here invisible, and visible only to the regions within thirty degrees of the South Pole. It occurs on January 31. The next eclipse, visible in this latitude, will be a partial one of the moon on January 6, 1871.

A POINT IN THE ALABAMA CASE.

The *Scottish American Journal* in an article on the Alabama claims, prints out that in order to account for the disappearance of the merchant marine of the United States during the late war, it has to be borne in mind that when President Lincoln proclaimed the blockade of the Southern ports, he had comparatively few war vessels to enforce it; and that in order to supply the deficiency, he was compelled to buy hands on every merchant vessel that could be made available for war purposes. Here says that journal is "where the American merchant marine went, and no where else." This unobtrusive but important fact has not been noticed so far as we know by Mr. Sumner. It will be remembered that in that gentleman's comprehensive method of assessing the amount of damages against Great Britain, he first estimated the value of the merchant marine of the United States at the breaking out of the war, and then its value at the close of it; the difference between the two sums was one of the items in the bill, the payment of which he claimed the United States were entitled to. A number of the vessels he stated had been sold, but it did not occur to him that the purchase money received for them ought to be deducted from the balance struck. The labour and capital thrown out of employment by the disappearance of the vessels, Mr. Sumner also thought, was fairly entitled to compensation. We pointed out at the time that if Great Britain was equitably liable for the amount which the labour and capital did not earn in ship building and its cognate branches, then she was equitably entitled to whatever it did earn, in any other branch of industry; the presumption being that in this it did not remain idle, though no longer engaged in building ships. It seems, however, that in addition to these abatements, Great Britain will be clearly entitled to ask that the value of the vessels converted into war ships for the use of the Government shall also be struck off Mr. Sumner's account, even on the supposition that she is legally liable in the way which Mr. Sumner pretends to believe. To ask Great Britain to pay for all the vessels which have been sold to foreigners by their American owners the money having been received for them; for all the capital and labour diverted into other channels by the destruction and sale of American merchant vessels, as if that capital and labour had been either lost or remained unproductive ever since, and then for all the vessels which the American Government found it necessary to convert to its own use, through the exigencies of the war, are propositions of marvellous coolness and most delightful assurance. We agree with the *Journal*, that "The Alabama claims will never be settled until American politicians have learned to dissociate diplomacy from buncombe. The justice of the case goes with them for nothing; the common sense with which so difficult and delicate a matter should be approached appears to them superfluous. Demands that are on the face of them absurd, are persisted in in a spirit of clap trap, and a controversy which a couple of business men could end by mutual frankness and candor in half an hour, is prolonged uselessly and without end."—*Hunt-Ton Spectator*.

An agreement has been signed between Brazil and the Argentine Republic, according to which Brazil will withdraw 14,000 men from Paraguay, and the entire contingent of the Confederation will retire.

OCEAN POSTAGE.

Some two or three months ago the Post-Master General of England, and Mr. Cresswell, Post Master General at Washington, negotiated a new postal duty between the two nations, to reduce the postage on single half-ounce letters from twelve cents to six cents. This treaty was ratified by the proper authorities on the part of both the high contracting parties, and it was to go into effect on the first of January, 1870. A difficulty has, however, arisen, which was not wholly expected. The Cunard, Inman and Bremen lines of steamers refuse to carry the mails at reduced rates. It will be remembered there was a reduction in the ocean mail postage last year between England and the United States from twenty-four to twelve cents, and the new reduction brings it from twelve to six cents, which will, no doubt, greatly increase the amount of correspondence between the two countries. The facts, on behalf of the steamship companies, are stated as follows: On the 23rd December the lines now transporting the mails from New York, were informed that after the termination of their then present contracts—on the 1st of January, 1870—they would be allowed only two cents per letter, or six cents an ounce, for carrying the mails. To this arrangement they refused to assent. Negotiations were then opened by the Post-Master General with these companies, with a view of coming to some arrangement, but without any satisfactory result. The Cunard line alone received for this service last year the sum of \$:67,000.

The rate charged by the steamers heretofore for first-class freight is \$10 per ton, less than half a cent per pound. But, there is no kind of freight easier handled, or requiring less handling, than the mails. They require no handling while on board, yet, the rate paid for foreign letter-transportation during the last ten years has been twenty cents per ounce, or \$7,168 per ton. The ocean mail postage has been inordinately high, for it costs far less, really, to carry mails across the Atlantic than it does to carry them an equal distance by land. It is manifest, therefore, that even six cents per half ounce is a high rate; and it is equally manifest that six cents per ounce, or \$2,150 per ton, is an enormous sum to pay for freight, when it is remembered that other first-class freight is carried for \$10.00 per ton. The steamship companies have evidently been swindling the Postal Departments of the two countries through the means of excessively exorbitant charges on mail matter. For the transportation of the least troublesome freight they can carry, they have charged over two hundred times as much as they charge for any other kind of freight, or as they charge private individuals. What will be done in the matter is not yet determined by the American Post-Master General; but it is quite certain the treaty must be carried into effect by some other means. It was announced a day or two ago by a Washington correspondent of one of the New York papers, that the Post-Master General of Canada had proposed to the American Government to transmit the mails from Portland to England, thence to Portland, at two cents per ounce, and that it was probable the American Government would accept the offer. Whether this is true or not we have no means of knowing at present, \$2,150 per ton, however, is, in itself, an enormously high rate, and we apprehend

the Canadian line would be glad to carry the mails at that rate. It is more than probable, however, that the Cunard, Inman and Bremen lines would accept Mr. Cresswell's proposition rather than lose the profit of carrying the mails. They have held out thus far because they thought the advantage was all on their side—because they did not imagine that any other means of transport could be obtained. We have no doubt that they would carry mail matter for one cent an ounce, or \$1,000 a ton, rather than allow the contracts to pass from them to other and rival companies, for even then the charge would be one hundred times greater than the highest charge for freight to private individuals. Of one thing, however, we may rest assured, that let the ocean steamship companies do what they may, the postage on letters between England and the United States will be, for the coming year, only one-half as much as it was last year, and little more than one-fourth as much as it was the year before last.—*Hamil-ton Evening Times.*

STORMS IN THE SUN.

Professor J. D. Steele has communicated the following to the *Elmira Advertiser*:—

"There appeared in the *Advertiser* some weeks since a paragraph, copied, I believe, from a Michigan paper, declaring that a column of magnetic light is shooting out from the sun at prodigious speed—that it always reaches half way to the earth, and that, in all probability by another summer we shall have celestial and atmospheric phenomena beside which our rudest winter winds will seem like a 'Juno morning in paradiso.' In fine, that when this big tongue of fire touches the earth it will likely lap up our globe at one mouthful. Very many have made enquiries of me concerning this prodigy, and with your leave I will try to satisfy their curiosity and perhaps allay their fears.

It has been known for some time that during a total eclipse red flames were seen to play around the edge of the moon. During the eclipses of 1808 69, it was definitely settled that they were entirely disconnected from the moon, and were vast tongues of fire darting out from the sun's disc. By observing from the spectroscope, and also by means of the wonderful photographs of the sun taken by De La Rue during the eclipse of 1860, it was discovered that those fire mountains consisted mainly of burning hydrogen gas. This was precious information to secure in the midst of the excitement and novelty, and in the brief duration of total eclipse. It did not, however, satisfy scientific men. For two years Mr. Lockyer, aided by a grant from parliament to construct a superior instrument, had been experimenting and searching in order to detect these flames at other times than at the rare occurrence of a total eclipse. On the 29th of Oct., 1868, he obtained a distinct image of one of the prominences, which he afterwards traced entirely round the sun. Astronomers can, therefore, now study these flames at any time.

The result of observations now being taken shows that storms rage upon the sun with a violence of which we can form no conception. Hurricanes sweep over its surface with terrific violence. Vast cyclones wrap its fires into whirlpools, at the bottom of which our earth would lie like a boulder in a volcano. Huge flames dart out to enormous distances, and fly over the sun with a speed greater than that of the earth itself through space. At one time a cone of fire

shot out 80,000 miles, and then died away all in ten minutes time. Besides such awful convulsions, the mimic display of a terrestrial volcano or earthquake sinks into insignificance.

There is nothing in these phenomena to alarm us. They have, in all probability, happened constantly for ages past. That we have now means of investigating their nature and measuring their height and velocity, furnishes no cause of anxiety. Rumors of these discoveries have crept into the papers, and, exaggerated by repeated copying of the sensational additions have given rise to these mysterious and uncalled for predictions."

OTTAWA BOARD OF TRADE.

A general meeting of the Board Trade, for the election of officers, was held on Monday in the City Hall.

Present.—Alex. Workman, C. R. Cunningham, Hon. Jas Skead, Ed. McGillivray, Dawson Kerr, James Buchanan, F. Clemow, T. Patterson, G. H. Perry, W. Pennock, Thomas Hunton, Samuel Howell, Charles Magee, Samuel Christie, T. M. Bladell, James Hope, Robert Blackburn, P. A. Egleson.

The yearly report was read by the Secretary.

Moved by Hon. James Skead, seconded by T. Patterson, resolved that the report read be adopted and printed.

Moved by Samuel Howell, seconded by T. M. Bladell, resolved that Francis Clemow and Thomas Patterson, Esqs., be scrutineers at election of officers.

The ballot having been made, the following gentlemen were elected for the ensuing year:

- Alexander Workman, President.
 - C. R. Cunningham, Vice President.
 - James Cunningham, Treasurer.
 - Members of Council—James Hope, S. Howell, Thomas Hunton, W. Pennock, Hon. James Skead, Edward McGillivray, Charles Magee, Thomas Patterson, Eugene Martineau, R. W. Cruick, A. Drummond, G. H. Perry.
 - Board of Arbitrators—S. Christie, Lyman Perkins, Levi Young, James Buchanan, P. A. Egleson, H. F. Bronson, H. McCormick, John Rochester, jr., George Hay, Alexander Mutchmor, F. Clemow, J. G. Robinson.
- Meeting adjourned.

The population of Great Britain on June 1, 1869, according to the estimates of the Registrar General, amounts to 31,015,234 souls, or, excluding the army the navy and merchant service, and reckoning only the persons in the United Kingdom 30,621,431—namely, 21,869,607 in England and Wales, 3,205,481 in Scotland and 5,546,343 in Ireland. This is an increase of 240,644 as compared with the numbers in the United Kingdom in the middle of the year 1868—namely, an increase of 220,230 in England 17,356 in Scotland, and 23,058 in Ireland.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL, AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homoeopathic preparation of cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the Trade only in 1lb., 1lb., and 1lb. tin-lined packets, labelled—JAMES EPPS & Co., Homoeopathic Chemists, London. 23-23

THE VOLUNTEER REVIEW

AND MILITARY AND NAVAL GAZETTE.

VOLUME IV.

1870.

ON account of the liberal patronage extended to the REVIEW since its establishment we have determined to add fresh features of interest to the forthcoming Volume so as to make it every way worthy of the support of the Volunteers of the Dominion.

On account of the great increase of our circulation we have been compelled to adopt the CASUALTY IN ADVANCE principle. Therefore, from and after the 1st of January next the names of all subscribers who do not renew their subscription will be removed from the list. The reason for this will be obvious to our friends, as it will be readily understood that a paper having so extended a circulation must be paid for in advance, it being impossible to employ agents to visit all the points to which it is mailed.

CLUBS! CLUBS!!

CLUBS of Five and upwards will be supplied at \$1.50 per annum for each copy.

CLUBS of Ten at the same rate, the sender of the names to receive one copy free for the year.

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Full and reliable reports of RIFLE MATCHES, INSPECTIONS, and other matters connected with the Force appear regularly in our Columns. Also original historical reviews of America, and especially Canadian wars.

AGENTS.

Liberal terms will be offered to Adjutants, Instructors, and others who act as agents for us in their several corps. The only authorized agents for the REVIEW at present are

Lt.-Col. R. LOVELACE, for the Province of Quebec.

Mr. ROGER HUNTER, for New Brunswick and Nova Scotia.

REMITTANCES should be addressed to DAWSON KERR, Proprietor VOLUNTEER REVIEW, Ottawa.

DAWSON KERR.....PROPRIETOR.

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TO CORRESPONDENTS

All Communications regarding the Militia or Volunteer movement, or for the Editorial Department, should be addressed to the Editor of THE VOLUNTEER REVIEW, Ottawa.

Communications intended for insertion should be written on one side of the paper only.

We cannot undertake to return selected communications. Correspondents must invariably send us confidentially, their name and address.

All letters must be Post-paid, or they will not be taken out of the Post Office.

Adjutants and Officers of Corps throughout the Provinces are particularly requested to favor us regularly with weekly information concerning the movements and doings of their respective Corps, including the fixtures for drill, marching out, rifle practice, &c.

We shall feel obliged to such to forward all information of this kind as early as possible, so that it may reach us in time for publication.

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The Volunteer Review,

AND MILITARY AND NAVAL GAZETTE.

"Unbribed, unbought, our swords we draw, To guard the Monarch, fence the law."

OTTAWA, MONDAY, JANUARY 10, 1870.

—As this is the last number that will be indiscriminately sent to all our subscribers, it is particularly requested of those wishing to continue the REVIEW to send in their subscriptions at once. To those in arrears and who do not immediately pay up, the paper will be stopt and their accounts placed in Court here for collection.

—We beg leave to inform our subscribers in the Province of Ontario, that Lt. Col. LOVELACE is the only authorised Agent of THE VOLUNTEER REVIEW, to whom subscriptions will be paid, and his receipt will be binding on us. COL. LOVELACE is an officer of considerable experience, and we trust that the officers of the Force in the West will give him the same fraternal greeting as their brethren in the East have done.

A return to anything like a prohibitive tariff would under ordinary circumstances be a retrograde movement not to be entertained, except in very extreme cases, by a people who have advanced almost to the limits of Practicable Free Trade Doctrines, and who have found the experiment eminently profitable. A prohibitive tariff is a protectionist law, and, as such, must be scouted as unsound in principle, but there

are cases where its application is justifiable as a temporary expedient, especially when it can only change the current of trade, and when it is in reality imposed not as a protective measure but a retaliatory one, such, for instance would be the effect of a prohibitive tariff on the productions and manufactures of the United States. In the admirable speech delivered by Sir G. E. Cartier at Quebec, one of the incidental evils resulting from our too great liberality in commercial matters is illustrated. It is the fault of the construction put on the Merchants' Shipping Act by American lawyers, by which their ships can go from Halifax to Quebec without touching at an intermediate foreign port as those ports belong to two Provinces.

They are allowed to fish within the limits of British waters by paying a sum as license so small that it is hardly worth the cost of collection, while their seamen can sell in Canadian ports the fish caught in Canadian waters, competing with the native fishermen. Their vessels are admitted to registry and they will not concede the same rights to British vessels. They are allowed the free navigation of the internal waters of the Dominion while theirs are jealously closed against its vessels. Their coal is admitted free of duty while they tax a similar article produced in the Dominion. Their bread stuffs are admitted duty free while Canadian produce is taxed so highly that it can find no market in the States, and the subject might be enlarged considerably. But enough has been shown to prove that Canada has great cause to be dissatisfied with the United States Government and people in these matters, and in self-defence must seek the readiest remedy.

On the 15th February the Dominion Parliament will meet and, therefore, the various Boards of Trade should be prepared to lay before it a statement of the real grievances under which the interests of the country are suffering and demand redress; first the protection of our fisheries as pointed out by Sir G. E. Cartier is a duty which should at once be undertaken, and as the United States press are engaged in the laudable undertaking of hounding on their long shorogutter goppers to resist by force any attempts to prevent their trespassing; a sufficient naval force should be on the fishing ground early in spring, while measures should be taken for at once curtailing the privileges the United States enjoy in our markets, and the Imperial Government requested not to enter into any negotiations till affairs are adjusted between the Dominion and the States.

This country has ceased to be a source of uneasiness to Great Britain, is perfectly capable of taking care of itself in any complications which may arise, and it will both save time and trouble to let the Washington government know that the questions just alluded to must be satisfactorily adjusted.

A prohibitive duty on every article of American produce or manufacture which enters into competition with our own, and debaring their vessels of the free navigation of our waters, will bring our acute neighbors to their senses in more ways than one.

The politicians of every shade of opinion in the United States are obliged to keep certain clap-trap questions of diplomacy, as theatrical managers keep stock scenery always on hand, in order to conciliate the favor of their mob tyrants, and the more glaringly dishonest the principle on which questions turn the more acceptable to the American press and people.

Ever since rebellion and treachery, aided by foreign arms, severed the Thirteen Colonies from the jurisdiction of Great Britain the public men of the newly created nationality have always retained a lot of stock grievances against that country, with a view to enhance their own popularity, and they have not failed, in defiance of every principle of national or personal honor, to resort to the meanest subterfuge in order to curry momentary favor with their masters. As one instance, the conduct of the late Daniel Webster with reference to the Ashburton Treaty, by which Canada was cheated out of a valuable slice of territory, comprising the greater part of the State of Maine, shows how unprincipled an act a man who has made the nearest approach to statesmanship of any American in the scope of history could commit for the paltry ambition of gaining a popular applause, worthless in every view of the case.

At that time it was the adjustment of the boundary line, which could not be approached without dishonesty and truckling; now it is the Alabama case, and this aggravated by a curious mixture of mendacity, bullyism and attempted dishonesty.

During the negotiations which terminated the Crimean contest the United States Government were invited to assent to a provision for the abolition of privateering and the protection of commerce during warfare. How just so ever the principle might be the politicians then at the head of that Government dared not accede to it, as their masters, the mob, with the overbearing confidence which had distinguished them, were of opinion that they could not be shaken by external, and the last thing they dreamed of was internal, warfare. Therefore, by holding aloof from any arrangement they were sure to be able to take a profitable part in any future war by supplying one or other of the parties with ships and munitions of war, and being neutrals they could also become the carriers of any cargo falling in their way.

But it is a bad rule that will not work both ways,—neutrality laws being undefined the Southern States struck for freedom and forthwith purchased in a British port a common passenger steamer of about 400 tons burthen, armed near on the high seas and

sort her on a cruise with a commission from the Southern Government of so valid a character that if Sommos, her gallant commander, had been captured in her fight with the Kearsago the United States Government would not have dared to try him for piracy.

For over two years this little vessel, not the size of a good gunboat, swept the seas of American commerce till a Yankee skipper would as soon think of boarding the Flying Dutchman as showing his vessels out of port under an American register or flag, and the boasted United States Navy could give no protection. At length the end came—in her first sea fight and her last she went to the bottom, under the feet of her gallant Captain and crew, and immediately Mr. Secretary Seward starts a claim against Great Britain for compensation for the losses American commerce sustained by her, and for the lacerated feelings of the universal Yankee nation because they were not sympathized with.

The prolix correspondence of the "Seer of Auburn," ending in the Revordy Johnson Treaty, which was disavowed by the Senate of the United States, must be fresh in the minds of our readers; it was thought at the time that the question was laid at rest, or, like the wrath of Tam O'Shanter's wife, American politicians were nursing it to keep it warm, when suddenly Mr. Secretary Fish, on whom Seward's mantle has descended, of office not of ability, opens the case once more in a ponderous despatch to the American Minister at the Court of St. James. This was communicated to Lord Clarendon by Mr. Motley and contains an impertinent, irritating and exclusively one-sided statement of grievances, which the United States are alleged to have received from Great Britain during the late civil war. Amongst other extraordinary statements the following is remarkable for its cool impudence:

"Although the United States are anxious for a settlement, on a liberal and comprehensive basis, of all the questions which now enter into the entire cordial relations which they desire to exist between the two governments, they do not propose or desire to set any time for this settlement. On the contrary, they prefer to leave that question, and also the more important question of the means and modes of removing the causes of complaint, or restoring the much desired relations of perfect cordiality, and the preventing of the probability of like questions in the future arising to the consideration of Her Majesty's Government. They will, however, be ready, whenever Her Majesty's government shall think the proper time has come for renewed negotiations, to entertain any propositions which that government shall think proper to present, and to apply to such propositions their earnest and sincere wish and endeavors for a solution honorable and satisfactory to both countries."

Mr. Fish appears to forget that Mr. Reverdy Johnson just one year ago on the 4th of January, 1869, signed a treaty with the Court of St. James, providing for an arbitration by a friendly third party, and Mr. Motley is quietly reminded of this fact by Lord Clarendon,

who says "that Her Majesty's government had in some degree departed from their deliberate convictions, and had agreed to a mode of settlement proposed by the United States government;" and then continues:—

"Her Majesty's government learned with deep concern that the Senate of the United States, in the exercise of power unquestionably conferred upon it by the Constitution, repudiated the acts of the government under whose authority the convention was concluded, and by rejecting it had left open the whole controversy between the two countries, and had indefinitely prolonged the uncertainty attendant on such a state of things. Her Majesty's government regrets no less sincerely that the President of the United States concurs with the Senate in disapproving of that treaty; but that regret would in some degree diminish if Mr. Fish had been authorized to indicate some other means of adjusting the questions which, as long as they remain open, can not result favorably to a cordial understanding between them. Thus, however, Mr. Fish has not been empowered to do, but he expresses the readiness of the President to consider any propositions emanating from this country. It is obvious, however, and Mr. Fish will probably on reflection admit, that Her Majesty's government cannot make any new proposition, or run the risk of another unsuccessful negotiation till they have information more clearly than that which is contained in Mr. Fish's despatch respecting the basis on which the United States government would be disposed to negotiate."

With the cool impudence which has always characterized American politicians Mr. Secretary Fish assumes that the proposition for a renewal of negotiations should come from Great Britain. Lord Clarendon shows that the last proposed settlement by the United States was accepted by Great Britain but rejected by the American Government, and therefore any proposition towards a settlement must come from them.

"The truth is," as an American paper very justly remarks, "in this business we have got to accept of arbitration by a foreign third power of our pretended claims, or else, resorting to war, it will be a confession, that we have no case that we would trust to impartial adjudication, and therefore, in that event, would have the sympathy of the world against us."

It is evident our fast neighbors are in an ugly fix, and to this pass they have been brought by following the advice of such third class demagogues as Mr. Senator Sumner. But this dispute has yet another aspect, it is said that efforts will be made to shift the scene of negotiations to Washington, and it is to be hoped that the English Government will have some regard to the national honor and interests by not consenting to any such step. Whenever negotiations have been carried on within the territories of the United States the honesty or straightforwardness of English statesmanship has been no match for Yankee cunning or deceit; if, therefore, they do not want to be cheated out of money and principle they will keep clear of Washington.

The Dominion of Canada has a deep stake in the issue of those negotiations. The character of the men at the head of the United States Government is better known here than in London, and the game they are playing better understood. While howling out their indignation at the bad administration of the English municipal law, from which they allege they have suffered, it may be quietly asked how have they managed their own affairs in this connection and the answer will be rather startling,— here it is:

Boston, Dec. 30.—Two companies of Fenian volunteers, armed, equipped and uniformed, forming a portion of the 4th battalion of the Legion of St. Patrick, were mustered into service here last p.m. by Col. John Brown. The mustering of the officers and men of the Legion for eastern Massachusetts also took place. Each company numbers 50 men properly officered. The Legion is in command of Gen. Burke, who has his headquarters in New York, and it is the military force of the John Savage wing of the Fenian brotherhood. The announced purpose of this movement is to prepare for any opportunity for a *coup d'état* in Ireland. There are companies in Lawrence, Lowell, and all the cities and considerable towns in this section, and their numbers are said to be formidable.

On the 30th of December, 1869, while Mr. Secretary Fish's snarl and howl was still ringing in Lord Clarendon's ears the Puritan city witnessed the edifying spectacle of mustering "into service" of a lot of scoundrelly brigands destined to bring war on a nation and people with whom the United States are at peace.

If English diplomatists are not fools they will at once demand that before any negotiations whatever are entered into the United States shall enforce her own municipal law by disbanding and prosecuting the ruffians arming for no purpose but that of murder and plunder, and that she shall not, at least as far and as long as she is at peace with Great Britain, allow her territory to be made a base of operations from which the peace of any portion of the Empire will be threatened.

Happily in Canada we have men at the head of affairs who will not be humbugged, and who will not only insist on this measure of justice but also on compensation for the losses sustained in the Fenian raid of 1866, and those will be found to balance all England is liable to on account of the Alabama.

NEW PUBLICATIONS.

THE CANADIAN ILLUSTRATED NEWS.—The first number of this valuable journal for 1870, is decidedly, in point of illustration, far ahead of its predecessors in style and finish; our readers are aware that those illustrations are produced from photographs by a process known as Leggotyping, and owing to some defect (in manipulation probably) the first impressions were blurred. The prospectus promised that this evil would be remedied and has redeemed that promise by furnishing the present beautiful

impression. The illustrations consist of a portrait of Sir W. E. Logan; Montegrin Camp at Mount Kerstadt near Cattaro; Austrian Battery opposite Cattaro; View on the Intercolonial Railway at Rimouski; Works on the Intercolonial Railway between Bic and Rimouski; Proposed Suspension Bridge between New York and Brooklyn; The Fox Cover; A secret in the Castle of Montreuil; Theseus—from the Sculptures of the Parthenon; The House where they would be; The Fashion plate; A Cartoon of Old Father Time and his Family.

This Canadian enterprise should be well supported, its illustrations being copies of photographs without the intervention of engraving, are more accurate than in other publications of a similar description.

If the enterprising proprietor could get illustrations of Canadian Scenery it would make the paper of far more interest politically and historically; there are many places in Canada deserving illustration—its battlefields and the magnificent scenery of the Saguenay, Quebec, the St. Maurice, Montreal, the St. Lawrence and Ottawa rivers.

Many persons in the Dominion would doubtless place at the service of the enterprising proprietor much interesting matter both in the way of artistic sketches of scenery or incidents or written notices of the same.

We hope the ILLUSTRATED NEWS will be as successful as its enterprise deserves.

THE ONTARIO FARMER for December contains the usual varied information on the farm, stock, garden, and manufactures and some well selected varieties.

THE EVENING MAIL is the title of another addition to the newspaper literature of Ottawa. As its name imports it is an evening daily of twenty-eight columns, beautifully got up and full of interesting matter, which need not be wondered at as the principal editor is the same gentleman who held the editorial chair of the VOLUNTEER REVIEW, Carroll Ryan, and his partner, Mr. Moss, was the originator thereof. Under such auspices it is hardly possible that the new journal should fail to achieve the success its appearance and promise merits. It is avowedly founded on "Reform principle," although the meaning of that phrase is rather obscure as applied to existing Canadian parties, but there can be no doubt that a large field in the department of independent journalism is unoccupied, and if our friends accomplish the task of establishing themselves in that quarter there can be little doubt of their success, which will not exceed in any case our wishes for their prosperity.

THE CHRISTIAN UNION.—We direct attention to the prospectus of this ably conducted Christian publication, for the year 1870, in another column. The Rev. Henry Ward Beecher is the principal editor, assisted by some of the first-class writers of the United

States. The Christmas number is a model one, rich in literary talent, accompanying which is a remarkably well executed Christmas cartoon by Harry Fenn. *The Christian Union* is a large quarto of sixteen pages, folded and stitched, having a new and beautiful heading, large, clean type, and a remarkable variety of admirable matter. As a religious paper it is pure and fervent; as a family paper interesting and able; showing not only Mr. Beecher's always welcome genius and helpful teachings, but also the co-operation of a strong corps of regular editors, writers and outside contributors. The price of the *Christian Union* is extremely low, only \$2.50 per year. J. B. Ford & Co., Publishers, 39 Park Row, New York.

REMITTANCES

Received on subscription to the VOLUNTEER REVIEW up to Saturday the 1st inst. :—

EMBRU, Ont.—Capt. James Munroe, \$4.
CHIPPewa, Ont.—Ensign James Stiff, \$1.
STRATHROY, Ont.—Capt. J. English, \$1.
WINDSOR, Ont.—Robert Armour, Esq., \$2.
PICTOU, N. S.—Lt. Fred W. Frazer, \$6.
HALIFAX, N. S.—J. N. Ritchie, Esq., \$2; A. K. MacKinly, Esq., \$2.
CORNWALL, Ont.—Ens. R. W. Macfarlane, \$2.
ALLISTON, Ont.—Wm. Fields, \$2.
PRESCOTT, Ont.—Capt. G. E. Johnston, (North Gower), \$4.
ST. JOHNS, Que.—Major R. Douglas, \$2.
BRNFORN, Ont.—W. H. Serpell, \$2.

THE CINCINNATI *Gazette* says :—"The Western States exported to the Dominion of Canada last year breadstuffs to the amount of \$12,283,561. By a treaty of reciprocity we want, besides the exchange of general commodities, the freedom of the coast fisheries, the free navigation of the St. Lawrence, a reciprocal trade in coal, by which the eastern coast may have free access to the coal of Nova Scotia, while Ohio and Western Pennsylvania coal will find a large market in Western Canada. This western coal trade is now threatened to be cut off unless we make it reciprocal. The Dominion controls the fisheries, and now proposes to make the continuation of our license to them a condition of reciprocity. If we are to be governed by the rule of contraries, like children, and to reject all commercial intercourse that the other party desires, we ought to have had a shell like a tortoise; or we should imitate the Chinese and build a wall. But trade would not exist at all if it were not mutually beneficial. The Canadians seem to be particularly desirous to establish this reciprocity. If our public men will look at it purely as a business relation, and will let alone the fooling with the filibustering schemes of annexation, they can make a treaty that will enlarge a trade mutually profitable, and that will be the strongest influence toward more intimate political relations."

An official resume of operations in Cuba shows that 153 plantations belonging to Cubans have been confiscated and 160 sugar estates belonging to Spaniards have been burned. The value of Cuban sugar estate ranges from \$250,000, to \$2,500,000, while the average price is about \$550,000. The average value of Senor Miguel Aldama's six sugar estates, all of which are confiscated, is \$1,500,000.

DINNER TO LT.-COL. McPHERSON,
D. A. G.

The Volunteer Officers of this city and vicinity entertained this able and popular officer at a splendid dinner in the British American Hotel on Tuesday evening, as an acknowledgment of his services to the Volunteer Force during the time he fulfilled the onerous and important duties of Deputy Adjutant General (in the absence of Lieut.-Col. Jarvis) for the District. Over twenty officers sat down to a most sumptuous repast, got up, as usual, in Captain Swales' best style. We think, however, that the proprietor of the British American excelled himself on this occasion, for certainly there was a spread worthy of the occasion. We must remark that it is seldom that so popular an officer as Col. McPherson has been sent among us, and we regret his departure very much.

The choir was taken at sharp seven by Lt. Col. Hamilton of the 47th Batt. The vice-chairs were occupied by Lt.-Col. Callaghan of the 14th P.W.O. Rifles, Lt.-Col. Fowler, and Major Kerr, P.W.O. Rifles. Brigade Major Phillips was also present. Lt.-Col. Jarvis, D.A.G., Capt. McKay, Town Major, R. L. Cartwright, Esq., M. P., and several other gentlemen were present as guests.

After justice had been done to the viands the Chairman proposed the usual toasts. The first was, of course, "The Queen," which was responded to in the usual characteristic and loyal manner of Canadians. Song "God Save the Queen," by Lieut.-Col. Callaghan.

"The Prince and Princess of Wales and all the Royal Family." Song by Major Duff, "God bless the Prince of Wales."

"The Governor General." Band "For he's a Jolly Good Fellow."

"The Army, Navy and Volunteers." Song—Lt. Col. Callaghan—"Red, White and Blue."

Major McKay, Col. Jarvis and the other officers responded to the toast in the usual loyal and enthusiastic manner.

The toast of the evening, "Our Guest," was proposed by Lt. Col. Hamilton in a very neat speech. His remarks were very complimentary to Col. McPherson, and every one present endorsed all he said.

Song—"Auld Lang Syne."

The toast "The Volunteers of the Dominion," particularly those of the District, was proposed in a very handsome manner by Major McKay, and responded to by Lieut.-Col. Hamilton, Fowler and Callaghan.

The next toast was that of the "Parliament of Canada."

R. J. Cartwright, Esq., M. P., responded in an able speech, and expressed the pleasure it afforded him on being present at this dinner given in honor of his friend, Colonel McPherson. He hoped the gallant Colonel would not long remain inactive, and that the highest honors of his profession were in store for him. We regret that our speech will not permit of our giving the remarks of this gentleman in full.

Of course the toast of the "Ladies," dear creatures, was proposed. Lt. White responded in a neat and humorous speech.

Several other Volunteer toasts were proposed, amongst which was that of Captain Swales, the worthy host. The Capt. responded in a graceful manner, and the party broke up at an early hour in the morning. "Sorry to part and happy to meet again."

The Band of the P.W.O. Rifles was present, and discoursed most delightful music during the dinner.—*British Whig*.

Capt. Parks's Company of New Brunswick Engineers met last night for their semi-annual inspection. The number present was quite respectable, amounting to nearly fifty men, and their movements showed good training and attention to their instructions. Brigade Major Otty was the inspecting officer. After drill the men were paid their allowance for the six months ending on 1st July last.—*Saint John Globe, N. B.*

THE "WORLD" ON THE RED RIVER
INSURRECTION.

Under the heading "A Tempest in a Teapot," which is in itself a considerable improvement upon "The Winnipeg War," the *N. Y. World* of Monday presents the sub-joined editorial. There is a fine vein of sarcasm in the concluding sentences:

"The struggle of the Red River, half-breeds for freedom from what they are pleased to call the "iron rod" of Canadian tyranny, is sufficiently interesting to be made intelligible, and the *World* this morning gives some facts towards enabling its readers to understand it. The total area of the territory in revolt, according to them and the gazetteers, is two millions of square miles. To each twelve square miles there is an inhabitant. And this extremely scattered and heterogeneous population, we are told—amounting in all to about one-third of the population of Brooklyn—defies the Canadian tyrant and spurns the yoke of the Dominion. The fact is that a few hundred of the French-Indian half-breeds of Salkirk Settlement are browning this tempest. With them there are one Irishman, by name of Donahue, one Scotchman by name of Bruce, and one French Canadian, by name of Riel, who know how to read and write. Unless they are car-pet baggers, it appears that these graces must have come to them, as in the view of Dogberry, they do to all men by nature. But, however they acquired the power of writing, they have used it to prepare a document erecting themselves into a provisional government and avowing their purpose to "resist enslavement."

"What their special grievances may be they do not condescend to inform mankind, no perhaps does mankind particularly care to be informed. The notion of the tranquil Canuck ruling anybody with a rod of iron is comic. But the Rupert's Landsman may, if it seems good in his eyes, disport himself through his average square miles of space with the proud consciousness that he has shaken off the yoke of British tyranny for the mild sway of a Bruce, a Donahue, and a Riel. Those three extraordinary persons may continue the effusion of words to an unlimited extent. They may even find newspapers in New York to call them oppressed patriots, and to vituperate Congress for not putting the army and navy of the United States at their disposal. But, however long this word-shed may go on, the revolt will remain a tempest in a teapot, and the market price of mink, which is the chief product whereby the revolutionists are connected with the world outside, or whereby the world outside is interested in their motions, will not be affected to the extent of a cent per mink by the proclamations of the trapping triumvirate of Riel and Donahue and Bruce. Nevertheless, Great Britain and Canada might as well understand that the Red

River half-breeds trade, and can only trade, with Minnesota; that the route north of Lake Superior is impracticable; and that our Alaskan possession cannot always be sundered from the United States by their intervening territory. Mount St. Elias was necessary to our perfect bliss, and now so are Winnipeg, the Saskatchewan, and an open water-way to Hudson's Bay and the Polar Sea."

It is to be feared that the Yankee Seal hunters will have to go the round about way to Hudson Bay for a while longer.

The Russians have become alarmed, fearing that the trade with China will pass through the Suez Canal, and thus ruin the overland trade now carried on by Russian Merchants. To prevent the anticipated disaster, they have petitioned the Czar to build a Railway to China, through Siberia. It is also said that the Government regard the enterprise with much favor. At the nearest points the road would be one thousand miles long, beginning at the Ural Mountains. There is no difficulty of an engineering nature to prevent the construction of such road. The whole country between the Ural Mountains and China being exceedingly flat and level.

It is reported in the English papers that Mr. Gladstone's Government have nearly completed their scheme for the settlement of the Irish land question—confessedly one of the most difficult any government was ever called upon to deal with. It is said the principle of "fixity of tenure," and Mr. Bright's plan of peasant proprietorship will be omitted in the Government scheme. An attempt will be made to guarantee leaseholds, and to adjust the relations of landlord and tenant, by means of the courts. The settlement of this vexed and difficult question will test the strength of the Gladstone Ministry to the utmost, and it is possible it may not be able to bear the tension.

The increase in the number of electors, under the last Reform Bill, in England, is about a million, or nearly double the number there was before, the augmentation having been 90 per cent. The exact figures are as follows: Electors of England and Wales in 1866—boroughs, 514,026; counties, 542,633; total, 1,056,659. In 1868, boroughs, 1,220,715; in counties, 791,916; total, 2,012,631, or an increase of 955,972, of which 706,689 have accrued to the boroughs, and 249,283 to the counties—the increase in the boroughs being 137 per cent. This increase in the boroughs destroys the Tory party, the chief strength of which is in the counties; and thus Disraeli destroyed his own party when he unwillingly passed the Reform Bill to keep himself in power for a short time.

The breaker of the Nottingham mine, at Plymouth—the scene of the Avondale calamity, Pa., caught fire on Thursday, when fifty miners were below. No intimation was given to them of the danger they were in till after the fire was extinguished. When the miners came up and heard what had occurred, and the danger they had been in, they unanimously refused to re-enter the mine, and compelled the owner of the mines to take greater precautions, and make better facilities for their escape from the mines. This having been done, they again proceeded with their work.

THE NEW BRITISH IRON-CLADS.

A pair of ironclads (turreted) will shortly be added to the roll of the British navy. They will be named respectively "The Devastation" and the "Thunderer." They are precisely alike in every respect, and when afloat will represent exactly the same amount of fighting power and of speed. Their principal dimensions will be—length, 285 ft.; extreme breadth, 62½ ft.; draught of water (mean) 26 ft., and burden in tons 44,066 B. G. M. The offensive powers of the "Devastation" and her consort will consist of two 30-ton guns in each turret, and her capabilities as a ram. As regards the guns they are intended to be of the pattern at present adopted in the navy—the Woolwich improved Armstrong—and will throw 600 pounder shot of the ogival-headed Palliser type. They will have an "all round" fire—that is they will command every point in the horizon, and will thus really represent the true turret principle, which no sea-going turret ship rigged for sailing as a cruising ship can possess. For her propelling power she depends solely on her engines, which will consist of the combined nominal power of 800 horse, capable of working up to an indicated power of about seven times the nominal when pressed in any case where the extreme speed of the ship may be required. The engines will drive a pair of twin screws, each working independently of the other. The estimated mean speed of the ship will be 13½ knots per hour under a full pressure of steam, and the stowage for coals reaches the exceptionally large amount of 1,600 tons. The latter, it is estimated, will enable the ship to proceed to the Mediterranean and return without coaling, between the times of her leaving Spithead and anchoring there again at the conclusion of her voyage; or, it would enable her to cross the Atlantic, fight an action and afterwards return to a home port without having to renew her stock of fuel.

There is one other feature in the "Devastation" class remaining to be noticed—viz. that the most careful provision has been made in the details of their construction to secure for them perfect as "rams." Their moderate length aided by the reversed action of their twin screw propellers, must secure for them an extraordinary degree of handiness under every possible condition of position, and they will thus, in any use made against an enemy with their spur fronted stems, have a second and most formidable means of attack as a supplementary power to their artillery. On the other hand, against injury by an enemy's ramming, or against torpedoes, every possible precaution appears to have been taken to make the ships secure by giving them double bottoms, water tight compartments, and other appliances available in so many ways to iron-built ships. Altogether there appears to be sound reasons for the belief that the "Devastation" type, as a war engine, possesses all the advantages claimed for it by those who are responsible for its introduction into our Navy. Starting from the American model, and taking the benefit of the experience gained by the Americans during the war between the North and South, our Chief Constructor has undoubtedly added in the breastwork type of turret ships many important features, and has given the navy a class of turret ship that can go to sea and fight in any weather.

The complement of officers and men for the new ships will be 250 all told, a small number compared with the size of the ship,

but quite sufficient for every purpose on board a ship where there is no work aloft. The comfort and health of all on board are well provided for.

DECLINE OF AMERICAN SHIPPING.

From the N. Y. World.

Some three months since, the Ship-owners' Association, of this city, appointed a committee consisting of William Nelson, Jr., Gustave A. Brett, James W. Elwell, Ambrose Snow, Edward Hinchin, and A. Wilson, to consider the subject of the decline of American commerce, and report to the Association the result of their consideration of the question.

The committee has prepared its report, the principal features of which are herewith presented.

THE REPORT.

In 1854 we not only rivalled England in the contest for the supremacy of the seas, but we bade fair to leave her behind. In 1861 the total tonnage of the world amounted to 17,235,945 tons, as follows:—

Owned by the United States.	5,539,813
Owned by Great Britain.	5,895,369
Owned by all other nations.	5,800,767

In 1867 the total tonnage of the United States as given in the report of the Treasury Department, was 3,868,615 tons, and since that date our tonnage has steadily decreased. In 1869 the Hon. John Bright, President of the British Board of Trade, stated that the tonnage of Great Britain and her dependencies amounted to 7,232,000 tons, a preponderance of nearly 5,500,000 tons in favour of Great Britain.

DECLINE OF AMERICAN IRON WORKS.

Ten years ago the iron works of New York were the pride of her manufacturers and splendid lines of steamers went forth from her docks equipped with engines and machinery which could not be surpassed in the workshops of any other nation. Now, with the exception of the outfit of the Spanish gunboats at Mr. DeJamat's works, not a solitary marine engine or iron steamship is in course of construction. The Alaire Works, where the Collins line of steamships was built, have been converted into a horse stable; The Fulton Works are selling their shops and machinery, models and stock; the Etna Works are commencing a small business in architectural iron work; the Neptune Works are turned into a saw-mill; the Quintard Works repair old vessels and obtain an occasional job from Southern railroads; and the Morgan Works are heroically labouring for a future that may never come. Other works are in a like predicament.

OUR FOREIGN TRADE.

Steamers and ships especially designed for the foreign carrying-trade of the United States are built in England in great numbers, and every ship, whether owned by an Englishman, German or Frenchman, enters into competition with the few American ships that are left in our foreign trade. Our futile efforts to protect our ship builders are fast destroying the business of our ship-owners and ship masters, and throwing the profits of our immense carrying-trade into the hands of foreigners. On the Clyde alone, fifty-eight steamers, regular traders between New York and European ports, have been built since 1860. Their aggregate tonnage is not less than 140,000 tons. This large fleet does not include the vessels built for the Canada and Portland lines. It

is quite within the bounds to estimate that this fleet of Clyde-built steamers has driven 250,000 tons of sailing vessels from the transatlantic trade of New York.

ASSINIBOINE FILIBUSTERING.

Under the above heading the *World* has an editorial dissuading any too ardent spirits who may have been misled by the *Sun's* sensation from entering immediately on the war-path in the sacred names of Riot and Rebellion. The *World* don't think much of the North West, for here is what it says:

"The Red River insurrection has roused our slumbering filibusters, who are about to precipitate themselves on the war path and rush with their needle guns to the aid of the discontented fur-finders of Rupert's Land. A filibustering expedition to that inclement region lacks the allurements held out by a descent upon tropical pleasure grounds, such as Cuba spreads luxuriantly forth for the provisioning and repose of lightsome adventurers. Bananas do not grow into the mouths of those who bivouac on the banks of the Assiniboine, neither is the spectacle of a lightly clad gentleman, with his hands in his pockets, watching for the speedy maturity of the melon that he has just seeded out for his breakfast, suitable to the borders of Winnipeg. Even in the summer, the vegetation of the far fur company does not suggest the manufacture of much human fibre. Penitence is the staple here—the currency indeed—and it does not grow upon trees. Manufactured from pounded buffalo meat, with which blackberries are sometimes incorporated, it presents the appearance of compressed mud pies imbedded with buckshot. Where there is enough of it, it can always sustain life; but there is not always enough of it, buffalo being an uncertain crop, which the half breeds have been for years reducing by killing the bison for his tongue and tender parts only. It has been stated that the insurgents have already used up a considerable portion of the rations in store at Fort Garry. Transport of provisions is difficult at all times, but more especially in winter, when it has to be carried on dog sledges. Sometimes the dog drivers are forced to eat all the provisions en route, and sometimes they have to eat the dogs. Sometimes the dogs eat both the provisions and the drivers. Filibusters should consider these contingencies before they start. If Rupert's Land is no great larder in ordinary circumstances, what a famous place for famine may it not become with the addition of five thousand filibusters to its already excessive population of one man to every twelve square miles!"

RECIPROCITY AND INDEPENDENCE.

Some of the American papers think that the President has Canada upon the hip now that he has put his foot upon reciprocity. Our friend, the Buffalo *Commercial Advertiser*, says: "The emphatic expression of President Grant, in his Message in regard to Canadian Reciprocity, seems to have settled the question effectually. On Monday the House took a very significant vote, on a motion to table a resolution offered by a Bangor representative, to the effect that a renewal of Canadian Reciprocity was not desirable. The House refused by a vote of 129 to 41, showing conclusively that the opposition is too strong to be overcome.

"We have no idea that any very serious attempt to revive the treaty will be made during the present session. Canadian poli-

ticians must recognize the fact, and seek the relief which the Dominion stands so sorely in need of from some other source. In fact they must look to themselves and not to us. Reciprocity of trade is but a minor point in the grand problem which lies before them, pressing for a solution. So long as their present relations with the mother country are maintained, our policy must be identical toward both. It would be neither wise nor consistent to have one relation with Canada and another with England.

"The natural result of our refusal to renew reciprocal trade relations with Canada, will be to stimulate the movement for independence, already quite strong across the border. We are assured that the sentiment in favour of it is spreading quite rapidly, and we predict that, when it becomes evident that the movement in favor of Reciprocity has failed, it will receive a fresh impetus. The fact that Canadian independence is favored by prominent English statesmen, is having a strong influence in the Dominion, and takes from its advocacy that taint of disloyalty which has hitherto attached to the movement, and prevented many Canadians from openly favouring it."

A FLOATING ELECTRIC TELEGRAPH.

The establishment of a series of floating telegraph stations has long been considered a matter of national importance, and it is an object to which many scientific gentlemen have given attention. There have been a number of inventions as to the peculiar construction of a craft necessary for the purpose of maintaining a communication by means of a submarine telegraph cable between mid-ocean and the land. The last scheme—that of the International Mid-Ocean Telegraph Company—is now to be put upon its practical trial. We learn that the Government yesterday decided to grant this company the loan of Her Majesty's ship *Brisk* which is to form the first floating telegraph station. This will be moored some sixty miles out at sea, off Penzance harbour. The *Brisk*, although a tolerably good vessel, is likely to have her sea going qualities severely tested, as the spot whereon she will be quartered, named in the charts "Admiralty Patch," is exposed to terrific weather during the winter months. She is now being overhauled, and fitted as a regular telegraph station. Her engines and telegraphic machinery are to be supplemented with the latest improvements, the Board of Directors having ordered everything to make her complete for the service. Formerly a general opinion prevailed against ordinary vessels riding out at anchor in a severe gale, owing to the attendant danger. A number of inventors came forward with different designs of ships, all more or less strongly adverse to the employment of an ordinary vessel, or technically speaking, those known to possess "a fine entrance, clearance, and a flat, broad floor," as ocean telegraph stations; the forms of floating body favored by them consisting generally in a huge square iron cistern, rounding off at the corners into a kind of buoy which was said to add materially to its floating powers, at the same time checking the action of the waves upon the whole structure. These constructions, it was proposed should be anchored from their centres. The Persian Gulf and Atlantic telegraph cables, however, demonstrated the practicability for an ordinary ship to "hold on" to a telegraph cable during the height of a southwest monsoon or an Atlantic gale. This has been accomplished in the Indian Seas

and Atlantic Ocean proving that a ship rides comfortably at anchor with plenty of slack cable down. This being evidenced on many occasions during the laying of the Persian Gulf and Atlantic cables, has so far removed the prejudices as to ordinary ships for telegraph stations that the proprietor of the Mid-Ocean Telegraph Company, Captain Knapp Barrow, found little difficulty in securing the assistance of Captain Sherard Osborne, Sir Samuel Canning, with Messrs R. Sabine and Lattimer Clark as engineers for his scheme. These gentlemen have certified to the practicability of the scheme of Capt. Barrow.

The advantages which the people are to derive from a system of floating telegraph stations are insignificant compared with the benefits to be derived by the owners of over 40,000 British vessels and the mercantile community. The *Brisk* is to be in electrical communication with the *Penzance* post office, and a powerful steam tug will act as her tender. She lies in the fair way of every homeward bound vessel, and to Indian, Australian and China clippers she can give their sailing orders, thus saving an immense expense which they would necessarily entail by calling for the same at any port. A ship may report herself to the *Brisk*, and in twenty minutes afterwards her arrival be known at the office of her owner in the city of London, and within an hour of her making the telegraph station her destination can be altered at the pleasure of her owner. For such important orders as these the *Bolton* Code must prove almost invaluable. By the end of next month the *Brisk* is to take up her position, and as soon afterwards as possible the telegraph cable to land will be laid.

THE SUEZ CANAL.—LEVELS OF THE TWO SEAS SETTLED.—The various reports that have reached this country concerning the shallowness of the Suez Canal, and other disheartening news, may be set down to ignorant gossip or a less creditable basis. It appears from the report of the correspondent of the London *Shipping Gazette* that the entire length of the canal is in a very satisfactory condition. The writer, who is a nautical man, specially sent to examine the work, sounded the entire length. From Port Said to Ismailia he took 2,500 casts of the lead, and from Ismailia to Suez 1,500 casts. These soundings varied from 30 feet to 23 feet 6 inches, except in two places—at El Guier, between Lakes Ballah and Timsah, and at Serapeum, between Timsah and the Bitter Lakes, where there were but 17 feet, but dredging and blasting were hourly increasing these depths, and then the canal will be perfectly safe from end to end for vessels drawing 23 feet and over. The width of the canal over all is just 325 feet, mean width at bottom 72 feet, vessels of 35 feet beam being thus able to pass each other in safety. As to the reported filling up of the harbor of Port Said, he says there is no sitting up of sand whatever, except just at the extremity of the long pier, as in every other harbor, and which can be effectually controlled by occasional dredging; and there is just as little truth concerning the reported washing away of the banks which are formed of clay, and have become hardened and consolidated, so that the wash from the passing vessels cannot do serious injury. The manner in which the entrances to the canal are indicated is said to be admirable. At Port Said there are two obelisks, and the way through the lakes are equally well defined, so that by day or night the entrances can be made with ease and certainty. The relative levels of the Red Sea and the Mediterranean,

a question which has excited much controversy, is now finally determined. Throughout the canal a current sets toward the Mediterranean, varying from one and a half knots per hour, in the vicinity of Port Said, to three knots in the neighborhood of Suez, thus showing that the Red Sea has the highest elevation. These facts effectually settle the question as to the success of the enterprise of M. Losseps, particularly as they come from a quarter that has had the credit, whether correct or not, of being deadily opposed to the project. The highway from sea to sea is an unqualified victory; though, as we have before stated, until the navigation of the Red Sea be rendered less dangerous, but few sailing vessels will be benefitted by this shortening of the route to the East. It might take months for one to navigate the entire length of the Red Sea, and if towed through, the cost would render the voyage profitless.—*N. Y. Commercial*.

A Melbourne paper says that imported rabbits had increased to such an enormous extent in Australia that small armies had to be organized to extirpate them. One man reported to the Provincial Assembly that he had employed one hundred men for several months, at an expense of twenty-five thousand dollars, in the work, and that in that time two millions of rabbits had been destroyed.

To avoid the inconvenience that sometimes arises from the "Union Jack," which is the distinguishing flag of the admiral of the fleet, being carried in boats and other vessels by civil and military officials when embarked, Her Majesty, by the advice of the Lords of the Admiralty, has ordered that the military branch shall use a Union Jack with the royal initials, surrounded by a garland on a blue shield, and surmounted by a crown in the centre; that the Union Jack to be used by diplomatic servants, ministers plenipotentiary, charges d'affaires, &c., shall bear the royal arms in the centre on a white shield; the local consular and consular agents, shall be limited to the use of the blue ensign, with the Royal Arms in the fly of the flag. The governors of Her Majesty's dominions in foreign parts, and governors of all ranks and denominations administering the governments of British colonies and dependencies, are authorized to fly the Union Jack, with the arms or badge of the colony emblazoned in the centre.

Some idea of the extent of the Michigan lumber and salt trade may be gathered from the following: The past year, on the eastern shore, there were manufactured 736,541,700 feet of lumber in boards and planks; of shingles, 243,820,000 feet; of lath, 114,550,500 feet. Even the manufacture of pickets foots up 410,500 feet. Many myriads of trees will fall this winter before the ax. The last calculation leaves only thirteen years to exhaust the whole pine growth of the Huron region, though it is computed that 8,500,000 feet of lumber are still standing in those forests. The value of the lumber produced in Michigan in the year 1869 cannot be much less than \$30,000,000, and the business gives employment, in one way or another, to not less than 20,000 men, and support to twice or three times as many persons. The increase of salt making has nearly kept pace with the increase of the saw mills. There are now fifty salt companies in operation, with works covering nearly 10,000 acres, and a capital of \$2,500,000. In the past season, nearly 600,000 barrels of salt have been produced, in quality as good as that of Syracuse, so experts affirm.

TELEGRAPHIC NEWS.

LONDON, Dec. 31.—"Historicus," the well-known correspondent of the *Times*, writes another article to that *Journal* to-day, assailing the despatch of Secretary Fish on the *Alabama* question.

Heavy gales have prevailed all around the coast during the last few days. Many shipwrecks, attended in some instances with loss of life, have already been reported. The American bark *Cominot*, Capt. Healey, which left Mobile on the 10th of November with a cargo of cotton for Havre, experienced one of these gales when about two days' sail from the Cornish coast, but weathered the storm and made the port of Penzance. She lost two masts and suffered other damage, though to what extent is not ascertained.

Advices have also been received to the effect that the bark *Edora*, bound from Montreal to Greenock, was driven ashore on the coast of Ireland by a furious gale. The Captain and several of the crew were drowned. The bark will probably be a total loss.

The *Weekly Examiner*, issued to-day, has an article on the *Alabama* difficulties. It says when the nature of the American struggle was understood, England restored her sympathy to the North, and that reclamations now based on earlier wrongs are simple and unduly vindictive.

GLASGOW, Dec. 31.—Mr. Wm. Cook, United States Vice-Consul at this port, has been sentenced to 7 years' imprisonment, at hard labor, for forgery.

LIMERICK, Dec. 31.—A fearful gale from the north west occurred here to-day. Trees were uprooted, chimneys thrown down, and in some instances houses prostrated. Ten persons are known to have lost their lives, and many others have been badly injured.

PARIS, Dec. 31.—Prince Charles of Prussia and his wife are in this city, and are stopping at the Grand Hotel. Yesterday, the Emperor called upon them there.

It is reported to-day, that Victor Emmanuel has positively refused his consent to the candidature of the Duke of Genoa.

HAMBURG, Dec. 31.—The Elbe is blocked up with ice, and navigation above this point is suspended.

CONSTANTINOPLE, Dec. 31.—Some time since the Sublime Porte sent a demand to Ismael Pasha to abandon his iron-clad fleet. The demand remaining unanswered, the Sultan, to-day, forwarded a violent message to the same effect.

LONDON, Jan. 4.—The *Times* of this morning, in commenting on the Democratic advocacy of repudiation, says to the fears from that quarter, is due the fact that, the American bonds bearing twice the interest are not as near par as consuls.

LONDON, 5th.—Mr. Grenville Nugent has been elected to Parliament for Longford, over Martin the Fenian candidate.

The resignation of the Spanish Cabinet in consequence of Italy's refusal to permit the candidature of the Duke of Genoa is announced. It is reported that Admiral Topeto will return to the ministry.

LISBON, 4th.—The mail steamer from Rio Janeiro, Dec. 15th, has arrived. The Prince Deri and Senator Paranhos were expected at Monto Video on their return from the seat of war. The former would reach Buenos Ayres about the 1st of January.

According to the very latest accounts the war in Paraguay was at an end. Lopez had fled into Bolivia with his family.

LONDON, 5th.—The *Times* to-day contains an article concerning the crisis in Spain. The writer of the article deeply deploras the downfall of General Prim, and attributes it to the unreasonable prolongation of the provisional Regime.

ROME, 4th.—A general congregation of the Council was held at Quirinal yesterday. The Pope was not present, and the Cardinal presiding by right of age, announced the recent death of four Cardinals. The appointment of Cardinal Bilco as President of the commission on dogmas, and of Cardinal Catorni as President of the commission on Ecclesiastical discipline, was announced.

The Council will continue in session again to-day, and the business of organization will be continued.

MADRID, 5th.—It is rumoured that Regent Serrano will be invested with sovereign power, but the Constitutional Cortes hesitate to take so extreme a measure. The partisans of the Duke of Montpensier are very active.

WASHINGTON, Dec. 31.—A telegram was yesterday received at the Post Office Department, from the Postmaster-General of the Dominion of Canada, offering to carry the United States mails to English ports from Portland, Me., for the ocean postage of 2 cents for each letter, under the new Treaty. It is thought that this offer will be accepted, unless other arrangements have already been perfected.

Vera Cruz dates to the 13th says, the Hon. Wm. H. Seward will not return home to endure the rigor of a Northern winter, as at first announced, but will proceed from Vera Cruz to St. Thomas where he will pass the winter.

Port-au Prince advices to the 17th inst. state, that Salnavé is cooped up in Port-au-Prince the only vestige of Haytian territory under his control, and the British and French war vessels in the port have notified him that if he makes an attempt to defend his position against the insurgents, they will land their forces and dispose of him themselves.

By the last advices from the South the victorious rebels were marching on Port-au-Prince.

The *Herald's* Washington special says, it has already been stated that Secretary Boutwell intends to urge upon Congress a plan which he has matured for the funding of about \$1,000,000,000 of national debt at 4 per cent. or lower. In addition to facts heretofore stated in regard to Mr. Boutwell, it may be mentioned that he contemplates taking up the five twenties now due, and in their stead issuing the new bonds. It is expected that this measure will be violently opposed by the bank interest and bond holders generally. The Secretary, however, has made up his mind and will not be swerved from his purpose.

WASHINGTON, Dec. 31.—The governments of Portugal and Great Britain, severally, claim possession of the Island of Bihamain, on the western coast of Africa, and to certain portions of territory opposite to the island on the mainland. The possessions are valuable only in connection with facilities for carrying on the slave trade. Unable to settle the question of possession themselves, these Governments have chosen the President of the United States as umpire. The time for filing their respective documents at the Department of State expired to-day.

Private despatches from responsible sources in Havana received here to-day state

that Valmazedo reports that in his district about 700 men, with their officers, laid down their arms to the Spanish forces, and that in the district of Remedias the Chief Coca and all his men surrendered.

Spanish successes are also reported in the district of Puerto Principe, in the surrender of the insurgents. The opinion is expressed in the despatches that the Cuban cause is daily growing weaker.

The *World's* Japan correspondent writes that Russia has seized some of the Northern Islands of the Chinese Empire, and the belief generally prevails that it is the intention of the Czar to ultimately absorb the entire surrounding country.

New York, Dec. 31.—The *World's* Washington correspondent says it was rumoured quite freely last night that the President had decided to issue a proclamation of neutrality on the war in Rupert's land, warning the Englishmen not to invade the territory of the United States, and Americans not to invade the British dominions. It appears that there is no way for the Canadians to reach the Winnipeg country without going through Minnesota, and it is possible that some such volunteer reinforcement has been attempted to say nothing of the violation of the law of this country already accomplished by Governor McDougall, the British commander, who from headquarters in Minnesota planned and sent from that state an armed expedition against the insurgents in the Winnipeg country.

A member of the House of Representatives called recently upon the President, for the purpose of representing to him the feelings of the people of Minnesota, in reference to the passage of British troops through the territory, for the purpose of quelling the insurrection in the Red River country. The member stated that the people were deeply opposed to allowing this transit of British troops, and that violent opposition would probably be made if it were attempted. The President, hearing this statement, answered the member that the Government would not allow the use of American territory for this purpose.

The insurrection in the Red River country is viewed in official circles as a serious impediment to the scheme of the English Government to unite all British North America in the Confederation, and is not therefore regarded as a matter for regret—although the final success of the rebels is not counted on.

KINGSTON, Jan. 4, 1870.—Lt. Col. Macpherson, D. A. A. G., who for the past six months has filled the place of Lt. Col. Jarvis during his absence in England, purposes leaving to-morrow for Montreal. This evening he will be entertained at a dinner in the British American Hotel, by a number of volunteer officers. Col. Macpherson leaves Kingston generally regretted.—His amiable manner, unostentatious demeanour, and obliging disposition, secured for him the friendship of all who had the good fortune to meet him. Some had entertained the hope that his stay in Kingston would be permanent, but in this they have been disappointed. Col. Jarvis has resumed the duties of the office.

Mr. Thomas A. Corbett, the newly appointed District Quarter-master, has not yet arrived from Nova Scotia, where he is engaged in the performance of the duties connected with his temporary situation on the Intercolonial Railroad. At the present time Major Phillips is doing double duty—attending to his own office and the one which he lately vacated.

DOMINION OF CANADA.



MILITIA GENERAL ORDERS.

HEAD QUARTERS.

Ottawa, 7th January, 1870.

GENERAL ORDERS.

VOLUNTEER MILITIA.

No. 1.

PROVINCE OF ONTARIO.

33rd "Huron" Battalion of Infantry.

No. 6 Company, Exeter

To be Ensign:

Robert Charles Moore, Gentleman, M. D., and M. S., vice McDonald, left the limits.

PROVINCE OF QUEBEC.

Sherbrooke Battery of Garrison Artillery.

To be Captain:

First Lieutenant Edward Pellow, Felton, vice Borlase, whose resignation is hereby accepted.

To be 1st Lieutenant:

Second Lieutenant Charles John Short, vice Felton, promoted.

To be 2nd Lieutenant, provisionally:

William Amherst Hale, Gentleman, vice Short promoted.

6th Battalion "The Hochelaga Light Infantry.

The resignation of Major Horne is hereby accepted, he being allowed to retire retaining his rank.

PROVINCE OF NOVA SCOTIA

Naval Brigade, Halifax.

No 4 Company.

The name of the Captain appointed to this Company is "Forrest" and not "Forest," as was stated in the General Order No. 2, of the 8th October last.

By Command of His Excellency the Governor General.

P. ROBERTSON-ROSS, Colonel, Adjutant General of Militia, Canada



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OTTAWA, 7 January 1870.

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THE CANADIAN ANNUAL REGISTER

EDITED BY HENRY J. MORGAN.

(The Montreal Printing and Publishing Company, Printers.)

It is believed by the undersigned that the time has arrived for the publication in Canada of an ANNUAL RECORD OF PUBLIC EVENTS, similar to that which has been so long published, and so well known in England. The rapid strides of the Dominion are attracting the attention of the civilized world. It will be the aim of the Editor to chronicle, each year, the leading events so rapidly succeeding each other in the formation of our national character and national greatness.

The Editor proposes to commence with the birth and infancy of the Canadian Confederation. The first volume of his Register will therefore contain the following:—

- I. The Political and Parliamentary History of 1867, including:
 1. A Preliminary Sketch of the Proceedings in the B. N. A. Provinces in 1861-65 and '66 which led to Confederation.
 2. An Account of the London Colonial Conference of 1866-67.
 3. The Debates of the English Parliament on the Union of the B. A. Colonies, &c.
 4. The formation of the Local Governments.
 5. The General Election and its Issues, with the names of the successful and unsuccessful candidates, and the number of votes polled for each respectively.
 6. A Sketch of the Business of the Dominion Parliament, and of the several Local Legislatures with full and accurate reports of the principal speeches delivered during the Sessions of those bodies.
- II. The Financial Affairs of the Dominion.
- III. The Church in Canada.
- IV. Retrospect of Literature, Art and Science.
- V. Journal of Remarkable Occurrences.
- VI. Promotions, Appointments and Changes in the Public Service; University Honors, &c.
- VII. Obituary of Celebrated Persons.
- VIII. Public Documents and State Papers of Importance.

It is hoped that the undertaking will receive that encouragement which its importance deserves. The annual history which the Editor proposes to publish will be of great value to all interested in the future of our country. Should the Register be as well received as the Editor hopes, he will spare no effort to justify future support. All that labour and impartiality can accomplish will be done to ensure the success of his work. He has been promised assistance by men in different parts of the Dominion whose capacity is undoubted. He intends, with as little delay as possible, to prepare the volumes for 1867 and 1868.

The volume for 1867 will contain 350 pp., R. 8vo. and will be bound in cloth.

Price Two Dollars.

HENRY J. MORGAN

Ottawa, July, 10th, 1869. 22-1f

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FOR 1870.
REPUBLISHED BY THE LEONARD SCOTT
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which commences its 125th volume with the January number, was set on foot as a rival to the EDINBURGH. It resolutely maintains its opposition in politics, and shows equal vigor in its literary department.

3. THE WESTMINSTER REVIEW

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