

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for scanning. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of scanning are checked below.

L'Institut a numérisé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de numérisation sont indiqués ci-dessous.

- Coloured covers /
Couverture de couleur
- Covers damaged /
Couverture endommagée
- Covers restored and/or laminated /
Couverture restaurée et/ou pelliculée
- Cover title missing /
Le titre de couverture manque
- Coloured maps /
Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black) /
Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations /
Planches et/ou illustrations en couleur
- Bound with other material /
Relié avec d'autres documents
- Only edition available /
Seule édition disponible
- Tight binding may cause shadows or distortion
along interior margin / La reliure serrée peut
causer de l'ombre ou de la distorsion le long de la
marge intérieure.
- Additional comments /
Commentaires supplémentaires:

Continuous pagination.

- Coloured pages / Pages de couleur
- Pages damaged / Pages endommagées
- Pages restored and/or laminated /
Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées
- Pages detached / Pages détachées
- Showthrough / Transparence
- Quality of print varies /
Qualité inégale de l'impression
- Includes supplementary materials /
Comprend du matériel supplémentaire
- Blank leaves added during restorations may
appear within the text. Whenever possible, these
have been omitted from scanning / Il se peut que
certaines pages blanches ajoutées lors d'une
restauration apparaissent dans le texte, mais,
lorsque cela était possible, ces pages n'ont pas
été numérisées.

MILITARY



GAZETTE

And Civil Service Record.

VOL. II.

QUEBEC 24TH JULY 1858.

NUMBER 28.

Local Advertisements.

Montreal Ocean Steamship Company.

Under contract with the Government of Canada for the

TRANSPORT OF THE MAILS.

Summer Arrangements—Season 1858.

THIS LINE will comprise the following First Class Powerful Iron Screw Steamers:

"ANGLO-SAXON," "NORTH BRITON," built "G" "NORTH-AMERICAN," "HUNGARIAN," "INDIAN," "BOHEMIAN," "NOVA-SCOTIAN." (new)

(In connection with the G. T. R. R. of Canada)

—PROPOSED DAYS OF SAILING:—

FROM LIVERPOOL,	FROM QUEBEC.
Wednesday, April 21	Saturday, May 22nd
Do. May 5th	Do. June 5th
Do. do. 19th	Do. do. 19th
Do. June 2nd	Do. July 3rd
Do. do. 16th	Do. do. 17th
Do. do. 30th	Do. do. 31st
Do. July 14th	Do. Aug. 14th
Do. do. 28th	Do. do. 28th
Do. Aug. 11th	Do. Sept 11st
Do. do. 25th	Do. do. 25th
Do. Sept. 8th	Do. Oct. 9th
Do. do. 22nd	Do. do. 23rd
Do. Oct. 6th	Do. Nov. 6th
Do. do. 20th	Do. do. 20th

In the year 1859 the Line will be weekly.

—RATES OF PASSAGE.—

From Liverpool to Quebec.

CABIN, from £15 15s. to £18 18 0 Stg according to accommodation.	
(Children in proportion.)	
STEERAGE, £8 8 0	Children in the Steerage.
7 years and under 12, £5 5 0	
1 " " 7, 4 4 0	
Under 1 year, 1 0 0	

From Quebec to Liverpool.

CABIN, from \$66 to \$80, according to accommodation.	
Children in the Cabin	STEERAGE, \$30
7 years & under 12, \$50	Children in Steerage.
3 " " 7, 40	
1 " " 3, 30	7 years & under
Under 1 year, 10	12, 20
	3 " " 7, 15
	1 " " 3, 10
	Under 1 year, 5

Return Tickets from Liverpool to any of the Principal places in Canada will be granted by the undersigned, and to parties taking them at the same time as the Original Passage a Reduction on the usual fares will be made.

Berths not secured till Paid for. A daily qualified Surgeon accompanies each vessel. All Baggage at risk of owner thereof. Steerage Passengers are required to provide themselves with Bedding and Eating and Drinking Utensils. All Parcels intended to go by these Steamers should be forwarded through the British and American Express Co.

Montreal Advertisements.

GEO. BURNS SYMES & Co AGENTS, 3, St Peter Street, Quebec.

Edmonstone, Allan & Co, Montreal, Allan & Gillespie, Liverpool, James & Alex Allan, Glasgow, Montgomerie & Greenjorne, London, Quebec, April 10, 1858.

WM. HICKMAN, HAIR DRESSER, WIG MAKER, AND PERFUMER,

Ornamental Hair Work made up in the neatest and newest fashion. No. 7, ST. JOSEPH STREET, QUEBEC, Next Door to Lamb's Hotel. Quebec, 16th January, 1858.

MONTREAL TYPE FOUNDRY.

AGENT for the Sale of HOE & Co's PRINTING PRESS, Wells & Webb's WOOD LETTER, George Mathers and J. H. McCreary's PRINTING INKS. G. T. PALSgrave, Corner of St. Helen and Lemoine Street. Montreal, 16th January, 1858.

McDOWALL & ATKINSON, Manufacturers of all kinds of Military Chaco's, Forage Caps, &c. No. 297, NOTRE DAME STREET, MONTREAL.

J. CAMPBELL, Merchant Tailor,

74 GREAT ST. JAMES STREET, MONTREAL.

Have just opened a superior assortment of Goods suitable for the present and coming Season, selected in the London and Paris Markets, to which he invites your earliest inspection.

GIBB & COMPANY, MERCHANT TAILORS, GREAT ST. JAMES STREET, MONTREAL.

In addition to every article in the line, a large assortment of the best London Waterproof HATS of the latest shapes kept constantly on hand, also Travelling HAT CASES, &c., &c. Montreal, 16th January, 1858.

BRITISH AMERICAN HOTEL, Opposite Railway Station, ST. HYACINTHE, C. E. BY ROBERT EWING,

Boarders accommodated on reasonable terms.

Pic-Nic and Pleasure Parties supplied on the shortest notice. St. Hyacinthe, 16th January, 1858.

Once known never forgotten.

THE PERSIAN BALM.

A most beautiful Toilet article, designed for cleaning the Teeth, Shaving, Champooing, Bathing, removing Tan-Pimples, Freckles, Sun Marks, and all disagreeable appearances from the skin. For the traveller in softening the skin, and soothing the disagreeable sensations consequent upon travelling, it cannot be excelled. No other balm will give a rough or chapped skin and use the Persian Balm at the Toilet. Sold by all Druggists. S. S. BLODGETT & Co., Proprietors. Ogdensburgh, N. Y. Quebec, 16th January, 1858.

Local Advertisements.

LIVERPOOL AND NEW YORK SCREW STEAMSHIP COMPANY.

The splendid Steamships forming the above Line will sail from NEW YORK as follows:—

City of Baltimore, Capt Leitch, April 8th City of Washington, Capt Wylie, April 22nd Kangaroo, Capt Jeffrey, May 6th

And every alternate Thursday.

From LIVERPOOL every alternate Wednesday.

Fare from New York, Cabin \$75; Third Class \$30.

These steamers are supplied with improved watertight compartments, and carry experienced Surgeons.

Persons about proceeding to Europe, or wishing to send for their friends from the old country, can purchase Tickets and obtain all information by applying to J G DALY, 13 Broadway N. Y., R J CORTIS & CG., 177 Broadway, N. Y., or

CAPT. MAXWELL, 24 McGill St., Montreal, C. E., Capt. M, is also Agent for the Sale of Passage Tickets by Sabel & Cortis Line of Liverpool and Quebec Packet Ships. May 1, 1858.

THE BRITISH REVIEWS AND THE FARMERS GUIDE.

L. SCOTT & CO., NEW YORK, continue to publish the following leading British periodicals, viz:

1. THE LONDON QUARTERLY, (Conservative.)
2. THE EDINBURGH REVIEW, (Whig)
3. THE NORTH BRITISH REVIEW, (Free Church.)
4. THE WESTMINSTER REVIEW, (Liberal)
5. BLACKWOOD'S EDINBURGH MAGAZINE, (Tory.)

These periodicals ably represent the three great political parties of Great Britain—Whig, Tory and Radical,—but politics form only one feature of their character. As organs of the most profound writers on Science, Literature, Morality and Religion, they stand, as they ever have stood, unrivalled in the world of letters, being considered indispensable to the scholar, and the professional man, while to the intelligent reader of every class they furnish a more correct and satisfactory record of the current literature of the day, throughout the world, than can be possibly obtained from any other source.

EARLY COPIES.

The receipt of ADVANCED SHEETS from the British publishers gives additional value to these Reprints, inasmuch as they can now be placed in the hands of subscribers about as soon as the original editions.

TERMS.

	Per ann
For any one of the four Reviews.....	D. 3 00
For any two of the four Reviews.....	5 00
For any three of the four Reviews.....	7 00
For all four of the Reviews.....	8 00
For Blackwood's Magazine.....	3 00
For Blackwood and three Reviews.....	9 00
For Blackwood and the four Reviews.....	10 00

Payments to be made in all cases in advance: Money current in the State where issued will be received at par.

CLUBBING.

A discount of twenty-five per cent. from the above price will be allowed to Clubs ordering four or more copies of any one or more of the above works. Thus: Four copies of Blackwood, or of one Review, will be sent to one address for 29; four copies of the four Reviews and Blackwood for 230; and so on.

SWORDS.

SAVAGE AND LYMA

HAVE Received a Supply of FIELD OFFICERS, ADJUTANTS, CAVALRY ARTILLERY, INFANTRY Regulations Swords, and Belts, Sashes, Swords, Knots, &c. &c., Rifle Officers Pouches, Whistles, &c. Montreal, 16th January, 1858.

Local Advertisements.

Colbourn United Service Magazine, and

NAVAL AND MILITARY JOURNAL.

Published on the first of every month, price 3s. 6d. This popular periodical, which has now been established a quarter of a century, embraces subjects of such extensive variety and powerful interest as must render it scarcely less acceptable to readers in general than to the members of those professions for whose use it is more particularly intended. Independently of a succession of Original Papers on innumerable interesting subjects, Personal Narratives, Historical Incidents, Correspondence, &c., each number comprises Biographical Memoirs of Eminent Officers of all branches of service, Reviews of New Publications, either immediately relating to the Army or Navy, or involving subjects of utility or interest to the members of either, full Reports of Trials by Courts-martial, Distribution of the Army and Navy, General Orders Circulars Promotions Appointments Births, Marriages, Obituary, &c., with all the Naval and Military Intelligence of the month.

OPINIONS OF THE PRESS.

This is confessedly one of the ablest and most attractive periodicals of which the British press can boast, presenting a field of entertainment to be general as well as professional reader. The suggestions for the benefit of the two services are distinguished by vigour of sense, acute and practical observation, an ardent love of discipline, tempered by a high sense of justice, honour, and a tender regard for the welfare and comfort of our soldiers and seamen.—Globe.

At the head of those periodicals which furnish useful and valuable information to their peculiar classes of readers, as well as amusement to the general body of the public, must be placed the United Service Magazine, and Naval and Military Journal. It numbers among its contributors almost all those gallant spirits who have done no less honour to their country by their swords than by their pens, and abounds with the most interesting discussions on naval and military affairs, and stirring narratives of deeds of arms in all parts of the world. Every information of value and interest to both the Services is culled with the greatest diligence from every available source, and the correspondence of various distinguished officers which enrich its pages is a feature of great attraction. In short, the United Service Magazine can be recommended to every reader who possesses that attachment to his country which should make him look with the deepest interest on its naval and military resources.—Sun.

This truly national periodical is always full of the most valuable matter for professional men.—Morning Herald. To military and naval men, and to that class of readers who hover on the skirts of the Service, and take a world of pains to inform themselves of all the goings on, the modes and fashions, the movements and adventures connected with ships and barracks, this periodical is indispensable. It is a repository of facts and criticisms—narratives of past experience, and fictions that are as good as if they were true—bullet and returns—new inventions and new books bearing upon the army and navy—correspondence crowded with intelligence—and sundry unclassified matters that lie in close neighbourhood with the professions, and contribute more or less to the stock of general useful information.—Atlas.

HURST AND BLACKETT PUBLISHERS, SUCCESSORS TO HENRY COLBURN, 13, Great Marlborough street.

AND PUBLISHING AGENCY, &c. No. 22 GREAT ST. JAMES STREET.

THE Proprietors of the above Es-

tablishment hope to merit a large share of public patronage, and will keep constantly on hand an extensive supply of Newspapers and other periodicals, English and American.

Prompt attention will be bestowed upon orders for such Periodicals as are not to be had immediately on demand anywhere in the City.

When News of great importance, local or foreign, transpires, the Proprietors of the above establishment will issue an extra; or else they will furnish their subscribers and regular customers, from the office of one of the local Newspapers.

To persons wishing to make the PRESS their medium of communication with the public, whether in book form or otherwise, the above establishment will be enabled to offer every attainable advantage and facility.

Insertions for the advertising column of Provincial and European papers, will be attended to at the shortest possible notice.

The Military Gazette and Civil Service Record, W. A. KILK, Editor and Publisher.

Published every Saturday, at an Annual Subscription of TWO DOLLARS—payable in advance.

PRICES OF ADVERTISING:

First Insertion, 6 lines and under	60 cents
" " 7 to 10 lines	80 "
" " Towards of 10 lines, per line	7 "
Subsequent insertions—3 cents per line.	

AGENTS—London (Catherine St., Strand) - Mr. Thomas. Montreal - Mr. Conroy. Toronto - Wiman & Co.

Quebec: Printed for the Proprietor, by P. LAPOINTE Shaw's Buildings, Foot of Mountain Street.

Appointments.

HEAD QUARTERS,
Toronto, 9th July, 1858.

MILITIA GENERAL ORDER.
ACTIVE FORCE.

MILITARY DISTRICT NUMBER NINE,
LOWER CANADA.

Volunteer Field Battery of Montreal.

To be First Lieutenant:
Second Lieutenant William McGibbon,
vice Robb, who resigns.

To be Second Lieutenant:
Serjeant Joseph Beauden, vice McGibbon,
promoted.

The rank of Major in the Province is granted to Captain George Smith, of the Montreal Sedentary Battalion of Rifles, in consideration of the efficient discharge of his duties as Brigade Major to the whole of the Active Force of Montreal.
Commission to be dated 8th June, 1858.

SEDENTARY FORCE.

MILITARY DISTRICT NO. 3. U. C.

First Batt. Frontenac.

To be Pay-Master:
Capt. R McCormick.

MILITARY DISTRICT NO. 4, U. C.

Third Batt. Peterboro'

To be Major:
Capt and Adj W Wigmore.
To be Ensigns:
R Sloane, R C Armstrong, T D Healey, R Burges, Gent.
To be Adjutant:
Ensign R Sloane, v Wigmore, prom.
Capt C. McCarthy, perm to ret with the rank of Major.

Fifth Batt Peterboro'

To be Major:
Capt M Boyd, from 1st Victoria.
To be Captains:
Capt J Walton, from 1st Peterboro',
Lieut J Bird " 2d "
W Snyder, L Davis, I Garbutt, Esquires.
To be Lieuts:
T Man, G Fitzgerald, W J Maribon, A Tully, the younger, Gent.
To be Ensigns:
G A Harvey, S Nelson, D Montgomery, J Dixon, Gent.
To be Adjutant:
Captain J Bird.
To be Surgeon:
A Harvey, Esq.

MILITARY DISTRICT NO. 5, U. C.

Fourth Batt Toronto.

Capt the Hon P M Vankoughnet, is perm to ret with the rank of Major.

Third Batt Simcoe.

To be Lieut-Col.
D Hoey, Esquire.
To be Major:
R Murphey, Esq.
To be Capt.
J Alexander, W Beaty, J Watson, J Patton, J Hoey, J Fisher, T Langley, Esquires.
To be Lieuts:
J Cobain, W Reaney, G Kidd, J Cumberland, S Heslip, J McMullen, Gent.
To be Ensigns:
R Wilson, J Ennis, J Connor, I McCreary Lowrey, H Beacroft, Gent.
To be Adjutant.
Capt T Langley.
To be Surgeon.
J Townley, Esquire,

Ninth Batt Simcoe.

To be Capt and Adj.
F C Stewart, Esq.
To be Quarter-Master:
B Banting, Gent.
To be Surgeon.
J W Norris, Gent.

MILITARY DISTRICT NO. 6, U. C.

Third Batt Waterloo.

To be Major:
Capt and Adj W Holmwood.
To be Capt.
Lieut J Kenzing, v D Chalmers, left limits.
Lieut J F Bensly, v G W Eby, left limits.

To be Lieuts.
C Stroh, M Scheffley, Ensign,
To be Ensigns.
W Hendry, J Season, Junior, Gent.
To be Adj.
Capt B Crickmore, v Holmwood, prom.

Sixth Batt Grey.

To be Majors.
J Burchell, W R Flesher, Esq.
To be Capt.
W Airth, E B Grey, A Irvine, Snior, J Gibson, Junior, P Jarvice, T Gamey, J McGhee W Ferguson, T Bleakley, W Sugget, Gent.

To be Lieuts.
K McAuly, R Slack, W Purdy, J McNair, H Armstrong, D McKinnon, T Stephenson, J Chapman, W Carter, J Love J P Towler, Gent.

To be Ensigns.
W Gibson, J W Armstrong, G Hotchkisson, H McKinnon, C Bates, J Harris, T Irvine, A McIntyre, Gent.

To be Adj.
Lieut R Slack.
To be Quarter-Master.
W Clark, Gent.

MILITARY DISTRICT NO. 7, U. C.

Fifth Batt Halton.

To be Capt.
Lieut J Fletcher, v Walters, transferred to 2d Haldimand.

To be Lieuts.
Ensign J Scott,
Quarter-Master James McNair, v E Thomas, perm to ret, ret rank.
To be Ensigns.
D Cargill, J Norrish, T Elliot, Donald McNair, W Armstrong, Gent.

To be Quarter-Master.
G Easterbrook, Gent v McNair, prom.

To be Surgeon.
J Bell, Esq. M. D.

First Batt Lincoln.

The rank of Lieutenant-Colonel in the Militia of the Province is granted to Major Edward C. Campbell, of this Battalion.

By Command of His Excellency the Governor General and Commander in Chief.
D. MACDONELL,
Deputy Adj. Genl. of Militia,
Upper Canada.

SECRETARY'S OFFICE.

Toronto, 17th July, 1858.

His Excellency the Governor General has been pleased to make the following appointments, viz:

Andrew Dickson, Esquire, to be Warden of the Reformatory Prison of Lower Canada.
Jean Octave Chalut, Esquire, to be Registrar of the County of Berthelot.

SECRETARY'S OFFICE.

Toronto, 17th July, 1858.

His Excellency the Governor General has been pleased to appoint the undermentioned Gentlemen to be severally Commissioners *Per Dedimus Potestatem*, for the administration of all oaths required to be taken by persons holding or hereafter to be appointed to any office under the Crown within that part of the Province heretofore constituting the Province of Lower Canada, viz:

Messieurs,
Nazaire Têtu, of Trois-Pistole,
Jean Bte. Pouliot, of Rivière-du-Loup, en bas,
Jean Bte. Beaulieu, of St. George de Kacouna,
Elysée Dionne, of Ste. Anne de la Pécarière,
Henri Garon, of Rivière Ouelle,
Jean George Taché, of Kamouraska,
Joseph R. Beaulieu, of St. André,
Jules Randalphe Berthelot, of Ste. Scholastique,

Louis Thomas Grouly, of Industrie,
Bernard Henri Leprohon, of Industrie,
Antoine Némèse Gouin, of Sorel,
Michel Lepage, of Malbaie,
Pamphile Hubert Cimon, of Malbaie,
François Magloire Derome, of Rimouski,
Simon Joseph Chalifour, of Rimouski
Joseph David Lépine, of Montmagny,
Zéphirin Vézina, of St. Joseph de la Beauce,
Jean Gaspard Dumoulin, of St. Christophe d'Arthabaska,
Auguste Quesnel, of St. Christophe d'Arthabaska,
Frederick Thompson Hall, of Nelsonville,

David Browne, of Nelsonville,
Ovide Désilets, of St. Hyacinthe,
François Henri Marchant, of St. Johns
James Frobisher McGill Desrivières,
of St. Johns, and
Louis Hainault, of St. Clément de Beauharnois.

His Excellency has also been pleased to appoint—
Messieurs,

Pierre Miville,
Louis Marie Morin,
Jean Pierre Pelletier,
Augustin Caron,
Paschal Amable Dionne,
Charle François Souldard,
Louis Eugène Tremblay, and
Louis Philippe Chiniquy,

to be Commissioners of Small Causes for the parish of St. Roch des Aulnets.

[Former Commission dated 22d November, 1850, revoked.]

His Excellency has been further pleased to appoint.

Messieurs,
Auguste Lavoie,
Théophile Daicause,
Julien Langlois,
Pierre Dessin dit St. Pierre,
Gatien Lachaine,
Charle Roy, aid
Isaie Vézina,

to be Municipal Councillors for the parish of St. Antoine de L'He aux Grues, also.

Messieurs,
Emmanuel Côté, and
Charles Tangnay,

to be Municipal Councillors for the Township of Weedon, and
Monsieur,

Fidèle Vaillancourt,
to be Valuator for the Municipality of the Village of Kamouraska.

SECRETARY'S OFFICE.

Toronto, 17th July, 1858.

His Excellency the Governor General has been pleased to make the following appointments, viz:

Samuel S. Macdonell, Esquire, Barrister at Law, to be County Attorney for the County of Essex.

William H. Drake, Esquire, M. D., to be Associate Coroner for the County of Essex.

Thomas Holmes, of the Township of Wawanosh, Esquire, to be a Notary Public in Upper Canada.

Thomas Ellis, of the City of London, Esquire, to be a Notary Public in Upper Canada.

William Cooke, of the Town of St. Catharines, Esquire, to be a Notary Public in Upper Canada.

Asa Frary, of the Township of Sutton, Gentleman, to be a Preventive Officer in Her Majesty's Customs.

His Excellency the Governor General has been pleased to grant Licenses to the following Gentlemen, to enable them to practise Physic, Surgery and Midwifery in Upper Canada, viz:

James Burley Rounds, of Drumbo, Esquire, M. D.

David Caw, of Paris, Esquire,
Lucius Sterne Oille, of the City of Toronto, Esquire, M. A. B. M.

Thurbow Cunynghame, of Woodstock, Esquire, M. D.,
Donald Henderson, of the Township of Williams, Esquire, M. D.

Moses Henry Aikins, of the City of Toronto, Esquire, M. D.

The Military Gazette and Civil Service Record

W. A. KIRK, Editor and Publisher.

Published every Saturday, at an annual Subscription of TWO DOLLARS—payable in advance.

PRICES OF ADVERTISING.

First Insertion, 6 lines and under.....60 cents
" " 7 to 10 lines80 "
" " Upwards of 10 lines, p. 1. 7 "
Subsequent insertions—3 cents per line.

This Paper has now been established eighteen Months, it commands a pretty general circulation throughout Canada, a being the ONLY MILITARY PAPER IN BRITISH NORTH AMERICA, offers a suitable medium to MILITARY ADVERTISERS IN ENGLAND, and the United States.

The MILITARY GAZETTE numbers among its subscribers the following distinguished individuals.

H. R. H. THE COMMANDER IN CHIEF.
His Excellency the Rt. Honbl. SIR EDMUND HEAD
GOVERNOR GENERAL OF CANADA.
THE COMMANDER OF THE FORCES CANADA
His Excellency the LIEUTENANT GOVERNOR of
NEW BRUNSWICK.
Major General Trollope C. B. Commg. Forces
N. S.

THE ADJUTANT GENERAL OF MILITIA, CANADA.
The Honble. J. A. MACDONALD.
THE Honble. COLONEL TACHE,
Officers' Messes of the Royal Artillery.

" " 16th Foot.
" " 17th "
" " 39th "
" " Royal Canadian Rifles.

Serjeants' Messes of the Royal Artillery.
" " 16th Foot.
" " 17th "
" " 39th "
" " 76th "

No 1 VOLUNTEER COMPANY OF RIFLES, MONTREAL.
" " " " "
" " " " "

Highland " " " "
Volunteer Company of Rifles, Sherbrooke.
Captain Ogilvie's Troop of Volunteer Cavalry,
Montreal.

Capt McKay's Comp. Vol. Foot Arty., Quebec.
Volunteer Field Battery, London, C.W.

The MILITARY GAZETTE has now been in existence more than 15 Months; it is at this moment the only Military paper published in British North America. It is more especially the ORGAN of the VOLUNTEER Forces of Canada, for which object, and for the advocacy of their interests, those of the SEDENTARY MILITIA, and, collectively those of the COUNTRY, the Paper was started. The Editor and Proprietor of the MILITARY GAZETTE desires to continue the work, to improve the tone, scope, and appearance of the Paper, he desires to urge on the country, and on its representatives and Ministers, the necessity of further and more effectual organization of that Constitutional Force the MILITIA.

Such being his object, he hopes for the hearty co-operation of the OFFICERS of both divisions of the Militia, Active and Sedentary. He has had no reason to complain hitherto. As much support has been accorded as he has probably merited, and he gratefully acknowledges the many encouraging communications which he has received from estimable and active members of the Force generally. He has relied, and does still rely, mainly on the public spirit of the OFFICERS COMMANDING Troops, Batteries, and Companies, and it is with the object of suggesting to them individually, a means of promoting the permanent establishment of the MILITARY GAZETTE as a public organ of Canada, that he invites the concurrence of the Captains, the Officers, Non-Commissioned Officers and Men of the Batteries Troops and Companies in a proposition which has been already acceded to by several Commanding Officers and Men of various localities, viz:

The proprietor of the Military Gazette undertakes to send 10 copies of the Paper to each Troop, Battery or Company, for the use of the Non-Commissioned Officers and Men only;—to such addresses as shall be designated by their Commanding Officers, on payment in advance of \$15; for 20 copies, \$28; for 30 ditto, \$40; the necessary deduction from each man to be arranged by the Commanding Officers. They will be pleased therefore, to read this Circular at their first convenient opportunity, to their men and if generally supported, as there is every reason to expect, there is no doubt the paper may be made interesting, useful, and instructive to all concerned.

BRITISH ARMY.

STATIONS OF REGIMENTS AND DEPOTS.
(Corrected for Military Gazette.)

Where two places are mentioned, the one last named is that at which the depot of the Regiment is stationed.

- CAVALRY.**
1st Life Guards—Regent's Park.
2d do.—Hyde Park.
Royal Horse Guards—Wind-
sor.
1st Dragoon Guard—Madras.
2d do.—Bengal; do.
3rd do.—Bombay do.
4th do.—Aldershot.
5th do.—Manchester.
6th do.—Bengal; Maidstone.
7th do.—Kurrachee; Canterbury.
1st Dragoons—Dublin.
2d do.—do.
3rd Light Dragoons—New-
bridge.
4th do.—Aldershot.
5th do.—Newbridge.
6th Dragoons—Brighton.
7th Hussars—Bengal; Can-
terbury.
8th do.—Bombay. do
9th Lancers—Bengal.
10th Hussars—Sheffield.
11th do.—Hounslow.
12th Linc.—Madras.
13th—Lgt. Drg. Dundalk.
14th do.—Lt. Dg. Bombay.
15th Hussars—Norwich.
16th Lancers—Edinburg.
17th do.—Bombay.
18th Lt Drs—York.
- MILITARY TRAIN.**
1st Batt.—Aldershot.
2nd Batt.—China.
3rd Batt.—Shorncliffe.
4th Batt.—Curragh.
5th Batt.—Woodwich.
6th Batt.—Aldershot.
Depot Horse Barracks.
FOOT GUARDS.
Grenadier Guards.
1st Batt.—Windsor.
2nd Batt.—do.
3d Batt.—do.
Coldstream Guards.
1st Batt.—London.
2d Batt.—Dublin.
Scots Fusilier Guards.
1st Batt.—London.
2nd Batt.—do.
INFANTRY.
1st Foot, 1st Bat.—Madras;
Colchester.
2nd Battalion—Gibraltar;
Belfast.
2nd Foot—C. Good Hope;
Deal.
2nd Batt.—Malta; Walmer.
3rd 1st Batt.—Corfu; Lim.
2d Batt.—Malta.
4th—Mauritius; Deal.
2d Batt.—Chichester.
5th—Bengal; Colchester.
2d Batt.—Aldershot.
6th—Bengal; Colchester.
2d Batt.—Aldershot.
7th—Bengal; Chatham.
8th—Batt.—Gib. Aldershot.
8th—Bengal; Chatham.
2d Batt.—Kinsale.
9th 1st Batt.—Sunderland;
Limerick.
2d Batt.—Bradford.
10th—Bengal; Chatham.
2d Batt.—Mullingur.
11th—Dover; Fermoy.
2d Batt.—Ashton. U. L.
12th 1st Batt.—Tasman
Deal.
2d Batt.—Parkhurst.
13th—Calcutta; Fermoy.
2d Batt.—Winchester.
14th—Malta; Fermoy.
2d Batt.—Waterford.
15th—Aldershot.
2nd Batt.—Preston.
16th—Curragh.
2nd Batt.—Armagh.
17th—Canada; Limerick.
2d Batt.—Plymouth.
18th—Bombay; Bufftant.
2d Batt.—Emiskillen.
19th—Bengal; Chatham.
2d Batt.—Exeter.
20th—Bengal; Chatham.
2d Batt.—Clonmel.
21st—Malta; Belfast.
2d Batt.—Hamilton, N. B.
22nd—Sheffield.
2d Batt.—Preston.
23rd—Bengal; Chatham.
2d Batt.—Newport.
24th—Bengal; Chatham.
2d Batt.—Dover.
- COLONIAL CORPS.**
1st W. Ind Reg.—Bahamas,
Chatham.
2d do.—Jamaica; do.
3d do.—Demerara; do.
Ceylon Rifles—Ceylon.
Cape Mounted Rifles—Cape
of Good Hope.
Royal Canadian Rifles—
Kingston.
St Helena Regiment—St
Helena.
N. Newfoundland Compa-
nies—Newfoundland.
Royal Malta Fencibles—
Malta.
Gold Coast Corp Const.
Medical Staff Corps—Bromp-
ton, Kent.
Royal Engineers—do.

ROYAL CANADIAN RIFLES.

Lieut. Col. W. H. Bradford, Commanding.
Capt. W. H. Sharpe.
" W. H. Humphreys.
" F. G. Hibbert.
Lieut. W. L. Melville.
Ensigns: R. W. Barrow.
Surgeon John Maitland.
Adj. G. M. Jones, Lt.
Quarter Master A. Cook.
Strength all ranks, 202.

LIEUTENANT WALLIS, 100TH REGT.

Port Hope has contributed one officer, and not a few men, to the 100th, or Prince of Wales' Royal Canadian Regiment. The officer is a young man of exemplary character, and only son of William Wallis, Esquire, a gentleman highly esteemed by all who have the pleasure of his acquaintance. Mr. Brown Wallis, now a lieutenant in the 100th Regiment, having received orders to proceed, on Wednesday last, to Quebec, here to join his regiment, and, with it,

proceed to England, a number of gentlemen determined to present to him a valedictory address, and to give him a public dinner, on the eve of his departure. Accordingly, a grand banquet was prepared at the Hastings House, and many sat down to partake of it. James Scott, Esquire, presided, and Captain Smart, of the Durham Cavalry, a corps in which Mr. Wallis was adjutant, had the honor of being vice-president.

Immediately before the covers were removed, Mr. Scott read the following:

ADDRESS.

To Brown Wallis Esquire of Port Hope, lieutenant in Her Majesty's 100th or Prince of Wales Royal Canadian Regiment.

DEAR SIR.—It is a high honor bestowed upon Canada that she has been permitted to contribute a regiment to the army of England; and it will be a still higher honour to Canada if that regiment proves itself to be—as we have no doubt it will be—equal to any other in the service of our gracious Queen, when called upon to share in the defence of a kingdom, and in the augmentation of an empire.

That you sir, have obtained a commission in the 100th Regiment, or Prince of Wales Royal Canadian Regiment, affords us, who have known you, almost from childhood, unqualified pleasure. We feel convinced that, in the army, you will maintain that character for integrity, and that amiability of disposition which have, hitherto, been characteristic of you; and sure are we that should fate ever place you under the fire of the Queen's enemies, your behaviour will be such as to reflect credit on yourself, on this, the town, in which you were born, on your highly esteemed relatives, and on all such as are proud to regard themselves as your friends. And, now, bidding you adieu, we wish you success in the noble profession which you have adopted.

To which Mr. Wallis made the following

REPLY.

To Duncan McLeod Esquire Mayor of Port Hope, James Scott Esquire Barrister at Law, John Harvey Esquire, Francis Murphy Esquire, &c., &c., &c.,
Friends and Gentlemen:—Your address affords me more than ordinary pleasure, not so much on account of that which you have been pleased to say of myself as on account of the happy allusion made to the organization of a regiment in Canada to be incorporated with the army of England.

Preeminently loyal, and steadily progressive, Canada is, assuredly, one of the brightest gems in the British Crown and I humbly trust that the regiment in which I have been honored with a commission, will not be unworthy of an already great, glorious, and growing country.

Gentlemen:—Let me, perhaps for the only time that opportunity may afford, say something personal. Born in Port Hope, having as a resident, there an esteemed father, and not a few of kith and kin, to whom I am under the deepest obligations, and—may I am permitted to say—not a few sterling friends, there are feelings, scarcely describable, arising within me at this moment of departure from nearly all I love. Home has its charms separation is painful; but I trust that a sense of duty to my country, and a strong desire to be all that the wisest of my friends can wish for, will enable me to leave my home, and separate myself from kind and esteemed friends, resignedly, in the hope that in my future course I may neither do them, nor the land that gave me birth, the shadow of dishonor.

Accept my thanks for the assistance of your friendship and believe me when I say that neither Port Hope nor they that dwell in it will escape a cherished reflection.

All now sat down to dinner, there being probably fifty gentlemen present, and justice being done to the feast—it was nothing less than the feast—the champagne corks flew more quickly about, and the order being repeatedly given to "charge," the president, in a few neat remarks proposed, in succession, these toasts:

The Queen.

Prince Albert and the Royal Family.
His Excellency the Governor General,
The Army and Navy,
"Our Guest,"—Lieutenant Wallis, 100th Regiment.

The toasts were all enthusiastically honored, that the army being responded to very aptly, by Lieutenant Houghton, of the 17th

Regiment.

Mr. Wallis spoke, briefly and feelingly in acknowledgement of the compliment paid to him and the hour of departure being close at hand, the dinner party broke up, en route for the railway station. At the door of the hotel, the Port Hope band had now assembled, and, as Mr. Wallis and his friends stepped into the street, struck up a quick march, when the object of the band becoming known, some hundreds of the townspeople turned out, and of all started in triumphal procession. At the station, Mr. Wallis thanked his friends for the honor they had conferred upon him, and the railway carriages quickly coming up, the young lieutenant bade adieu, stepped into a carriage, and the train rolled off, while the band played:—"The girl I left behind me," the multitude cheered, and there were some who said—FAREWELL.—Atlas.

RESOLUTIONS.

Mr. Attorney General Macdonald moves, that this House do resolve itself into a Committee of the Whole, on — next, to consider the following resolutions:

Resolved;—

1. That the construction of an Inter-Colonial Railway connecting the Provinces of New Brunswick and Nova Scotia with Canada, has long been regarded as a matter of National concern, and ought earnestly to be pressed on the consideration of the Imperial Government.

2. That during several months of the year intercourse between the United Kingdom and Canada can only be carried on through the Territory of the United States of America, and that such dependence on, and exclusive relations with a Foreign Country cannot, even in time of peace, but exercise an important and unwholesome influence on the status of Canada as a portion of the Empire, and may tend to establish elsewhere that identity of interest which ought to exist between the Mother Country and her Colonies.

3. That while this House implicitly relies on the repeated assurances of the Imperial Government that the strength of the Empire would be put forth to secure this Province against external aggression, it is convinced that such strength cannot be efficiently exerted during a large portion of the year from the absence of sufficient means of communication, and that should the amicable relations which at present so happily exist between Great Britain and the United States be ever disturbed, the difficulty of access to the Ocean during the Winter months might seriously endanger the safety of the Province.

4. That in view of the speedy opening up of the Territories now occupied by the Hudson's Bay Company, and of the development and settlement of the vast regions between Canada and the Pacific Ocean, it is essential to the interests of the Empire at large that a highway extending from the Atlantic Ocean Westward exist, which would at one place the whole British possessions in America within the ready access and easy protection of Great Britain, whilst by the facilities for internal communication thus afforded, the prosperity of those great Dependencies would be promoted, their strength consolidated and added to the strength of the Empire, and their permanent Union with Mother Country secured.

5. That Canada has already nearly completed the construction within the Province of a chain of Railways over 1600 miles in length, extending from the Eastern Frontier of the Province towards its Western Boundary, which is of the greatest importance to its Commercial and material prosperity, and forming part of the great proposed Highway, by which without completion to the Ocean is comparatively useless in a national point of view, either as bringing the sister Colonies together, or as connecting those Colonies with the Parent State.

6. That this House, under these circumstances is deeply impressed with the importance of an Inter-Colonial Railway, and the necessity for its immediate construction; and desiring to co-operate with the Imperial Government and the Provinces of Nova Scotia and New Brunswick, in securing its speedy completion, this House approves of the Memorandum addressed to Her Majesty's Secretary of State for the Colonies, by the Canadian Delegates, and laid before Parliament by His Excellency the Governor

General in His Gracious Message communicated on the thirty-first day of May last, and recommends that the future negotiations should be conducted as nearly as may be on the basis thereby submitted

THE QUALIFICATIONS OF AN OFFICER.

On a careful reperusal and study of the conditions upon which gentlemen are admitted into the Service, and Officers are selected for the Staff, we arrive at the conclusion that a mistake has been made, by the Council of Military Education in settling the quality of the ordeal, that is to say, in excluding from the list of "qualifications" many branches of knowledge which might, with advantage, be accepted as equivalents for the matters pronounced essential. It is astonishing how much that is not included in the list may have probably formed the subjects of study before a candidate's friends had reason to look to the Army as his future profession or pursuit. The range of science is extensive—the spoken languages of Europe and of Asia very numerous—the practical knowledge acquired by travel or residence abroad very considerable. Any acquisition within this range, which might by possibility become of value to the Service should be received as a substitute for one or more of the stipulated attainments. Take for example, physical geography. We nowhere find it treated as an indispensable ingredient of Military Education, and yet there is not one of so much true importance to an Army. Why should not a young fellow, whose early education or travels abroad had made him familiar with extensive tracts of country, be allowed to place his gained knowledge against mathematics, classics, French or German? Is it nothing to have in each Regiment an Officer or two who can, at a moment, become admirable Field Commissioners or Assistant Quartermasters General, from their acquaintance with the resources of a country, its products, its roads, camping ground, water supplies, people, language, coinage, &c.? Is a familiarity with the railway system of a foreign country nothing? Is civil engineering of no avail? All candidates for the Staff are required to have a good eye for a country, and to be able to make flying sketches and reconnaissances. Why then should not a youth who possesses these qualifications, and who can add to them a personal acquaintance with certain countries, be admitted *sans facon* into the Army if not wanting in a few other Soldierlike attributes? It is set forth that French or German must be mastered. Now very many youth have the organ of language but slightly developed; they may have no ear for a modern tongue, and nevertheless reach a proficiency in the classics. Is Latin of no practical use? Of nearly as much, we will take leave to say, as French; and of more than German. There are many countries where French is not spoken or understood at all, but there are few in which an Army would not find some persons capable of communicating with an English Officer in Latin. In South America, in Spain, Portugal, Italy, Russia, Persia, and in China, we find the priest and the doctor from their universities bounding in classic lore. In the Wallachian provinces and Bulgarian, Latin is spoken by the common people. During the Peninsular war a friendship was struck up with medium of Latin, and during the Crimean war Russian, wounded and other prisoners made themselves intelligible to the French and English medical Officers by speaking a few words of that language reputed dead.

In point of fact, it is very difficult to say what may not be valuable to an Officer at some time or other in his career, and, if to him, equally and if not more so, to his fellow Soldiers. Let it then become a question for the Council of Education whether they shall not widen the field of desired attainments—not by making many subjects, and all the same nature, obligatory upon every candidate, but by allowing gained knowledge of a character, not hitherto taken into consideration, to be pleaded as a set off for ignorance in other matters on which much stress is placed. The Horse Guards would be surprised to find how many, promising young men are rejected because they have begun too late to learn what is demanded at these examinations while they are full of knowledge in other essentially practical respects. (U. S. Gazette.)

The Military Gazette.

QUEBEC, JULY 24, 1858.

GREAT BRITAIN.

The Public Revenue.

The revenue tables made up last night show a decrease upon the year and upon the quarter. The net decrease for the year is £5,188,105, and for the quarter £1,001,796. The reduction of the income tax is the main cause, exhibiting a diminution of £5,232,561 on the year, and £1,255,953 on the quarter. The customs show a falling off of £767,674 on the year, and £270,309 on the quarter. There is an increase on the excise for the year of £270,000, more than two-thirds of which is set down to the last quarter. Upon the whole there has been an increase in the ordinary channels of revenue. The quarterly balance-sheet of the nation is now before us (says the *Times*). On the whole, we have no reason to be dissatisfied with the grand result, although there is a positive and very material decrease in the quarter's receipts. The main deficit occurs however, on a single item—the Property and Income-tax. This is a source of revenue from which, within certain limits not yet attained, we can draw precisely what sum we please. No inference as to the prosperity of the country can be drawn from its present decrease.

In alluding to the state of the amount upon the customs and excise, the *Times* says the figures at first glance appear to be discouraging, but they are the reverse. The decrease on the first half of the financial year that is upon the half-year which expired in December, 1857—was £1,142,000: this was the period of the greatest commercial distress. This violent decrease has been reduced to the above less formidable amount by an improvement in the receipts of the second half-year just expired. This is good evidence of the restored energies of trade.

Under the head of excise the return is equally calculated to inspire good hopes for the future.

The increase on the stamps only shows that in foregoing part of the income tax we have laid on additional taxation.

After referring to other matters of revenue the *Times* concludes by saying, "The deficiency was in the first half of the year, when commercial distress was ripe. The restorative process has now fairly set in."

A deficiency of Five Millions of Pounds 8 per cent on the Revenue of Great Britain; this deficiency, says the *Times* at first glance appears to be discouraging, but it is not, no! quite the reverse! This is what we call being "jolly under creditable circumstances." So we suppose if the deficiency had been fifty millions, it would have been still more agreeable.

Well we don't know what some people may think pleasant, we don't much like a deficiency of Five Millions on the British Revenue. It tells its own story. "It is the last feather which breaks the horse's back," and to our mind the last feather has been put on John Bulls.

Everybody feels the strain. It sounds like a mockery when the voracious money articles of the organ of the monied classes announce that money is plentiful. Is it? How is it then that we do not see anything of it here in these colonies? Oh, but, argue these people, who have an interest in deceiving all the world, "look at the Funds, Consols at 96, what do the croakers say to that?" We say that if they are at 96, they are about 30 per cent higher than they ought to be, for looking at the chances of payment of interest, they ought to be about 56, and looking at the probability of payment of principal, they would be dear at 16.

The financial prospects of the Empire are truly alarming. Independent of the severe drain of men caused by the great Indian mutiny there is such a vast expenditure incurred that we shall be with-

mark in saying that Ten Millions annuum will be considerably below what will be required and this money must come from the already too

heavily taxed people of England. And in the midst of all this an enormous Army and Navy are kept up. A larger force being maintained now in full peace, than in many of the most warlike periods of England's history.

The sum of the matter is this, that to look for aid towards the completion of our transit enterprises, such as the inter-colonial Railway, our North Shore Railway, or a Pacific Railway, is hopeless. We shall be greatly mistaken, if, in spite of all their fine words, to deputations, the British colonial office will in the present position of Imperial Finances, give any aid to the Halifax and Quebec Railway, the most important and most desirable undertaking which has ever been set before the public. The fact is, there is no money. For the last ten years the surplus capital of England and other producing countries has gone to keep up large standing Armies, to keep down the people of Europe, and as if that were not enough every kind of reckless speculation has been embarked in.

Some fine day there will be what "our cousins" term an "immortal smash," in the midst of which the great financiers the Rothschilds, Barings, Sinas and such like will be crushed, and with them for ever we hope, what is called the *Money Market*, that concentration of every villainy.

If any country has reason to be hopeful, it is Canada. We have not been so much mixed up in monied speculations as to make our case hopeless. The country is young, abounding in natural resources. All that is wanted is prudence, we may look on at the disasters of others, and profit by the lesson.

THE WALPOLE MISHAP

The last mail from India brings the official account of attack upon the forth of Rooya by the Force under Brigadier General Walpole. It seems to have been extremely unfortunate in the loss with which it was attended, but beyond this the Brigadier General is not, in our opinion, obnoxious to as much blame as the public voice had decreed upon the first blush of the business. "War," says Napier, "is a series of mistakes." Comment upon the failure of the operation is, however, forgotten in the sorrow which the death of Brigadier Adrian Hope appears to have elicited. The Commander-in-Chief in India says it causes him "the deepest grief." Still young in years, he (Hope) has risen high in command, and by his undaunted courage, combined as it was with extreme kindness of manner, had secured red the confidence of his Brigade to no ordinary degree. "The service of Her Majesty, adds Sir Colin Campbell, "could hardly have sustained a greater loss." The Governor General of India, in a General Order publishing the despatch of Brigadier General Walpole, states that he—

Participates in the grief expressed by his Excellency the Commander-in-Chief, at the heavy loss which the British Army has sustained in the death of that most admirable Officer, Brigadier the Hon. A. Hope, whose very brilliant services he had the gratification of publicly recognizing in all the operations for the relief and the final capture of Lucknow. No more mournful duty has fallen upon the Governor General in the course of the present contest than that of recording the premature death of the distinguished young Commander."

No word of recommendation or of reproach escapes the Governor General in reference to the operations of General Walpole: but a private letter in a Bombay paper states that Hope had reported his force too weak for the object with which he had been sent out against Rooya, and that Walpole had not heeded the report, and ordered the attack—hence the disastrous circumstance. So strong a feeling had been created by the misfortune, or the "blunder" as it is called, that two Highland Officers had broken their swords and vowed they would never draw another under General Walpole. The General had placed them in arrest, and next day wished to release them, but they refused to be released, and, by the last accounts, a

Court of Enquiry had been assembled by order of the Commander-in-Chief, the result of which was yet unknown.

Military criticism is the vicious fashion of the age: Everybody you meet in a railway carriage, an omnibus, or at a dinner table, has his "opinion" on some immediate Military question, founded upon misrepresentation, or partial truth, or the "opinion" of others, in nineteen cases out of twenty the conclusion to which "everybody" comes is erroneous: We are not ambitious of the character of censors: This journal is the journal of the Army and the Navy. To conduct it so that every member of both Services shall be satisfied is quite impossible; to conduct it with thorough independence is easy to honest men. We, therefore, take pride in being backward with reproach, no matter whose conduct or character may be in question: We have lived long enough to see "Burgos" excused, and "Irun" palliated, and the intrepidity displayed at Balaclava counterpoise a want of judgement. When Windham's error was denounced, the *United Service Gazette* was the last to join in the reprehension of what subsequently Sir Colin Campbell, and the Soldier Prince, whose good word all true Soldiers covet, defended: We have not abused General Roberts for allowing the Kotah mutineers to escape—we did not cast obloquy on General Anson;—and we do not now intend to pronounce judgement on General Walpole. *Nil vituperari* should be the motto of all who profess to sit in judgement on the conduct of Military and Naval Officers until they have before them the clearest evidence of culpability, and are satisfied that its exposure and reprobation are calculated to be generally serviceable. General Walpole is the present victim of calumny. We shall not endorse reproaches which may yet prove to be in a great degree unmerited.

NOMINAL LIST OF OFFICERS

Serving in the Provincial Force Canada West 1st January 1843.

1st. Incorporated Battalion.

Lieut. Colonel: William Gourlay,
Captains: James Brown, Bartholomew Pinch, Richard P. Webb, William Lane,
Lieutenants: Charles Patrick, John Thomas, William Thompson, Whinton Metcalfe,
Ensigns: Edward D. Hall, George W. Wenham, Charles De Blacquiére, William Cluns.
Staff: Pay-Master—George Chisholm, Adjutant—Turcotte (Cap.), Surgeon—Duncan Campbell.

2nd Incorporated Battalion.

Lieut.-Colonel: Brooke Young.
Captains: John F. Sparke, (Major.) Charles Wood, Alex. McIntosh, Allan Cameron.
Lieutenants: Augustus Servergeu, James B. Perrier, Charles F. Dewson, Arthur Rankin,
Ensigns: Wolsten A. Dixon, John A. Fraser, Philip J. Graham, Henry Cook.
Staff: Pay-Master—Mathew Wells, Adjutant—Charles Jones, Surgeon—Alfred Dewson.

3rd Incorporated Battalion.

Lieut.-Colonel: Amos Thorne,
Captains: Simon Purdon, John P. Downes, Samuel Usher, William Durie,
Lieutenants: Charles W. Grange, Samuel Read, James D. Humphrey, Charles S. Finlaison,
Ensigns: William Hamilton, Edward Wheeler, Elie Watson Ward, W. Thompson,
Staff: Pay-Master, Thomas Benson, Adjutant, Thomas Bentley, Surgeon, William C. Humphrey,

4th Incorporated Battalion.

Lieut.-Colonel: Joseph Hill, (Col.)
Captains: John Arthurs, Henry Jessopp, Alexander Shaw, Wellesly Richey,
Lieutenants: Joseph Smith Lee, John Black, Edward Keraten, Archibald Ponton,
Ensigns: Augustus Roche, Duncan E. McQueen, William E. Parker, Arthur L. Hill,
Staff: Pay-Master,—George Henderson, Adjutant,—Thos. Wily (Cap.) Surgeon—Peter Dicht,

5th Incorporated Battalion.

Lieut.-Colonels: Phillip Vankoughnet. (Col.)
Captains: Roberts Edmouson, J. B. Monk, J. E. Grogan, Henry Ruttan,
Lieutenants: James Dickenson, Terence M Smyth, Phillip Duchesnay, W. H. Thompson.
Ensigns: Gordon H. Crysler, Hamilton H. Empey, Charles Dickenson,
Staff: Pay-Master, Wich J. Anderson, Adjutant, E. M. Battye, (23d Fusileers,) Surgeon, Dyce, (23d Fusileers.)

1st Troop Incorporated Dragoons.

Captain: Thomas McGrath, (Major.)
Lieutenant: James McGrath,
Ensigns: Charles W. Heath Cornet.

Kingston Volunteer Artillery.

Captain: Robert Jackson,
Coloure Corps

Captain: Alexander McDonell,
Lieutenants: Johnson Clineh, William B. Roberts,
Ensigns: Henry G A Powell,

Glangarry Light Infantry.

Captain: Alexander McDonell,
Lieutenants: Alexander McDonell,
Ensigns: Eneas McDonell, Waterloo.

See last Page for Montreal District Order and Militia General Order, for London Militia.

DEPARTURE OF 100TH REGIMENT.

In our last we omitted the name of Lieutenant Brown Wallis from the officers accompanying the last division of the 100th Regiment. This young officer was late Acting Adjutant to the Volunteer Durham Light Cavalry and his departure from Port Hope was accompanied by considerable eclat. He was escorted to the G. T. R. depot by a detachment of the D. L. Cavalry, headed by the Port Hope Brass Band, and left that, his native town, amid the farewell cheers of nearly half the population, and the "Bowld Soger Boy" from the Band.

100TH REGIMENT.

WAR-OFFICE, PALM-MALL, JUNE 29.

To be Major—A. R. Dunn, Esq.
To be Captains.—J. Clarke, H. Bruce T. W. W. Smythe, G. Macartney, C. J. Clarke, R. C. Price, Esquires.
To be Lieutenants.—J. Fletcher, L. A. Casault, L. C. A. L. de Bellefeuille, P. Derbishire, A. E. Rykert, C. H. Carriere, H. T. Duchesnay, Gentlemen.
To be Ensigns.—Cornet C. Mc D. Moorson, from 1st Drg. Guards, J. G. Ri-dout, H. E. Davidson, Gentlemen.

THE SEAT OF GOVERNMENT.

The *Pilot* of Montreal (ministerial of course,) says on the subject,

"If it be too late now to call upon the home authorities to reconsider their award, whose is the fault? Even if 'the Seat of Government, with all convenient speed, be transferred to Ottawa;' as an editorial, in Saturday's *Colonist* has it are the members of the Cabinet, individually or collectively, entirely, or indeed at all to blame! Shall not the parliamentary majority which ordained the impolitic reference, be rightly made answerable for the evil done, if such it be?"

"But to deal seriously with a serious subject, we confess to cherishing a regretful feeling, that reference was ever made."

Whose the fault? Why who proposed it to the Parliament? Parliament never dreamt of such a thing: till the Ministers themselves proposed it on the suggestion of one of those wonderfully clever French Canadians, who, reversing the teaching of the English, hold that the nearest way between two points is by the crooked, instead of a straight line. The consequence is, just as might have been expected, that they have been nicely taken in—we beg pardon, *humbugged* is the Parliamentary expression. We must apologize to our readers for the use of so many low expressions, but ideas must be indicated by corresponding words, and this age of rascality and sham creates its own vocabulary.

A slang course of conduct demands as its exponent a slang language. Cant, trickery, humbug rule the day, and must of necessity create the medium by which, their results are promulgated. Whose the fault? The man who advised the Ministry, the Ministry who advised the Parliament, and the Ministerial Press, foremost among whom is the *Pilot* of Montreal, which advised the people. Nice figures they cut now.

But the most contemptible among all are the Quebec *moutons*.

Little Bo peep has lost his, sheep,
And does not know where to find them.
Let them alone, and they will come home,
Leaving their tails behind them.

Quebec actually had obtained the seat of Government. After severe Parliamentary struggles it had been the victorious competitor, and when holding forth its hand to receive the prize—was told—oh now, we will refer it to the Queen. This is, what the present prime Minister himself calls, *humbugging*, with a vengeance!

We must do Mr. Simard the justice to admit that he was one of the very few who strenuously opposed the reference. Mr. Evanturel also did so, and thereby has brought on himself the vindictive action of the Government, who have strained every nerve, and used every means, fair and foul, to exclude him from the Legislature. While Mr. Alley, who voted for this reference on every division, has been promoted to office.

The reference itself was most unwise, it was impossible that any satisfactory issue could be obtained, no matter what the decision, the people of Canada could not be satisfied with it, when made by any arbiter but themselves as represented in Parliament.

The only way of settling it properly was that of taking the votes of the Representatives. That was done, and Quebec was chosen.

Therefore, if there is blame in this matter, it must rest on those who proposed it, and their supporters.

We shall probably have a new election for Quebec very shortly, and then the merchants of Quebec will be enabled once more to shew their generosity, and political presence at one and the same time, by pulling out their purses to pay for the Election of men to betray them, their interests and those of this city.

Meantime we cannot see what is to be done on our parts but to accept loyally,

the Queen's decision. The Seat of Government must first come here for the 4 years, and unless a Federation of the Provinces takes place must then go to Ottawa.

We conceive that there are many circumstances favorable to that city in the present political status of Canada. It is central, it is secure from sudden invasion it is on the border line of the two provinces of Upper and Lower Canada.

It is in a direct line from Quebec to the British Pacific Coast, and when the Seat of Government is established at Ottawa, the North Shore Railroad direct to Ottawa will be a necessity, as it will shorten the distance thither by one-half; and militarily, will be of paramount importance to the defence of Canada.

THE EXCURSION TO SOREL, AND PRESENTATION OF A SILVER CUP TO CAPTAIN RAMSAY.

In accordance with the announcement, the Foot Company of Artillery, Capt. Wand, and No. 2 Troop of Cavalry, Capt. DesRivières with about 250 of their friends, assembled on board the *Iron Duke* on Wednesday morning last, at eight o'clock. All the preparations were as advertised, and at the hour the steamer slipped her fastenings, and gracefully sailed from the wharf, accompanied with delightful music, which the smiles of the ladies, apparently so bewildered the imagination of the bystanders that they, for a few moments thought themselves gazing on some fairy scene.

The party had not proceeded far, when the music of the Quadrille Band started the dancing which was kept up with great spirit till the arrival at Sorel. The several Companies then marched through the town, headed by the Band. Returning to the Victoria Hotel, they then sat down to a sumptuous repast prepared by the worthy host, Mr. Ralph Fish. This part of this programme being finished, the whole party, with a large concourse of people, proceeded to the Government green, opened for the occasion by the kind permission of the Government officials.

Capt. Wand, then, on the part of the officers, non-commissioned officers and gunners of the Foot Company, addressed the assembly as follows:—

Ladies and Gentlemen,—The great number present the afternoon shows how pleasing is the occasion that calls us together. We are met to do honor to a gentleman lately one of ourselves—who ranks high in the high degree in social scale, either as a man, husband, or father. In neither of these capacities have we assembled to honor him, but as our late Captain; and while we do so, we deeply regret his departure from our ranks, because he has done his duty so well; so affably and so firmly; on every occasion that it will be difficult to fill the vacancy occasioned by his retirement. His loss is that of an able commander, a valued friend, and a Christian man.

Then turning to Captain Ramsay, the addressed him as follows:

Sir,—There is no cloud so dark but has its silver linings. It was fallen to my lot to perform a very pleasing duty: that is; to present you on behalf of the officers, non-commissioned officers and gunners of the Foot Company of Artillery; this Silver Goblet as a small mark of the respect and esteem in which you have been held during the time of your Captaincy over us. We feel sure that you will accept it, not for its intrinsic value, but as a token of the esteem in which you are held. Having greatly heightened the moral tone and efficiency of our Company, much of your valuable time has been spent upon us for our benefit. We feel we can never repay you; we can only heartily thank you.

In taking our leave, allow me to add the wishes of all present, that the remaining period of your life may be long, useful and happy; and, whenever you fill your goblet, may the recollection of this occasion steal upon your memory, and may every drop you drain from it be a drop of bliss, cheering your declining years. With this warm and friendly feeling towards you, we bid you adieu.

Captain Ramsay replied as follows:—
BROTHER VOLUNTEERS,—I can assure you

that I never was placed in a more embarrassing position in my life than the one I am caught in now. You all know very well that I never was my hand at speech-making but even if I were in possession of that gift or acquirement, this splendid and unexpected token of your esteem and friendly feeling would be sufficient to upset and confuse ideas: and I would here remark, gentlemen, that in cases like the present, there is generally some notice given, so that the party may be prepared to make a suitable reply, and you know that I have only now heard your kind and flattering address read. I arrived from Portland last night, and had not the slightest idea of your mode of attack, till I got on board the steamer this morning, so that I have a good excuse to get me out of my present ticklish position; but you will say soldiers ought to be always ready—so be ought—and here goes:—

Gentlemen, I have been with you since the formation of the company, and I can assure you that it is with feelings of the deepest regret that I am compelled [on account of business engagements] to resign the command of the company. I tell you now, gentlemen, that I considered it [and do so still] the greatest honor that has been ever paid me to be placed in command of a company composed of such noble and respectable fellows; and I say now, gentlemen, [what I could scarcely say before when I was with you, for you all know what a modest person I am] that the Montreal Foot Company of Artillery cannot be surpassed by any other company in the Active Force.

Capt. Wand, officers, non-commissioned officers, and gunners, in accepting this cup, I return you my heartfelt though but poorly expressed thanks, and trust that I may always merit your goodwill and kind regard. In my feeble endeavours to promote the interest and improvement of the company, I have been at all times ably seconded by the officers and men, and have at all times received that respect and implicit obedience which is so essential to the well-being of a volunteer corps.

In bidding you adieu for the present, I would say that I am proud to have my name enrolled as an honorary member of the company; and, so long as I am spared in health, and the company exists, I shall always consider myself one of you; and if you are ever called out on active duty, you shall find me there.

I again thank you, gentlemen, for your kindly feeling, so well and substantially expressed, and trust that this cup may be handed down to my sons' grand children, and proudly shewn, in token of the esteem you entertained of their great-grandfather.

In the trust that you may enjoy long life and happiness, and go on improving in the proud position you have already attained.

I AGAIN DID YOU GOOD-BYE.

Three cheers were then given for Capt. Ramsay, and then for the Queen, Captain Ramsay then led the National Air, which was joined with heart and voice by the whole assembly.

The light fantastic toe was put in motion, and kept up with much spirit till the hour of departure. Proceeding then to the boat, dancing was kept up on board sometime.

Mr. Rickaby favored the company with a few of his favorite songs, which were heartily encored. Other songs were sung by the members of the Cavalry and foot Company, and the whole party separated much delighted with the trip.

We cannot speak in too high terms of Captain Munroe, of the *Iron Duke*, and Mr. Merry, whose uniform politeness and exertions to render the trip agreeable, was all that could be desired.

The cup bears the following inscription:—

PRESENTED TO

CAPTAIN ALEXANDER RAMSAY,

By the

Officers, Non-Commissioned Officers and Gunners of the Montreal Foot Company of Volunteer Artillery, as a small token of their esteem, on his retiring from the Company.

The cup was made by Mr. Pendery, Craig Street, and engraved by Mr. Francis Adams, Notre Dame Street—*Transcript*.

QUEBEC DIRECTORY for 1858-9.

A very neat little *duodecimo* work edited by Messrs. Cherrier and Hamelin has just been issued by Mr. P. Lamou-

reux at his Printing Office in the Lower Town. Price \$1.50.

This is a very well got up volume, especially useful to numerous classes, such as Masters of Vessels and others, who, as comparative strangers, require the information it contains.

INDEMNITY TO MEMBERS.

Mr. Malcolm Cameron gives notice of a motion to reduce the allowance to members of the Legislative Assembly to \$3 per diem.

In our opinion there ought to be no daily allowance. A fixed indemnity of \$500 for the Session would be far preferable and would get rid of the stupid accusation that Members prolonged the Session for their personal benefit.

FURTHER LEGISLATIVE PROCEEDINGS.

The principal action of the Assembly during the past week, has been the disposal of three prominent questions.

Vote of confidence in the Government.

Vote on Double Majority question.

Vote on Seat of Government question.

We will not tire the patience of our readers by discussing these matters, they can form their own opinions from the results. The whole may be sublimated into one expression, "*humbugging*," a system which very clever men think very fine, but which we (with less pretension), think leads to the conclusion, that the country would be very much better governed without any Legislative Assembly at all!

NOBLE CONDUCT.

During the crisis last fall Messrs. West & Caldwell, dealers in dry goods, used in the hat and cap business, at 52 Broadway, were compelled to suspend. They forthwith called a meeting of their creditors, and laid a statement of their affairs before them: A committee was appointed, who after a thorough investigation, recommended that the creditors accept fifty cents on the dollar. This was with like unanimity acceded to, and the whole matter was closed, and the firm discharged.

On the 1st day of July instant, the creditors each received a printed circular, stating that the assets had turned out much better than there was any reason to expect when the compromise was made, and that enclosed would be found a check for the balance and interest. The checks were all found as stated, and amounted in the aggregate to over \$36,000 not one cent of which were they under any legal obligation to pay. We would rather have the consciousness of this act, with the letters of hearty acknowledgment that came showering in upon Messrs. West & Caldwell, in response to their circular than to receive \$36,000 multiplied by ten. One of the creditors (a leading firm) informed them that they had taken the liberty to have the circular framed and hung up in their office. Blessed and refreshing, in these degenerate days, are such instances of honorable fidelity to the right.—*N. Y. Evening Post*.

Saturday, 24th July, 4 P. M.

The *Indian* has arrived.

Nothing important from India. Columns are marching on Gwalior. A massacre of Christians has taken place at Jeddah in Arabia.

The Sultan of Turkey has called undox arms 100,000 men of the Reserve.

The Visit of the Queen to Cherbourg is officially confirmed.

The Gazette contains the nominations of Major-General Sir H. Rose, K. C. B. and the Maharajah Jung Bahadoor, Commander-in-Chief of the Ghoorka troops lately acting with the British army in India, to the dignity of Knights Grand Crosses of the Order of the Bath—Orders had been received at Malta for the 2nd battalion of the 2nd Foot, and the 1st battalion 14th Regiment, to proceed to the Ionian Islands, to relieve the 46th and 91st, for India; the former corps would be replaced in Malta by the 100th Foot (recently raised in Canada), and the 4th battalion Rifle Brigade.

Literature.

THIERS'S HISTORY OF THE CONSUMMATION AND THE EMPIRE.

(Continued from our last.)

It requires no strategic knowledge to perceive that if Wellington had pursued Clausel beyond the Duero, he would have surrendered his whole communications to the army of King Joseph, which was advancing from Madrid to support the army defeated at Salamanca. He turned therefore on the advancing force,—his motives are on record—either to crush it unsupported, or in any case to rouse Spanish enthusiasm, and destroy French organisation, by the capture of Madrid. Marmont's army, now commanded by Clausel (whom Wellington, till he had defeated Joseph, could not follow beyond Valladolid), had fallen back on Burgos, unable to take the field. Madrid therefore was the only achievement of the hour; the movement was just and brilliant; with 50,000 men in the heart of 200,000 enemies, Wellington would yet probably have beaten one by one the unconcentrated French armies if his siege-train had not been landed at Corunna against his orders, and the Spanish generals had not deliberately permitted Soult to raise the siege of Cadiz. The capture of Madrid was therefore the coup d'outrage of the strategist and the politician. It may be added that the British army were at the time wholly unprepared with the supplies and transports required for a march into the northern provinces of Spain, in pursuit of a still formidable enemy.

We will notice one more Peninsular campaign. It shall be that of Vittoria. M. Thiers has here it upon a new hypothesis to depreciate our victories. His old theory of indecisive actions was obviously untenable as applied to a campaign which destroyed the French power in three weeks. The numerical superiority of the British is accordingly the consolatory paradox which is here set up.

The campaign of Vittoria in 1813 was opened by Wellington with 90,000 troops, composed of three inharmonious nations, against 150,000 almost entirely French. By the plan of Napoleon, the French armies were as available to act against Wellington as Wellington's army was available to act against them. Napoleon, says M. Thiers himself, prescribes the evacuation of Madrid, the concentration of the French forces, in Old Castile; but orders the army of Portugal to be lent to General Clausel to destroy the bands of the north before the opening of the campaign. "It was necessary," writes the author, in defence of this strategy, "to fight beyond the Pyrenees in order not to be obliged to fight on this side of them." The French armies, in a word, were to be concentrated on the Duero, that they might not be attacked on the Bidassou; and the Spanish monarchy of Buonaparte vanished into a French *propugnaculum* in *peril*. It is clear, therefore, that nearly the whole French army was available for concentration on the Duero, and that the destruction of the guerilla bands in the north, as to be held subordinate to the repulse of Wellington.

Mr. Thiers maintains that, on the opening of this campaign, during the last days of May, the French army, which defended the lines of the Duero, had three courses to pursue. They might give battle with 52,000 against 90,000; they might manoeuvre on their lines; they might retire at once on Burgos and Vittoria. The former was impracticable, as the author acknowledges, since the French had not concentrated one half of their disposable force. The assumption of the second course does not take into account that the French army was surprised, in a manner which rendered precipitate retreat the only alternative to escape destruction.

If the author had turned to the *Memoires du Roi Joseph*, he would have seen that the King had not the faintest knowledge of the movements of Wellington down almost to the very moment when the campaign opened in overwhelming force. The King's letter of the 20th of May, to the French Minister of War, simply speculates on the contingency of an invasion, and views it as a remote event. His letter of the 27th first intimates his knowledge of the British movements. Orders were then issued, though too late, for the concentration of the French. Yet in that

interval Wellington had veiled a forced march of 40,000 men in cavalry, infantry, and artillery, led by Graham, through Tras Los Montes—a district, Napier writes, which had been held 'impracticable for small corps'—and placed them on the Esia, where they turned the flank of the French lines before the enemy had known of their approach.

The passage of Tras Los Montes was not less brilliant than the passage of the Fort de Bard, and the surprise of the French on the Esia was equal to the surprise of the Austrians in the Vale of Aosta. The first collision of the hostile armies to the south of the Duero occurred on the very day upon which Joseph, for the first time, appears to have heard in the British movements. Two days after wards [on the 29th] Wellington crossed the Duero in a basket slung by a ropestretching from rock to rock several hundred feet above the torrent. On the 1st of June Graham passed the Esia, three days too late, as Napier laments, for the destruction of the French army, which Wellington has planned by the combined action of all arms on the 29th of May. It is clear, then, that the French army was surprised, as perhaps no French army was surprised before; that on the first of June they were at once turned in flank, and attacked in front; and that their retreat was so precipitate that they fought a decisive battle within twenty days, at a distance nearly 200 miles from their fortified lines.

Vittoria itself is scarcely described with more accuracy than Salamanca. M. Thiers insists that the French had but 52,000 on the field, and the English and their allies 90,000. Now, the French muster-roll was lost in the action, and it is impossible for M. Thiers to do more than the approximate to the French numbers. Those numbers are computed by Napier at about 70,000. Wellington, it appears, from the same authority had not more than 60,000 Anglo-Portuguese, and 40,000 Spaniards of doubtful efficiency. Either of these computations includes artillery. Wellington brought into the battle only 90 guns and captured after the battle 151. It is probable therefore that the strength of the two armies was not appreciably dissimilar. M. Thiers tells us that the charges of the British cavalry routed the French army as they were beginning to retreat. It happens that the absence of these cavalry charges form Napier's sole criticism on the Duke of Wellington's command in this action.

Many other details of the British movements equally differ from the details given by their eye-witness and chief historian. In the selection of passages for investigation we have of course chosen those which chiefly affect the honour of the British arms, and on which we possess the fullest and most authentic materials. The result of our comparison is unfavourable enough to the accuracy of the military details on which M. Thiers mainly affects to rest his historical reputation. The Peninsular War is, however, a subject which he treats with evident, and not unnatural distaste, and he seeks to throw into the shade the events in which Great Britain bore so conspicuous a part, by drawing the attention of the reader to the contemporary events in which the star of Napoleon still beamed with undiminished lustre.

We here pause for the present; but we propose to resume in our next Number our survey of some of the leading passages of this eventful history. In dealing with a work which extends to seventeen large octavo volumes, and which is literally the produce of the labour of a life, we are unavoidably compelled to pass over in silence much that commands our admiration, as well as much that provokes our dissent. On the present occasion we have selected for the subjects of criticism those chapters in which M. Thiers appears to us to have done injustice to the policy of the British Cabinet, and the military operations of the British forces. But before we take our final leave of this history, we shall endeavour to investigate the effects of the imperial system on the external condition of France, and to follow M. Thiers through some of the later campaigns of the Emperor Napoleon.

(Conclusion.)

ENGLAND AND ITS COLONIES.

Our unity, as that of the United States, turns chiefly on the *public defence*. The Home Government is undoubtedly expected to defend all the colonies against the greater powers of the world, and indeed against neighboring barbarians. Yet on the latter point opinion is on the move. Mr. Gladstone, some six or seven years ago, after he had been Colonial Minister, avowed in Parliament that the Cape Colony ought to take upon itself its own wars against the Kafirs, and with a view to this, have a right to determine its own frontier. But hitherto the decision of war and peace has rested exclusively with the mother-country; and it is understood that if we are engaged in a war with Russia, forthwith Australia and New Zealand, and the Cape Colony and the West Indies and Canada, are liable to attack, and of course must be defended by us. This is the weak point of England at present, in all her dealings with the States that possess a great marine, viz. France, Russia, and the United States. Our Ministry allows Russia to violate the neutrality of the Black Sea established by the treaty of Paris, because the mere threat of war at once involves so vast an expence to defend all the colonies. The load upon us becomes greater and greater with their number, distances, and wealth, while we cannot command their resources of men and money. The obvious and ever increasing unfairness of this relation leads active and sanguine minds to speculate on the grand union, which [in imitation of Pan Slavism] we may call *Pan Anglism*. It is supposed either that the colonies should send representatives to the British Parliament [an arrangement which, if effected certainly could never work satisfactorily], or that a Congress should be erected over the head of our Parliament, in which deputies should sit from all parts of the empire; and that questions of war and peace should belong to Congress alone.

Of course the mere novelty of such an arrangement would make it impossible to English natures, until some severe necessity pressed it upon us; but this very thing is a good reason why it should be previously discussed during our times of calmness. Parliament at present passively allows the Ministry to take the initiative of war and peace, and even to make treaties at will; and hereby it yields up the control of finance, so far as the amount of taxation is concerned. Indeed, it has never attempted, as far as we are aware, systematically to dictate to the Ministry a maximum of the yearly expenditure. The Executive Government, certainly in time of war, states *how much it wants*; and Parliament, obediently votes the sum, in one way or in another. Hence, if a congress were established for the control of war and peace, its functions would be so much deducted from the arbitrary power of the Ministry not from the practical rights of the Parliament. If Congress declared a war, and voted the total sum to be raised for its support, apportioning that sum between England and the colonies; and voted also how many men should be enrolled from each quarter—it would remain for Parliament to enact the taxes in detail, exactly as now, without any perceptible deduction from its authority. Thus, on the face of the matter, whenever things ripen for such an arrangement, no fatal difficulty seems to arise out of the ambition and pretensions of Parliament; the great difficulty would be from the love of arbitrary despotism which infects individual statesmen.

On the other hand, there is inherent in such an institution a difficulty which, by Providential goodness, is insuperable to every other influence than Justice. Namely, so long as wars are made by calculations of partial crooked Expediency, it is simply impossible that such a Congress could act harmoniously. It must split in pieces by internal discord.

How could the same war be expedient, to Canada, to New Zealand, unless the doctrine were enshrined in the noblest niche of our archives, that *Justice is the true Expediency*? All the countries will admit, that to keep the police of the high seas is a common good. Neither would England grudge the expence of putting down piracy in the South Seas, nor New Zealand grudge to protect British Oregon from Californian filibusters.

So also, if war for stated and limited objects were voted against a continental power

by a solemn public judicial process, it would be possible for the distant branches of the English family cheerfully to accept the award, with all the sacrifices which it might temporarily entail. When the Congress which is to control war shall first vote its rightfulness with all the religious forms of judicial acts, each man giving his verdict on oath "as in a jury box" (we thank Lord Palmerston for the phrase); then, and not till then, will a union of all the forces of the empire be imaginable. And until that time, England alone, as the penalty or her extended empire, must bear the whole burden of its defence, even though her colonies rapidly outgrow her.—(*Westminster Review*.)

HISTORICAL SKETCHES OF SHIP-BUILDING.

BY A SHIP-BUILDER.

The sixteenth century closed upon the naval and marine superiority of Spain and Portugal, and left the art of ship-building and of navigation in England in a very depressed state. The successful enterprise of Drake, however, and the fear of the Spanish Armada, aroused the energies of Britain, and she collected a marine force to resist the premeditated invasion, amounting to 197 vessels of various descriptions, of nearly 30,000 tons burden, 34 of which, measuring together 12,600 tons, composed the royal navy. One vessel only exceeded 1,000 tons in size, the largest being as follows:—Triumph, of 1,100 tons, White Bear, 1,000 two of 800 tons; three of 600 tons; six of 500 tons; and five of 400 tons; sixty-six being under 100 tons. The construction and equipment of the Spanish Armada had occupied the whole attention of the Spanish authorities for a space of three years, and yet so imperfectly were naval arrangements understood at that time, even on board the finest fleet the world had ever seen, that the following anecdote, found in Burchett's account of the action of the 23rd of July, 1558, appears almost incredible. He says:—"The great guns on both sides thundered with extraordinary fury; but the shot from the high-built Spanish ships flew over the head of the English without doing any execution, one Mr. Cook being the only Englishman who fell, while he was bravely fighting against the enemy in a small vessel of his own."

The Spaniards having the lead of improvements and innovations in marine architecture at this period, appear to have been the first to introduce a third tier of guns, the earliest mention of a three-decker being the Philip, a Spanish ship engaged in the action off the Azores, in 1591, with the Revenge. Sir Walter Raleigh writes, in his spirit-stirring account of this tremendous action, that the Philip carried three tiers of ordnance on one side, and eleven pieces in eurye tier. She shot eight for right out of her chase, (bow), besides those of her stern ports."

But the English did not follow the example set by the Spaniards, in building large ships; for, during the long reign of Elizabeth, the ships of their navy were not much if at all, increased in their dimensions; which was probably owing to the triumphant success of her fleets, though composed of ships inferior in size to the enemy's. Shortly after the accession of James to the throne, several commissions were appointed to inquire into the state of the navy. From that of the year 1618, a very voluminous report emanated, from which we extract the following to show the state of knowledge on ship-building at the time:—"The ships that can sail best can take or leave, (as they say), and use all advantages the wind and seas do afford; and their mould [hue] in the judgement of men and best skill; the dead and alive should have the length treble to the breadth, and breadth in like proportion to the depth, but not to draw above sixteen foot water, because deeper ships are seldom good saylers, and over unseef for our rivers, and for the shallow harbors, and all coasts of ours, and other seas. Besides, they must be somewhat snugg built, without double gallery's and too lofty upper work, which overcharge many ships, and make them coom fair, but not work well at sea. [Very good judgement and reasoning, even at the present day.] And by the strengthening the ships, we describe to the manerofel building approved by the late worthy prince, etc., on those points.

"1. In making three orlopes [decks], whereof the lowest being placed two foot

under water, both strengtheneth the ship, and though her sides be shot through, keepeth it from bilgeing by shott; and giveth easier means to find and stop the leaks.

"2. In carrying their orlopes whole floored throughout from the end to end, without fall or cutting off the waiste, which only to make fair cabins hath decayed many ships.

"3. In laying the second orlope at such convenient height that the portes may beare out the whole fire of ordnance in all seas and weathers.

"4. In placing the cook-rooms in the fore-castle, as other war ships does because being in the mid-ships, and in the hold, the smoake and heate soe searche out every corner and seam, that they make the oakum spew out and the ships leaky and soone decay; besides, the roomes for stovage of victualling is thereby so taken up, that transporters may be hired for every voyage of any time; and which is worst, when all the weight must be cast before and abaft, and the ships are left empty and light in the midst, it makes them apt to away in the back, as the Garland and divers others have done."

The reports and regulations of these commissioners did much to improve the British navy, although the expenses incurred therein were ostensibly the means, in part, in causing the subsequent revolution. The formation of the famous East India Company, which was the act of James I., for the purpose of driving the Dutch monopoly of that advantageous trade out of existence, aroused the nation, and was followed by the construction of the largest English commercial ship hitherto built in Britain. She is reported to have been of the burden of 1,200 tons, or less in size than hundreds of our packet-ships at the present day. The king dined on board, and named her the Trade's Increase. This was about the commencement of the seventeenth century, and prior to 1605. Nor did the royal impetus rest here. The foundation of the "Shipwright's Company," in the year 1605, which was incorporated by a charter granted to the Master Warden and Commonalty of the Art or mystery of Shipwrights, in the year 1612, took place in this reign. Mr. Phineas Pett was the first master. The draughts for the ships of the royal navy were subsequently ordered to be submitted to this Company for approval previously to being built from. They also had jurisdiction over all builders, whether of the royal navy or of merchant shipping.

In 1610, the Royal Prince was launched, being the largest and finest specimen of naval architecture ever built in England at this date. The great overhang of bow, a remnant of the old galley of former ages, was discontinued, and the stern and quarters were vastly modernized. She is thus described in Stowe's Chronichles: "A most goodly ship for warre, the keel whereof was 114 feet in length [the length of a 250 ton schooner of the present day] and the cross-beam was 44 feet in length [nearly the width of Collins' steamers.] She will carry 64 pieces of ordnance, and if is of the burden of 1,400 tons. The great work-master in building this ship was Master Phineas Pett, gentleman, some time Master of Arts at Emanuel College Cambridge." The same builder continued the principal engineer of the navy during the reign of Charles. The family of the Petts were the great instruments in modernizing the British navy, by divesting it of the cumbersome top-hammer entailed upon naval ships from the castled defences found necessary before the use of cannon; and it is probable but that for the taste for the gorgeous decorations of the times, this ingenious family would have done far more in the march of progress. As it was, they decidedly rendered England pre-eminently the school for ship-building during the time they constructed its fleets. This family can be traced as principal engineers or the navy from about the middle of the fifteenth century to the end of the reign of William III. Nowonder British naval architecture has been stigmatized as a hereditary science, in which errors have been cherished as family heir-looms from generation to generation. Peter Pett, a son of Phineas Pett, was the inventor of the frigate, and caused the fact to be recorded on his tomb. This description of war-vessel gave exceeding advantage to the naval prowess of England. The first was called the Constant Warwick, built in 1646, "for a trial of making a ves-

sel that should sail swiftly,"—in other words, the first armed "clipper." She was built with low decks, the guns lying near the water, and was so light and swift of sailing, that during the Dutch war she took as much money from privateers as would have laden her. Her dimensions are given as follows: Length of the keel, 85 feet; breadth, 26 feet 5 inches; depth, 13 feet 2 inches; and 315 tons burden. Her "highest number of guns 32, and 240 men."

In 1637 he also built the Sovereign of the Seas, the first three-decker built in England. Her length over all is stated to have been 232 feet, her length of keel 128 feet, her main breadth 48 feet, and her tonnage 1,637 tons, being the same as the Anno Domini of her construction. She carried about 140 guns of various sizes. She was at length, razed on deck, and remained in the service with the character of the best man-of-war in the world, until she was accidentally burned in 1696.

In 1650 appeared the first work upon naval improvement ever written in England, by no less celebrated an author than Sir W. Raleigh. He published two discourses concerning naval affairs, which had great influence in creating an interest in ship-building about his period. The models of ships were vastly improved, and the arrangement of topmasts so that the ship might be relieved of the weight of spars and rigging aloft when occasion demanded, was devised, together with the invention of the chain-pump, which threw twice as much water as the ordinary kind. The weighing of anchors by the capstan, and the consideration of the length of cables required to ride out storms in safety, also was new. The second deck was raised, to give more vent to ordnance, and stanchions were secured under the beams of the decks, for their support. Longer floors were given to ships and more buoyancy added at the extremities. Improvements were also made in the arrangement of sails.

Studding-sails, top-sails, topgallant-sails, add sprit-sails were divided. Walter writes: "To say the truth, a miserable shame and dishonor it were for our shipwrights if it did they not exceed all other in the setting up of our royal ships, the errors of other nations being far more excusable than ours. For the Kings of England have for many years been at the charge to build and furnish a navy of powerful ships for their own defence, and for the wars only. Whereas the French, the Spaniards, the Portugals, and the Hollanders (till of late) have had no proper fleet belonging to their princes or states. Only the Venetians for a long time have maintained their arsenal of galleyes, and the Kings of Denmark and Sweden have had good ships for these last fifty years [since 1600.] I say that the fore-named kings, especially the Spaniards, and Portugals, have ships of great bulke, but fitter of the merchant than the man-of-war, for burthen than the battaile."

There were not at this time 135 merchant ships of 600 tons average each in England although that number had been found in the twenty-fourth year of Queen Elisabeth, but they had the advantage of being far better adapted to commercial purposes. Raleigh calculated that there were in 1650 no less than 400 saile of merchants fit for the wars, besides the colliers of New-castle, which had the reputation in those days of being the finest sailers and most windwardly vessels in England. Like our own coasting vessels and clippers, in comparison with the larger shipping, these "hoyes," as they were called, were highly prized for their speed and light draught of water, qualities which have ever been held in high repute, and were far superior for usefulness even in battle, according to Sir Walter Raleigh, than the cumbersome ships of the Royal navy. This eminent authority also denounced very large naval ships because, "less nimble, less maniable and very seldom employed; a ship of 600 tons will carry as gode ordnance as a ship of 1,200 tons; though the greater have double the number, the lesser will turn her broadsides twice before the greater can wend once, and so no advantage in that overplus of ordnance."

We conclude this sketch with a short summary of the comparative qualities of the ship of different nations in the middle of the seventeenth century, from "Fuller's Worthies." "First, for the portugall, his carvils and caracts, whereof few now remain

(the charges of maintaining them far exceeding the profit they bring in); they were the various drones on the sea the rather because their seeling was dam'd up with a certain kind of mortar to derth the shot, a fashion now by them disused.

"The French, however dexterous in land battles, are left-handed in seafights, whose best ships are the Duch building. The Duch built their ships so floaty and buoyant they have little hold in the water, in comparisons to ours, which keep the better wind, and so outsaile them.

"The Spanish pride had infected their ships with loftiness, which makes them quit the fairer markes of our shot. Besides, the winde hath so much power of them in bad wheather, so that it drives them two leagues for one of ours to the leeward, which is very dangerous upon a lee shore.

"Indeed the Turkish frigots, especially some thirty-six of Algier, formed and built much nearer the English mode, and manned by renagadoes, many of them English, being already to nimble-heeled for the Duch, may here-after prove mischievous to us, if not seasonably prevented."

W. W. B.

INTERCOLONIAL RAILWAY.

We shall now proceed to expose some of the misrepresentations made by the deputation that waited on the Colonial Secretary; and by those who spoke at the meeting held at the Thatched-house Tavern, when the Compagny was first formed. At the meeting.

Hon. Mr. Estcourt said:—

"At the time when what was called the rebellion in Canada broke out, I was well acquainted with the movements of the 43rd Regiment. That regiment was stationed on the sea board of New Brunswick; it was of the greatest importance that all succor that could be afforded, should be marched with every rapidity that was possible to the places where operations were going on in Canada. The regiment made a most difficult passage through the midst of the country, which had scarcely been explored before they cut their way through—in short, it was one of the most brilliant operations, as deserving to be recorded by a historian as the famous expedition of Cyrus, which was so fortunate as to receive a place in history, and an historian in Xenophon; it was something that could not fail to make an impression upon a non-military as well as a military mind. I know it did upon mine."

This was corroborated by the Hon. Captain Vivian, who, alluded to the march of the 43d Regiment through the wilderness, having himself taken part in that march, as an officer of the Regiment."

Now this tremendous—this brilliant march worthy of being classed with the famous expedition of Cyrus, and recorded by Xenophon, happened to be no march at all; the men were comfortably wrapped up, and conveyed all the way from St. John to Quebec in sleds; from Fredericton to the head of Lake Temiscouata they travelled chiefly on the ice, and from thence to River du Loup, on the bank of the St. Lawrence (39 miles) there was a good winter road. There was no difficulty whatever to contend with but the low temperature of the atmosphere. Far different was it in 1812, when the 104th Regiment travelled over the same ground, and actually had to cut their way through from the Lakes to the settlements on the St. Lawrence.

Lord Bury, in alluding to the military stores in the arsenal at Quebec, and required for the Crimean war, said to the Colonial Secretary—

"They were ultimately, I believe conveyed on sleighs over the very line through which this railway will pass, which we wish to undertake."

Not so. They were conveyed through Fredericton to St. John, over the line where the 43rd accomplished their brilliant march in sleighs. His Lordship also said—

"The harbour of Halifax is the only harbour, even so far south as New York, which is never closed by ice; you can enter the harbour of Halifax at all seasons of the year.

In these few words are two palpable misstatements. The harbour of Halifax is occasionally closed by the ice,—that of St. John never. Perhaps his Lordship never condescended to look at a map of New Brunswick; but he is ignorant of the existence of St. John; he ought to be aware that there is such a place as the Bay of Fundy, where

the high tides render it impossible for any port to freeze up. But what must we think of Messrs. Cunard and Haliburton? If Lord Bury was ignorant they were not, and yet they stood by and heard him make the absurd misstatement, and did not contradict it; But the following is richer yet;—

Judge Haliburton,—"We know as little of what goes on in Nova Scotia, at Toronto, or at Kingston, as we do of what goes on at Dantzic or at Hong Kong; I can much easier go now from here to St. Petersburg than I can go from Halifax to Quebec!"

Sir E. Bulwer Lytton,—"Indeed!"

Judge Haliburton,—"I can do so much more comfortably, and at half the cost."

Lord Bury,—"There is no road between the two nor even a track."

This is stretching it pretty well. One can travel from Halifax to St. John in 12 hours, thence to Portland, Me: in 20 hours; thence to Quebec by rail in 12 hours; total 44 hours or we may reckon three days including stoppages. The fare we believe does not exceed four pounds. We rather think it would puzzle the Judge to travel from London to St. Petersburg for four pound, or to accomplish the journey in three days.

As to Lord Bury's silly remark, the Judge knows better, should have promptly contradicted it. There is a good road all the way from St. John to the Madawaska, and a good road from Lake Temiscouata to River du Loup, and thence to Quebec. Of the state of the road in the intermediate space (some twenty or thirty miles) we know but little; but it is practicable, as the mails are conveyed over it. (Head Quarters.)

THE COLOURS OF A REGIMENT.—There is another thing which strikes the eye of a civilian, who watches the manœuvres of our Infantry, and that is the weight and unwieldiness of the Queen's and Regimental colours. These may doubtless owe much of the respect and attachment shown to them to their antiquity, and the prejudice against change, but still what is their real utility? Have they even a negative virtue? Who can see the slim figured subalterns whose duty it is to disply these ensigns, and behold them staggering under their fitful flappings as each gust of wind distends a surface big enough for the mainsail of a Ryde wherry, without being reminded of the efforts of what Dickens calls "a human sandwich," who endeavours to "war" across the street in the teeth of the wind? But were these the only evils we might "grin" and (let the Ensigns) "bear it" but unhappily there are other more serious misfortunes in the display of these attractive stands, which flaunt in the "ill wind which blows no one any good on the field of battle. It has been stated by an eye witness that at the battle of the Alma the enemy especially picked out our colours as a mark for the rifles. Thus it was so many Lieutenants, Ensigns, and Sergeants fell. The 33rd Regiment is reported to have lost 20 Sergeants killed and wounded. The Queen's colours were struck in 14, and the Regimental colours in 11 places, and the colours of the Scots Fusilier Guards were riddled by 15 bullets. There should surely be some very great advantage in displaying the colours to counterbalance their deadly effects as a target. To a civilian this advantage does not appear; therefore he cannot help venturing an opinion that we might take at least one advantageous lesson from some of our neighbours, and substituted something light and portable, and placed in the hands of able-bodied Sergeants. As mere rallying points for the men, surely something more convenient and equally useful might be devised than these cumbersome emblems of nationality, which from the traditional value attached to them, added to the care and anxiety of every Officer in action, from the General in command to the junior Ensign. In the critical moments of the hour of battle it is surely unnecessary to add to the responsibility of of any commander, and if less honour were attached to these silken emblems of the "pompe and circumstance of glorious war" the chief would have one care the less, and I think that the two Ensigns might be more serviceably employed with sword and revolver than in trying to protect their embarrassing burden from the clutches of the enemy.—Notes by a Looker

MILITARY DISTRICT, NO. NINE L. C. Montreal, 17th July, 1858.

District Order, No. 9.

Colonel the Hon. George Moffatt, having obtained the permission of His Excellency the Right Hon. the Governor General to resign the command of this Military District, is desirous of conveying to the body of Militia composing it, his best thanks for the cordial support afforded him while in the command; and expressing the favorable opinion he entertains of the manner in which the general duties have been discharged.

Colonel Moffatt feels called upon especially to refer to the Active Volunteer Force of Montreal; as, having been honored with the command of the District, from the commencement of the Volunteer system under the existing Militia Law, he had had the satisfaction of observing its steady progress from its first formation to its present state of efficiency, as well as the opportunity of knowing the many disadvantages under which that efficiency has been attained, and which has called forth the reiterated commendation of competent Military authority.

To Lieut. Col. Dyde, commandant; the officers commanding the respective corps of Cavalry, Artillery and Infantry; and the officers of the District Staff, Col. Moffatt is indebted for the able assistance which they have uniformly afforded him, and to all the officers, non-commissioned officers and men of the Active Force, he offers his best thanks for the zeal, cordiality and orderly conduct, which has distinguished the force since its formation.

In relinquishing this command, Colonel Moffatt feels that he is taking leave of a body of citizen soldiers, who will on all occasions, uphold the reputation and honor of their country, and he now expresses his earnest wishes for their happiness and prosperity.

By command, J. R. Spong, Major, Ass. Adj. Gen. Militia.

ACTIVE FORCE.

HIS EXCELLENCY THE COMMANDER IN CHIEF of the Militia having, on the 6th instant, inspected the Field Battery at London, under the Command of Major Shanly, and the Troop of Cavalry, under the Command of Capt Rivers, desire to express his entire approbation of the efficient state of both these Corps, as well as of the precision with which their several movements were executed and soldierlike appearance.

By Command of His Excellency the Right Honorable the Governor General and Commander in Chief.

D. MACDONELL, Deputy Adjutant Genl. of Militia, Upper Canada.

THOMAS MAXWELL, Shipping, Commission, Insurance, Custom House and Steamboat Agent.

Consignments Solicited Remittances prompt Canal Basin, and 19 St. Francois Xavier Street.

REFERENCES:

Honbls. J. Ferrier and L. Renaud; William Molson, William Workman, David Torrance, Johnson Thompson, and Joseph Levey, Esqrs. Messrs. Chamberlin & Thompson, Morland & Co., and Joseph McCay & Brother.

DARLINGTON & WRIGHT, TAILORS.

No. 8, Buade Street, Quebec.

Civil and Military Uniforms, Ladies Riding Habits, Clergymen and Lawyers Gowns, Servants Liveries, &c.

Has always on hand a supply of the best West of England Cloths, Cassimeres and Doeskins

SAVAGE & LYMAN, IMPORTERS AND MAKERS

OF

Watches, Clocks, Jewellery and Silver Ware.

—ALSO,—

ELECTRO-PLATED and Papier Mache Goods, Moderator Lamps, Fine Cutlery, Dressing cases, Military Goods, Telescopes, Spectacles, &c., &c., have REMOVED to the New Stores, Cathedral Block, site of the late Christ Church Cathedral, Notre Dame Street.

COLT'S NEW MODEL PATENT RIFLE and PISTOLS. RIFLE. Six Shots. Five different lengths of barrel—18, 21, 24, 27, and 30-inch. With the lubricator, sights, lever ramrod, and all the late improvements, in cases complete, cartridges, &c.

The favourite size PISTOL for Officers is the 7 1/2 inch rifle barrel. In Case complete; also 3, 5, and 6, inch Barred Pocket Revolvers.

CARTRIDGES, HOLSTER, BELT, and POUCH, for either size.

"Colt's pistol is the best repeating arm that we have."—C. Lancaster, before Government Small Arms Committee.

A large stock always ready for immediate delivery. Order of the Inventor and Manufacturer, or any respectable Gunmaker or Army and Navy Agent.

SAM. COLT, 14 PALL MALL, LONDON

UPPER St. LAWRENCE TUG SERVICE.

NOTICE IS HEREBY GIVEN, that Tenders, addressed to the Undersigned, will be received at the Office of PUBLIC WORKS, until

WEDNESDAY, THE 10th DAY OF MARCH NEXT, AT NOON.

For the establishment of an efficient line of

TUG STEAMERS,

To ply between the upper entrance of the Lachine Canal and the Port of Kingston. To consist of SIX VESSELS; to perform the service of towing for torn of three years, from the

FIRST DAY OF MAY NEXT.

Persons Tendering will state the amount of the annual bonus which they will accept from the Government, in addition to the rates to be paid by the Vessels Towed, also the names of the Steamers to be employed in the Service, and their Horse Power.

All further details, with the rates to be allowed for Towing, &c., can be known on applying to this Office.

Two responsible persons will be required to give security for the due performance of the Contract.

Tenders to be endorsed "Tenders Towing."

By order,

THOMAS A. BEGLY, Secretary.

Department of Public Works, Toronto, 16th February, 1858.

MAILED CONTRACT.

SEALED TENDERS, addressed to the Post-masters Gen., and marked "Tender for Mail Service," will be received at Toronto, until 12 o'clock Noon, on SATURDAY, the FIRST day of MAY next, for the conveyance of Her Majesty's Mails Once per week each way between Chicoutimi and Murray Bay, on and from the FIRST day of JUNE next.

The conveyance to be made in a Cariole during winter, and on Foot or on Horse-back during Summer.

The computed distance between Chicoutimi and Murray Bay is Ninety miles.

The days and hours of arrival and departure to be as follows, subject to a right of the Post-master General to alter the same, should he consider it advisable so to do: To leave Chicoutimi with the Mail each Monday at noon, and to arrive at Murray Bay on the Thursday following at 10 a. m.; to leave Murray Bay on the Friday following immediately on the arrival of the Quebec-Mail, and to arrive at Chicoutimi on Sunday evening following, or at latest on Monday morning, at 8 o'clock.

The Contract, if satisfactory executed, will continue in force for a term not exceeding two years; the Post-master General reserving the right to terminate the agreement at any time previous to the expiration of the two years, should the public interest in his opinion require it, upon giving the Contractor three months previous notice of his intention.

All expenses on this Route for Tolls, Ferries, &c., must be defrayed by the Contractor.

Each Tender to state the price asked in works at length, and to be accompanied by the written guarantee of two responsible parties undertaking that in the event of the Tender being accepted the Contract shall be duly executed, by the party tendering, for the price demanded—undertaking, also to become bound with the Contractor in the sum of One hundred pounds for the due performance of the service.

Blank forms of Tender may be obtained at the Post Office at Murray Bay, Grande Baie, Chicoutimi, Sagoutie, Ste. Irene, and Port au Persil.

Tenders will be received from Murray Bay, or Chicoutimi, at the convenience of the Contractor.

W. H. GRIFFIN, Depy. P. M. Genl.

Post Office Department, Toronto, 20th March, 1858.

SHERBROOKE MEDICAL HALL

BY

W. H. IBBOTSON,

CHEMIST AND DRUGGIST,

Dealer in Genuine Drugs, Chemicals, French and English Perfumery; Dye Stuffs, &c., &c., &c.,

Medicines compounded with Care from the best materials.

Physician's Prescriptions Accurately Prepared.

Tooth and Hair Brushes, Combs, Scented Soaps, &c.

ALSO

PICKLES, SAUCES AND SPICES.

THE FARMER'S GUIDE

TO SCIENTIFIC AND PRACTICAL AGRICULTURE.

By HENRY SPRENGER, F.R.S., of Edinburgh, and the late J. P. NORRON, Professor of Scientific Agriculture in Yale College, New Haven. 2 vols. Royal Octavo. 1600 pages, and numerous Wood and Steel Engravings.

This is, confessedly, the most complete work on Agriculture ever published, and in order to give it a wider circulation, the publishers have resolved to reduce the price to

FIVE DOLLARS FOR THE TWO VOLUMES!!

When sent by mail (post-paid) to California and Oregon the price will be \$7. To every other part of the Union, and to Canada (post-paid) \$6. This work is not the old "Book of the Farm."

Remittances for any of the above publications should always be addressed, post-paid, to the Publishers, LEONARD SCOTT & CO., No. 54 Gold street, New York.

Postmasters in smaller Towns acting as Agents will receive 30 copies for cash remittance of One Dollar; the retail price being 6 cents per copy. Single Copies 6 cents.—To England, including postage, 4d.

BRILLIANT PROSPECTUS!

FOURTH YEAR OF THE COSMOPOLITAN ART ASSOCIATION.

THE FANOUS DUSSELDORF GALLEY OF PAINTINGS!

Purchased at a cost of \$180,000!

AND POWERS' WORLD RENOWNED STATUE OF THE GREEK SLAVE!!

Re-purchased for six thousand dollars, with several hundred other works of Art, in Paintings, Sculpture and Bronzes, comprise the Premiums to be awarded to the subscribers of the COSMOPOLITAN ART ASSOCIATION, who subscribe before the 25th January, 1858, at which time the awards will take place.

TERMS OF SUBSCRIPTION.

Every subscriber of three dollars and 36 cents is entitled to

A copy of the large and splendid Steel Engraving, entitled "The Artist's Dream," also

A copy of the Cosmopolitan Art Journal, one year, also to

A Certificate in the Award of Premiums, also

A free admission to the Dusseldorf and Cosmopolitan Galleries.

Thus it is seen that for every three dollars paid, the subscribers receive

SPLENDID THREE DOLLAR ENGRAVING!

and, also the beautifully illustrated

TWO DOLLAR ART JOURNAL, ONE YEAR.

Each subscriber is also presented with a Certificate in the Awards of Premiums, by which a valuable work of Art, in Painting or Sculpture, may be received in addition, thus giving to every subscriber an equivalent to the value of five dollars, and a Certificate gratis.

Any one of the leading 3 dollar Magazines is furnished, instead of Engraving and Art Journal, if desired.

No person is restricted to a single share. Those taking five memberships, remitting 15 dollars, are entitled to an extra Engraving, and six tickets.

Full particulars of the Association are given in the Art Journal, which contains over sixty splendid Engravings, price fifty cents per number. Specimen copies will be sent to all persons who desire to subscribe, on receipt of five postage stamps, (fifteen cents).

Address DUNBAR BROWNE, Advocate.

Honorary Secretary C. A. A.

132, Craig Street, Montreal.

Inquiry about a Father

A SLAVE named HARRIS, who

was owned by Robert Hedd, of Missouri, ran away some twenty years since, after his wife was sold far away, and is supposed to be in Canada. His wife's name was Lucy and was owned by one Cornwell. Their children were Letty, Jane, Patsy, Eliza and Samuel. One of Harris' children (the son) now about 25 years of age, a very strong and stout man, with an honest face and pleasant manners, is very desirous of knowing where his father is—having heard that he is alive and in Canada, called HARRIS, or some other name. Should this notice meet the FATHER'S eye, he is earnestly requested to communicate his Post Office address to the undersigned.

LEWIS TAPPAN,

48, Beekman Street, New York

Editors throughout Canada are respectfully requested for humanity's sake, to give the above one or more insertions.

LOWER TOWN

BOOK AND JOB

Printing Establishment.

This Establishment having been greatly enlarged by the addition of a complete assortment of

PLAIN AND FANCY TYPES,

The Proprietor is now prepared to execute

- APPEAL CASES, AUCTION BILLS, BALL CARDS, BANK CHECKS, BILL HEADINGS, BILLS OF LADING, BLANK FORMS, BLANK BOOKS, BROKER'S CIRCULARS, BUSINESS CARDS, CATALOGUES, CIRCULARS, FUNERAL LETTERS, HAND BILLS, INDENTURES, INSURANCE POLICIES, LABELS OF ALL KIND, LAW BLANKS, MONTHLY SHEETS, NEWSPAPERS, NOTARIAL DEEDS, NOTICES, PAMPHLETS, PASSPORTS, POSTERS, PROGRAMMES, RAILROAD WORK, SCHOOL BOOKS, STEAMBOAT BILLS, &c., &c., &c.

Together with

EVERY DESCRIPTION OF PRINTING,

W. & J. MUIR, MERCHANT TAILORS,

GREAT ST. JAMES STREET.

MONTREAL.

St. Lawrence

WAREHOUSE, DOCK,

AND

Wharfage Company,

SOUTH QUEBEC.

Incorporated by Act of Parliament, 20 Vic. Cap. 174, With Limited Liability,

CAPITAL, -- \$200,000,

WITH POWER TO INCREASE TO \$1,000,000.

President and Managing

DIRECTOR:

GEORGE BESWICK, ESQUIRE, QUEBEC.

DIRECTORS:

The Honble F Lemieux, M.P. P.,—Quebec. Thos E Blackwell, Esq, V.-P. of the Grand Trunk Railway Co. of Canada, Montreal. Henry Chapman, Esq.,—Montreal. Edward Berry, Esq.,—Kingston, C. W

Walter Shanley, Esq.—Consulting Engineer. Edward Staveley, Esq.—Superintending Engineer.

Solicitors.....

Bankers..... Quebec Bank.

London Agent.....

OFFICERS.

Mr. James Patton, Jun., Secretary and Superintendent.

Mr. Js R Eckart, Travelling Agent.

Mr. John Cowan, Asst Secy. and Accountant.

Offices—Shaw's Buildings, Quebec.

THIS COMPANY is established at South

Quebec, for the purpose of connecting

the Transit Commerce of the Port of Quebec,

and the Grand Trunk Railway, with Ocean

Steamers, and the important and increasing

Ocean, Lake, and River steam traffic.

The Company provides deep water

Wharves for Ocean Ships and Lake and

River Craft, with suitable Storage for Flour,

Grain, Ashes, Timber, Iron, Coals, Salt,

&c., &c., in immediate communication with

the Grand Trunk Railway Station at Point

Levy.

The Establishment is situated between

the Passenger and Goods Depot of the Rail-

way, affording all the security of enclosed

Docks and Warehouses.

The Company have four thousand feet

River frontage, with a Timber Cove capa-

ble of holding six millions feet in the Raft;

where vessels of any class can moor in sa-

fety out of the influence of the strong tides,

sheltered from the effects of those period-

ical easterly gales, which so frequently

cause damage to Shipping on the North side

of the St. Lawrence.

Railway Turntable and sidings on the

Company's property, will enable Goods and

Produce to be transferred direct from the

Railway Cars and Shipping, and vice versa.

Steam Elevators, Cranes, &c., &c., will also

be provided for the expeditious and econom-

ical loading and unloading of the same.

The site is so commodious as to leave no

reasonable doubt that the undertaking will

yield a high remunerative return.

Detailed Prospectuses, and every requi-

sition information may be obtained upon ap-

plication at the Offices of the Company in

QUEBEC; or at their Agencies in MONT-

REAL, KINGSTON, TORONTO, and CHI-

CAGO.

Quebec, April 10, 1858.

CUSTOMS DEPARTMENT, Toronto, 9th December, 1857.

HIS EXCELLENCY the GOV-

ERNOR GENERAL, by an Order in Council,

bearing date the 4th of December, 1856, has been pleased to

order and direct that Cloth and other Materials required for

making up Military Clothing for the use of the Provincial

Militia, be admitted free of Duty of Customs, upon the Ap-

plication, or other competent person, ascertaining the value

for duty of the Cloth or other Materials imported and used

in Regimental Uniforms, for the Private as well as the Offi-

cer, and that the Duty thereon be ascertained and allowed

to each Company through the Adjutant General of Militia

in charge of the Company, upon the oath of the party that

said Cloth and other Materials had paid Duties of Customs

on their importation, which had not been refunded.

By Command,

H. S. M. BOUCHETTE, Commissioner of Customs