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LEGISLATIVE ASSEMBLY.

COMMITTEE OF SUPPLY.

Mr. Cayley moved that the House receive the report of the Committee of Supply.

The first item—£6940 for salary of clerks, militia department—having been read.

Mr. Brown said he thought the ways and means ought to be expounded to the House before voting these supplies; but he would, in any case, oppose this item, and he was in favor of diminishing the expenditure as much as possible.

Atty. General Macdonald said the House must vote some of the supplies, before going into considerations of ways and means. With respect to this item he would say it was necessary. There had been a reduction in the militia department already, and the House might be sure that the Government would exercise due economy in relation to it.

Mr. J. S. Macdonald said the whole policy of the militia system had been a wrong one. The militia was a complete sham from beginning to end, and the cost had been enormous. There had been the grossest favoritism shown in all the appointments, none but party men receiving commissions.

Mr. Drummond said he had to admit, as a member of the Government which introduced the militia system, that it had been a serious and lamentable error. (Hear, hear.) He was convinced that the only good nucleus for a military power hereafter was the establishment of a constabulary force. He would have preferred seeing a bill carried through the House. But when he gave his consent to the militia bill, he had not the least idea of the frightful expense it would entail on the country. He would suggest to the Government the propriety of establishing a good polytechnic school, where not only military but scientific knowledge might be acquired. The moneys arising from the Ordnance lands would be much better applied.

Mr. Bellingham said a constabulary force would be found a greater failure than a militia force. They had had an example of the working of the constabulary system in the eastern Townships. The force there cost \$20,000 a year and yet not a single case had been reported by them. Having accepted the donation of property from the Imperial Government he thought they were bound in honor to continue the militia organization, and to render it as efficient as possible.

Attorney General Cartier said there was a reduction in the militia estimates of nearly £25,000. In two or three years the income from the Ordnance lands would be sufficiently large to reduce the militia charges to £7,000 or £8,000, as they stood before the last militia act.

Mr. Thibandean said that it had been at first asserted that the lands to be given by the Imperial to the Provincial Government would defray the whole of the expenses of our militia. He had believed it, and voted accordingly. Now, however, he found that the promises made in 1854, and renewed in succeeding years, were fallacious, and he would have to change his vote.

Mr. W. F. Powell said, that if the Government had offered these lands for sale, at a previous time, they would have done wrong. The Government had a quantity of very valuable lands in Ottawa which must have been sacrificed if they had been placed in the market. He differed from their opinion, that the country did not approve of the militia, for he thought the Province generally would sustain the volunteer troops. But there were other modes in which the question ought to be regarded. He knew not what complication might arise between England and other European countries; some difficulties seemed imminent. And if it might be necessary for Britain to remove the regiments hence, would it not be advantageous for us to have a trained force to garrison cities? Again in the case of risings in cities which were every now and then occurring—of how much service are not the militia companies! The training which they received was sufficient to discipline them, so that they compared not unfavorably with standing forces. Eventually the Ordnance lands we had received would be sufficient to defray all the expenses.

Mr. Foley said it was remarkable that, whenever any extravagance was contemplated in connection with the militia, we were "just on the verge of a crisis," "on the eve of a war with the States." This time he

[Mr. Foley] saw no danger.

Attorney General Macdonald said this amendment was so vague that it could not be carried, be acted upon. He had understood that most of the expenditure had already been incurred. As to the efficiency of the militia, he fully concurred with the member for Carleton. He could not agree with Mr. Foley as to the enrolled pensioners; but he had the satisfaction of informing the house that yesterday their services ceased. Henceforward they would not be chargeable on the country. The militia was considered sufficient for the defence of the country, and the pensioners would no longer be enrolled. Their pensions, of course would still be paid by the Imperial authorities and many of the pensioners were going to settle at Sault Ste. Marie. With respect to the value of the Ordnance lands, he might say that sixty thousand acres given to the Province were exceedingly valuable. At Penetanguishene and Isle aux Noix there were cut stone buildings available for the purpose of reformatory institutions. There was a great number of buildings available for public institutions. Of course this was all exclusive of the valuable lands at Toronto, Kingston, Ottawa and elsewhere, the proceeds of which would far more than meet the expenses of the militia service. The principal expense connected with the militia had been incurred, and he was sure they ought to be satisfied with the bargain they had made with the British Government.

Col. Playfair was sorry to see a desire expressed to put down the militia. The militia alone must be relied upon for the defence of the country. If, unhappily, difficulties should arise with the United States, they could not rely upon the Imperial Government for the number of troops which would be required. The British army, although the bravest on the face of the earth, was small compared with her colossal colonial possessions. He therefore raised his voice in favor of the maintenance of the whole of our voluntary forces.

Mr. Dorion said so far from there being a reduction in the estimate for the militia service there was an actual increase on one of the items of \$3,948. He hoped only such a staff would be kept up, the cost of which should not exceed £2000 a year. This had been formerly sufficient and would be sufficient, entirely adequate now. It was no use spending all the income of the Ordnance lands to keep up an organization which was not required, and which so far from being productive of any advantage, was attended with evil results, inasmuch as a large number were trained up in the habits of idleness.

Mr. Mackenzie said he would be perfectly willing to vote for the amendment, as it would prevent taxation on tea. He considered, however that it was a little reduction of the militia expenses that would save the country, when the system of borrowing and swallowing was still being carried on, when there was a deficiency in the revenue, and the farmer's products were only worth half as much as they used to be.

Mr. Bureau was disposed to effect as many reductions as possible, although he did not wish the country to be defenceless against our bellicose neighbors of the States. England had found it useless to maintain a great standing army. It had been her policy to induce the colonies to maintain militia, instead of garrisoning them with her own regiments, so as to save expense. It was ridiculous, however to pay £49,000 for about 4,000 men who were not enough to replace the 7,000 troops which had been kept here before the Crimean war. Canada was not ungenerous. She had given her sons to assist England when she wanted men. But she should not be unreasonable. We had but 2,000,000 of population and 4,000 active militia, while the States had an army of 8,000 with their 20,000,000. If we were to have the same proportion of soldiers as they had, we need only maintain some 800, and the charges on our revenue would be but small. We had however, a frontier 200 miles, which 4,000 men were inadequate to defend. At least 10,000 would be required, and if we were to be obliged to defend ourselves alone, we should soon have a charge on our revenue of £100,000. There were more important matters than the defence of country which needed our attention. There was its settlement, and he would be ashamed to vote only £25,000 for this, if he had not resisted the appropriation of £49,000 for the militia.

(Hear.) All that was wanted was patronage, and he would be sorry to be reproached by his constituents with voting to maintain lazy pensioners on the state.

Mr. Gowan before alluding to the subject under debate, quoted an article from the *Globe*, of this morning, which stated that all the members who still supported the Administration had "received some consideration for his vote." He said that he, at least, had received no favors from the Ministry, but had, on the contrary, received hardly his dues.

Mr. Mackenzie—\$17,000. (Laughter.) Mr. Gowan affirmed that his support of the Government was based on sentiments of regard to the country. He protested against an attack lately made on Baron de Rottenburg, who, he said, was an honest, brave, and scientific man, and should not be assailed when he had gone to fight his country's battles. With regard to what had fallen from the member of Shefford (Mr. Drummond) he would say that it was very pleasant to see him get up and find faults with his own acts. He, however, had forgotten to say that the Ordnance lands had been surrendered to Canada on condition that the militia should be organized.

Mr. Drummond—No, no.

Mr. Gowan—I ask the member of the Cabinet if I am not right?

Attorney General Macdonald—Yes, yes yes you are.

Mr. Gowan said it would then be a violation of faith to deviate them to other purposes. The value of the Ordnance lands ceded to us was £1,000,000 cy.

He added—The interest on this is £60,000, so that, since the militia is only to cost £49,000, we were to be the gainers. (Hear.) With respect to the management of these Ordnance lands, he thought they were wrongly administered in being under the control of a distant office. They ought to be under the charge of the Crown Lands office, along with the rest of the lands of the Province. (Hear, hear.) The militia force was popular in the country, else there would not be such a flow of volunteers from the flower of our youth.

Mr. Patrick said this was the question on which he first broke with the present government, and he was not less disposed to oppose them now in regard to it. It was absurd to talk that the Ordnance lands defrayed to cost of the force and of their breaking faith with the Imperial Government if they did not maintain it. Why, the sum which they were asked to appropriate to it this year was not less than \$160,000. (Hear.) If there was one system with which they could dispense it was this. It had never been asked for by the people—only by those who derived advantage from it.

Mr. Drummond understood the government proposed a considerable reduction.

Mr. Foley—No, no.

Mr. Drummond asked the Government how stood the fact?

Attorney General Cartier replied that the estimate last year amounted to £40,000; this year it was proposed not to expend more than £25,000.

Mr. Drummond proceeded to say that when the militia organization was prepared he had no idea that it would entail such an enormous cost on the country. The attempt to raise a war cry was uncalled for. It had been raised before, but in vain. He did not apprehend that a war would ever take place between this country and the United States. But what he rose to say was that he never conceived that it was made a condition with the Imperial Government, for giving up the Ordnance lands, to pass a particular militia bill. The bill was not passed until the basis of the arrangement had been laid down. It would be remembered that when the bill passed the Legislative Council a clause was introduced, the object of which, was to throw on the people of this country the responsibility of their own protection. When the bill came back again to the Assembly he objected that clause, and rather than have assented to it, he would have left the Government. But an amendment was immediately introduced doing away with that clause.

Mr. Loranger thought a militia force was necessary. It was their only safeguard.

Mr. Merritt said no true Canadian would wish to see the militia disbanded. The only question in his mind was it not the best that could be adopted. He thought.

Mr. Cauchon proposed an amendment, to the amendment, that it was expedient, in the

present condition of the finances of the Province, to curtail as much as possible the expenses of the militia, be inserted in the amendment.

The members having been called in, Mr. Cauchon's amendment was lost by 61 to 48 votes.

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.	25th—Gibraltar; Pembeked.
1st Life Guards—Regent's Park.	26th—Bermuda; Birm.
2d do.—Hyde Park.	27th—Bengal; Buttevant.
Royal Horse Guards—Wind- sor.	28th—Malta; Fermoy.
1st Dragoon Guard—Madras.	29th—Bengal; Chatham.
Canterbury.	30th—Dublin; I Wight.
2d do.—Bengal; do.	31st—Gibraltar; Pemkroke.
3d do.—Bombay; do.	32nd—Bengal; Chatham.
4th—Aldershot.	33rd—Bombay; Fermoy.
5th—Manchester.	34th—Bengal; Colchester.
6th—Bengal; Maidstone.	35th—Bengal; Chatham.
7th—Kurrachee; Canterbury.	36th—Aldershot; Athlone.
1st Dragoons—Dublin.	37th—Bengal; Colchester.
2d do.—do.	38th—Bengal; Colchester.
3rd Light Dragoons—New- bridge.	39th—Quebec; Timpire.
4th do.—Aldershot.	40th—Melbourne; Belfast.
5th do.—Newbridge.	41st—Jamaica; Jersey.
6th Dragoons—Brighton.	42nd—Bengal; Perth.
7th Hussars—Bengal; Can- terbury.	43rd—Madras; Chatham.
8th do.—Bombay; do.	44th—Madras; Colchester.
9th Lancers—Bengal.	45th—C. Good Hope; Pak- hurst.
10th Hussars—Sheffield.	46th—Corfu; Timpire.
11th do.—Hounslow.	47th—Portsmouth; Cork.
12th Laac.—Madras.	48th—Gibraltar; Cork.
13th—Lgt. Drg. Dundalk.	49th—Barbadoes; Birm.
14th do.—Lt. Dg. Bombay.	50th—Ceylon; Parkhurst.
15th Hussars—Norwich.	51st—Bombay; Walmer.
16th Lancers—Edinburgh.	52nd—Bengal; Chatham.
17th do.—Bombay.	53rd—Bengal; Chatham.
18th Lt Drg.—York.	54th—Bengal; Colchester.
MULBERRY BRIGADE.	55th—Dublin; Colchester.
1st Batt.—Aldershot.	56th—Bombay; Colchester.
2nd Batt.—China.	57th—Bengal; Cork.
3rd Batt.—Shorncliffe.	58th—New Zealand; Bel- fast.
4th Batt.—Carragh.	59th—Hong Kong; Athlone.
5th Batt.—Woolwich.	60th—1st Batt. Bengal.
6th Batt.—Aldershot.	2nd Batt. India.
Depot Horsefield Barracks.	3rd Batt. Madras.
FOR GUARDS.	4th Batt. Aldershot.
1st Foot—London.	51st—Bengal; Chatham.
2nd do.—do.	52nd—N. Scotia; Birm.
3rd do.—do.	53rd—do.
4th do.—do.	54th—Bengal; Canterbury.
5th do.—do.	55th—New Zealand; Bel- fast.
6th do.—do.	56th—Madras; Colchester.
7th do.—do.	57th—Plymouth; Athlone.
8th do.—do.	58th—Madras; Fermoy.
9th do.—do.	59th—Madras; Fermoy.
10th do.—do.	60th—Bengal; Chatham.
11th do.—do.	61st—Bombay; Stirling.
12th do.—do.	62nd—Bombay; Aberdeen.
13th do.—do.	63rd—Cape G Hope; Jersey.
14th do.—do.	64th—Madras; Aberdeen.
15th do.—do.	65th—Bengal; Chatham.
16th do.—do.	66th—Dublin; Birm.
17th do.—do.	67th—Hong Kong; Jersey.
18th do.—do.	68th—Bengal; Aberdeen.
19th do.—do.	69th—Bengal; Dundee.
20th do.—do.	70th—Bengal; Buttevant.
21st do.—do.	71st—Bengal; Chatham.
22nd do.—do.	72nd—Bombay; Stirling.
23rd do.—do.	73rd—Bombay; Aberdeen.
24th do.—do.	74th—Madras; Aberdeen.
25th do.—do.	75th—Bengal; Chatham.
26th do.—do.	76th—Dublin; Birm.
27th do.—do.	77th—Hong Kong; Jersey.
28th do.—do.	78th—Bengal; Aberdeen.
29th do.—do.	79th—Bengal; Dundee.
30th do.—do.	80th—Bengal; Buttevant.
31st do.—do.	81st—Bengal; Chatham.
32nd do.—do.	82nd—Bengal; Canterbury.
33rd do.—do.	83rd—Bombay; Walmer.
34th do.—do.	84th—Bengal; Chatham.
35th do.—do.	85th—India; Pemkroke.
36th do.—do.	86th—Bombay; Buttevant.
37th do.—do.	87th—Bengal; Buttevant.
38th do.—do.	88th—Bengal; Colchester.
39th do.—do.	89th—Bombay; Fermoy.
40th do.—do.	90th—Bengal; Canterbury.
41st do.—do.	91st—Cephalonia; Pem- kroke.
42nd do.—do.	92nd—Bombay; Stirling.
43rd do.—do.	93rd—Bengal; Aberdeen.
44th do.—do.	94th—Bengal; Chatham.
45th do.—do.	95th—Bombay; Fermoy.
46th do.—do.	96th—Aldershot; Isle of Wight.
47th do.—do.	97th—Bengal; Colchester.
48th do.—do.	98th—Bengal; Canterbury.
49th do.—do.	99th—Aldershot; Cork.
50th do.—do.	Rifle Brigade—1st Det.
51st do.—do.	Glasgow; Winchester.
52nd do.—do.	2d Batt.—Bengal; do.
53rd do.—do.	3rd Batt.—Bengal; do.
54th do.—do.	4th Batt.—Shorncliffe.
55th do.—do.	COLONIAL CORPS.
56th do.—do.	1st W. Ind Reg.—Bahamae,
57th do.—do.	Chatham.
58th do.—do.	2d do.—Jamaica; do.
59th do.—do.	3d do.—Demerara; do.
60th do.—do.	Ceylon Rifles—Ceylon.
61st do.—do.	Cape Mounted Rifles—Cape of Good Hope.
62nd do.—do.	Royal Canadian Rifles—Kingston.
63rd do.—do.	St Helena Regiment—St Helena.
64th do.—do.	R1 Newfoundland Compa- nies—Newfoundland.
65th do.—do.	Royal Malta Fencibles—Malta.
66th do.—do.	Gold Coast Corp. Coast- Medical Staff Corps—Brom- ton, Kent.
67th do.—do.	Royal Engineers—do.

ROYAL CANADIAN RIFLES.

Lieut. Col. W. H. Bradford, Commanding.
Capt. W. H. Sharpe.
W. H. Humphreys.
P. G. Hibbert.
Lieut. W. L. Melville.
Ens. R. W. Barrow.
Surgeon John Maitland.
Adj. G. M. Innes, Lt.
Quarter. Master A. Cook.
Strength all Ranks, 202.
AT KINGSTON.
Bt. Major Fitzroy Walker, Commanding.
Capt. R. M. Moffatt.
C. W. Grange.
Lieut. Weyland.
Ensign W. P. Butts.
P. C. C. Savage.
Strength all Ranks, 293.

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- Major General Trollope C. B. Comdg. Forces, N. S.
- THE ADJUTANT GENERAL OF MILITIA, CANADA.
- THE HONBLE. J. A. MACDONALD, GOVERNOR GENERAL OF CANADA.
- 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.
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THE HOME FLEET

Since the 1st May the China force has been reduced; the Pacific division has been strengthened; and the particular service near home has been increased. From China one ship, the Himalaya screw transport, Commander S. P. Piers, has arrived in England, and a dozen others are on their way home, making a total of 13 ships have been detached from China to the Pacific station; the Pylades, 21 screw, Captain Deouney, and Amethyst, 26, Captain Greenfell; so that the China fleet now musters 50 vessels of all classes, 457 guns, and 6302 men, instead of, as on May 1st, 62 ships, 620 guns, and 9393 men. The Mediterranean has an additional line of battle ship added to its force, and now it may be said that the station has once more a screw fleet, composed of the Royal Albert, 121; Conqueror, 100, Renown, 91; and Centurion, 80; the Renown having left Channel for the Mediterranean, the Orion, 91, has been put into commission. In April we remarked that, badly off as we were stated to be with respect of a home force, we could muster from all sources 20,000 seamen, marine, and boys in active service in Channel ports. Since then we are glad to find that this force has been gradually steadily increased our coast guard-ships afloat, for instance, 26 efficient vessels (all but one of them screws), carrying 733 guns, and having on their booke 3583 men. The ships fitting out are 8, with 284 guns, and 2755 men; and the "particular service" ships and the "telegraph squadron" have 2392 men. These give a total of 9600 men. If to these we add the force of Cork, 500; at Sheerness, Woolwich, and Pembroke, 1700; at Portsmouth, 2400; and Plymouth, 1700; total 6300; add, also, 3500 men employed in the coast-guard service ashore, &c., and the marines at head-quarters, we find at the present moment we have at our home ports and on our coasts in actual employment under the Crown, 25,000 officers, seamen, marines, and boys. The number of ships ordered home from all Stations is 22, with 382 guns and 4766 men. If these are counted in with our present home strength the available force for an emergency will not come far short of 30,000 of all ranks. Thus from this force together with the additional seamen that will daily enter to make up the numbers voted for 1857, 58, we may shortly expect to have a channel fleet of eight or ten screw sail of the line; and a dozen screw frigates and corvettes, manned by 14,000 seamen and marines; a regular cruising fleet, totally independent of, but ready to work with, all the efficient coast-guard ships, steam-guard ships, port flag ships, and any other sea-going home port vessels.—[London Morning Herald.]

On Tuesday 8 June orders were issued from the East India House for the following ships, which have been taken up by the Hon. East India Company for the conveyance of upwards of 10,000 reinforcements to India, to embark the following cavalry and infantry at the ports named on the under-mentioned dates, viz:—Tyburnia, 400 men; Brunelle, 420 men; Alwrick Castle, 400 men; Holmsdale, 500 men; Blenheim, 400 men; John Duncun, 400 men; and Merchantman, 350 men; the whole of which are ordered to embark the troops mentioned at Gravesend, and sail from that port for Calcutta on the 26th inst. The Victor Emmanuel will embark 400 men at Portsmouth for Calcutta, and sail on the 26th inst. The following vessels will embark Queen's troops

for Madras, on the 24th inst., viz:—The Clarence, 220 men at Gravesend; the Mercury, 370 men at Gravesend, calling at Cork; and the Bucephalus, 300 men at Gravesend, calling at Portsmouth. The following ships will convey troops to Bombay on the 29th inst. The Maldon, 500 men, sailing from Gravesend; the Earl Balcarras, 430 men, sailing from Cork; and the Clifton Belle, 400 men, sailing from Gravesend. The Pomona, will embark 500 Queen's troops, the Confidence 359 troops, at Gravesend; on the 30th inst., for Kurrachee. The greatest activity prevails at the East India depots, at Chatham, Colchester, Canterbury, Maidstone, and the other districts, in order to have the reinforcements ready for embarkation by the date ordered. (Hampshire Telegraph.)

THE PERSIAN ARMY.—No fewer than twelve French Officers have been officially appointed, at the request of the Shah of Persia, to proceed to Teheran to instruct the Persian Army. They are composed of Officers of Artillery, Engineers, and Infantry. If these gentlemen should perform their allotted task with the skill of Allard, Ventura, and Avitabile, the Persian Army will one day be as formidable as was that of the Punjab. Our Government should look to this. Forty years ago British Officers only were employed in Persia.

ANOTHER KICK!—The Official Gazette of Teheran, in announcing that the Shah of Persia has subscribed to the fund for the widows and orphans of English soldiers massacred in India, says that the English have been so thoroughly thrashed and are in such great want of money, that they are obliged to ask for help in all quarters. For this reason adds the journal of the court of Teheran, "The Sublime Master of Persia has condescended to bestow his charity upon the English Government."

We have some news of interest from Utah. The principal Mormon Elders had consented to deliver themselves to the U. S. Marshal, to await their trial on the charge of treason. A party of Mormons who had arrived at Camp Scott represented the church as torn by dissensions; and wishing to return to the United States. A despatch from Washington states that sufficient intelligence has been received to leave no doubt that Capt. Marcy and his command had arrived at camp Scott in safety.

Captain F. W. Haultain, 10th Battalion Royal artillery, has assumed his duties as Captain Instructor of Artillery in the Royal gun factories, Woolwich, vacant by the resignation of Captain Vandeleur.

PRESENTATION TO SERGT. GRACEY BY CAPT. LINDSAY'S COMPANY OF FOOT ARTILLERY.

The men being assembled on two sides of a square, facing inwards, and their officers in front, Capt. Lindsay called their drill sergeant forward and addressed him as follows:—

Sergeant Gracey, it is with feelings of no common interest that I have been delegated by the officers and men of No. 1 Company of Volunteer Artillery of Quebec, to present you with this Watch and Gold Chain in commemoration of the zeal, perseverance and uniform attention you have given to the difficult and tedious duty of training them in the Military Art. Your uniform good temper, patience and instructive manner, have been remarkable throughout every difficulty, and such as to merit the esteem of every man under your instruction, and as such they feel that, after your refusing every thing in the shape of pecuniary remuneration, they would be acting unjustly both to themselves and to you, did they allow this opportunity to pass without bestowing at least some token of remembrance of your ability and kindness.

And, Sergeant Gracey, allow me to add in behalf of myself and the officers, that we all fully join in this gift hoping that a watchful providence may have you always in its keeping; and that your future prospects may be in accordance with your present merits.

The Watch was then presented to the sergeant by Capt. John Lindsay on behalf of Company, when the recipient saluted and replied in the following terms.

Captain Lindsay, I can scarcely find words to express my thanks for your kind and ge-

nerous gift, a gift I feel that, knowing the small services I have rendered to you and your company—is far beyond my deserts, believing it to be the duty of every British soldier to give every instruction and information to those who boldly leave their occupations and calling, to take up arms in defence of their country. In fact, Sir, so far from feeling that I have any merit in teaching those men the little I know in military duties; I feel honored in being able to contribute my mite to my country's cause. In reference to your kind and valuable gift, I shall esteem this as one of the proudest moments of my life, and as such I shall pride it above my life and keep it in remembrance of the happy moments I have passed in giving instruction to a body of such intelligent men as I have found in No. 1 Company, in every respect. With regard to yourself, Sir, and your officers, I can only say that I have met with every encouragement in all that officers could do to assist in bringing the Company into an efficient state discipline as such I can only feel assured should circumstances ever require their services; that your Company will be the first to rally at our country's call. I hope that you will receive this as my sincere thanks to yourself, officers, non-commissioned officers, and men of your Company, whilst I ever remain yours sincerely, John Gracey.

The band played the "British Grenadiers," and the men again dispersed for amusement.

ADDRESS TO COL SEWELL.

Col. Sewell, we the officers of the Quebec Active Force take the opportunity of your presence amongst us on this hospitable occasion, to express to you our gratification at this evidence of your good fellowship and thorough sympathy with the Force which you Command.

We look to you Sir! as the Father of the Force,—the centre around which we must rally, to defend (if need be) the honour of the "meteor Flag of England,"—that Flag which has braved a thousand years the battle and the breeze, and as our Leader! who has brought us, not this far only, but who would, should occasion require—lead us onward, under providence, to victory and honour. We therefore take this occasion Sir, to give you a hearty expression of our approbation and respect for your uniform devotion to the interest of the Force in general, and your gentlemanly demeanour towards the members individually. We doubt not that you will continue to exhibit towards us, that same anxious care for our welfare and discipline, which you have hitherto shown, for which we feel grateful, and are proud thus to acknowledge this day, 29th June, 1858.

To which Col. Sewell replied, My Sons!—Gentlemen, mark my words—I address you as—My Sons!—I cannot describe to you what feelings of pride and emotion fill my bosom at these expressions of filial respect.—It as been my pride to comply you as such, and it makes me feel proud this day, to be thus acknowledged in the relation which I must desire. It gives me pleasure to find you jealous of the honor of that flag which is the Britons boast. The British Banner remains unsullied! and it never can be polluted while Britains sons remain faithful. Look to the east, it still floats in the breeze,—as a beacon light and the harbinger of peace. Remember, gentlemen, that I use the word British its comprehensive sense. I include English, Irish, Scotch, and Canadians for the Canada be the place of our birth or the land of our adoption, still we all have British hearts, Stand by me, Gentlemen, support me—give me your confidence, and I pledge my honour will never flinch from doing my duty towards you. If it is our lot to have peace in our day (and may God grant that our intercourse be ever pleasant,) but if called upon to defend our country's honour, I'm convinced we will be able to act so that either shall not be ashamed of the other.

TO ADVERTISERS.

The Hampshire Telegraph circulates amongst the naval, military, agricultural, and commercial classes of Hampshire, Sussex, Surrey, Dorset, and Wilts, and is also to be found in many the principal clubs and commercial houses in the metropolis. It has now a bona Fide average circulation of upwards of 3,000 COPIES PER-WEEK.

The Military Gazette.

QUEBEC, JULY 10, 1858.

MARCH OF THE 100TH REGT.

The publisher of the *Military Gazette* regrets to say that some delay will take place in the publication of this MARCH. As he cannot get one of the patriotic publishers of Canada to print it, he is obliged to send into the United States.

SEARCH OR VISIT.

This affair does not appear to be settled yet. In fact it is difficult to see how it could be. That party in the United States which thinks War with England so desirable, (avowing at the same time that their object is to thereby cheat their English creditors out of \$500,000,000 which they have to pay them,) have put forward a claim which they know cannot be conceded, but yet which the patriotic and uncorrupt Press of England, represented by the *Times*, the *Illustrated London News*, and the *Liverpool Times*, say she ought at once to concede. The infamous conduct of those papers in every question in which the honor of England is concerned is enough to make every Englishman despond. Such papers as these are ruining the Empire. There is not a single occasion on which they and our precious commercial community, are not ready to sacrifice everything to everybody if they can make 5 per cent by it.

The following observations at a recent important public meeting in London will illustrate this.

Lord Viscount Bury took the chair, and opened the proceedings with a long and able discourse. He said *inter alia*, "If any one looks at the position in which our common country is placed with regard to its greatest Colony, he will too plainly see that we depend too much for our communication with it on the U. States. That anomalous position is partly owing, as it belike my friend Justice Halliburton will confirm, to some very bungling diplomacy which took place a few years ago, and to which he so well alluded in a very able lecture of his at Glasgow. Some millions of the best acres of timber land in New Brunswick, and the navigation of St. John's river, were ceded by the treaty to which I allude, to the United States." — In anticipation of the coming completion of means of navigation to and railway connection with the Pacific Ocean, his Lordship observed, that "a very little trouble will make the Saskatchewan, which runs from the Rocky Mountains to Lake Superior, navigable for ships of large size, to the sea; although, by another system of blundering diplomacy the navigation of the lower part of the Columbia has been lost to us.

Now there was no burglary or blundering in the matter at all. The people of England, and the people of these Colonies were fully alive to the importance of both these points referred to, but then, as now, the *Times*, the *Peelite Government*, and the wicked, debased and cowardly merchants and moneyed classes of the Empire counselled concession. Yes! and if the proposal were made to transfer the sovereignty of the Great British Empire, to the lowest slave Driver of the United States, if it were proposed to legalize piracy, to extend slavery universally, to submit their children to the rule of the lash to hand over their wives and daughters to gangs of Pillibusters, to establish, what these Yankees are now proposing to do, a State in which no law, human, moral or divine shall be recognized, "a hell upon earth," provided our commercial gents could clear 5 per cent by the transaction, they would be content.

And pretty results are following from all this. At this moment the power of the British Empire never stood so low,

prosperous as she appears on the outside. The *Funds*, the supposed barometer of national wealth are at 96, but let reverse come one touch of adversity, or such a calamity as a foreign invasion come to pass, and the entire moneyed and commercial fabric will topple to the ground.

"And like the baseless fabric of a vision leave not a wrack behind."

And there would be an end of what is called the British Empire, which consummation we pray God most earnestly we may be spared to see!

Start not! loyal reader. We are only speaking of the present weak, hopeless, and effete system; of the wicked, dishonest, traitorous rulers, of a *sham*. Away with them, and let us have reality. The rule of the Ten Pound Householders has proved a gigantic failure. It is time to try if we cannot frame some other system of rule. Come despotism, come a republic, come anything which will be a change of the present system.

But many Colonists, and most of our readers will say, what is all this to us? Much, friends, all, so long as we form part of the Empire governed as it is. Whose "Millions of best acres" were given away by the disgraceful Ashburton Treaty? Were they not yours? Whose communication with the lower provinces, and with the ocean ports was interrupted? if not yours? Whose outlet to the Pacific has been impeded? It was precisely for those political objects alone that the concessions were wrong from British Statesmen, who, for the present recollect, are your masters. The actual value of these lands, and of these points of territory was nothing to the United States, it was as political moves, it was with the view to your final absorption, that these advantages were snatched, and war held out as a menace or a bugbear to our commercial tremblers.

The ceded lands on the Maine side will be a thorn in the side of Canada for ever. That vast commerce which promises to find a highway through your woods, and past your abundant streams, may through the short sighted conduct of the very men who should profit by it, be dammed up, if not ever shut out from you.

Even at this moment people see trouble looming in the future on the North West shores of this continent. The Americans will, we believe, seize that portion of British North America, your patrimony, what might be the proudest appanage of a future Canadian Empire. And if they do you will see the same English papers praise the act, the same English Statesmen cede tamely your rights and possessions.

In the face of all these eventualities you will of course be guided by Mr. Brown, or such Lower Canadian Politicians as Mr. Cauchon and Mr. Thibaudau, who "really cannot see the use of any armed force" in Canada. The one would like of course to see all the money of the States expended in paying *printers devils*, the other cares for nothing so long as the Ministry will build a bridge for some municipality of his County, small men, with narrow, petty, selfish and prejudiced views, who have set themselves to oppose and thwart the martial instincts characteristic of the French Canadian people, and who would shut them out from an honorable career in order to become bookkeepers, tidewaiters, makers of bricks. (with or without straw) for the *Americans*!

This appears to us to be just the point of view from which the discussions on the Militia Estimates are to be regarded.

If we want to be Canada, we must have a military organization of some sort, if we do not, then the argument in favor of no Militia, no regulars, no Police, *no nothing*, is perfectly intelligible!

MONTREAL HIGHLAND RIFLES.

On the afternoon of Tuesday last, Capt. McPherson's Highland Rifle Company repaired to Logans Farm and contested for a beautiful Silver medal, the gift of their gallant Commander. By special invitation we were present, and must confess that we were most agreeably surprised at the very excellent shooting. After a competition which reflects the greatest credit on all the competitors. The medal was declared won by Serjeant Stonehouse. The worthy Captain then in a few appropriate remarks presented the medal to the winner who received the same amidst the congratulations of the officers and men. Three cheers were then given for the captain, as well as for the *Military Gazette*, after which the company marched with band and pipes through the principal streets of the City. In the evening they dined at the Bonsecours Hall, Captain McPherson occupying the chair; on his right was Major Fletcher of the 100th Regiment. Captains Bertram and May and Mr. Constant on his left were Captains Moir, Stevenson, and Lambert; while Lieut. M. Gibbon supported by Ensign McPherson &c. & did right well the honors at the other end of the table. The viands and wines which were of excellent quality, were provided by Mr. Balchin. The Highland company were present in full uniform whilst the efficient band conducted by Mr. Haslie and the company's Piper enlivened the proceedings.

The covers having been removed, the Chairman gave as the 1st Toast, "The Queen! God bless her," drank with all the honors. Song, "God save the Queen." The chairman next gave Prince Albert and the Royal family, "Song, a man for a that." The third toast was the Army and Navy, which was warmly received. Song, "three cheers for the Red white and blue." The health of the Governor General was next toast, the band playing the tune of the "fine old English Gentleman." The Chairman next gave the health of Col. Moffat, drank with enthusiasm—tune "He is right good Fellow." The health of Col. Dyde next followed accompanied by two excellent songs by Mr. Greaves, who was succeeded by Mr. Morris who sung with much effect "Rule Britannia." The next toast was the health of Colonel Wyly, and afterwards the health of Lieut. Fletcher, Song, "Auld Lang Syne." Lieut. Fletcher responded in touching and appropriate terms.

The next toast was the Press coupled with the name of the "*Military Gazette*." Mr. Constant replied in suitable terms and proposed the health of the Captain, Officers and Men of the Montreal Highland Company, which was most enthusiastically received by the numerous guests. Cap. McPherson returned thanks and the whole party shortly after separated much pleased with the day's proceedings.

ST. ANDREWS' VOLUNTEER CAVALRY.

On Tuesday last, the 29th instant, the St. Andrews' Troop of Volunteer Cavalry, as also the Lachute Troop, both under the command of Major Oswald, paraded at Carillon, for the purpose of being inspected by Col. Ermatinger, but who being detained by particular duty in Montreal, appointed Lt. Col. Lovelace, Instructor of Cavalry Movements, &c., to report upon the appearance and proficiency of the Squadron.

Each Troop acting as a Squadron were drawn up in a line at order, and received the Inspecting Officer with the usual honors, they then marched past by Squadrons, trotted past by troops, and ranked past by single files, and forming line upon their original ground, proceeded

to go through a number of movements in conformity with the Cavalry Regulations, at the close advancing in line and giving the general salute.

Lieut. Col. Lovelace then briefly addressed the Officers and Men, explaining the unavoidable detention of Col. Ermatinger, and assuring them that he felt it his duty to make a favorable report to that Officer of the state of discipline the Squadron had arrived at, particularly alluding to the strict silence kept in the ranks, the celerity and precision of the movements, and the command the riders had over their horses.

Although the Squadron cannot compete in dress or appointments with their other soldiers in Montreal, yet, the great attention paid by them to the command of their officers, and the good feeling that subsists amongst this hardy yeomanry, go far to prove that if ever called out on active service under their worthy veteran commander Major Oswald, the St. Thomas Cavalry would hold their own with any Volunteer Force in the Province.

CARD OF THANKS.

The following resolutions were passed unanimously, at a general meeting of the Officers of the Quebec Active Volunteer Militia, held in the Armoury, on Wednesday evening, 7th instant.

Resolved—That we beg to acknowledge with thanks the exceeding great kindness and courtesy of A. C. Buchanan, and Noel Hill Bowen, Esquires, in granting the gratuitous use of their house and grounds at Orleans Island.

Resolved—That we beg to acknowledge with thanks the use of the tents granted by the kindness of Major Holwell.

Resolved—That we beg to acknowledge with thanks the kind and gentlemanly conduct of Capt. Johnston, of the Grand Railway Steamer, and the very satisfactory manner in which he fulfilled his engagement on the excursion trip of the Quebec Volunteer Militia, on the 29th ultimo.

Resolved—That our thanks are also due and are hereby tendered to Capt. Plante, for the gratuitous use of his wharf and grounds at Orleans Island.

Signed, on behalf of the Force.

JOHN ANDERSON,

Lieut. 2nd Troop Vol. Cavalry,

Secy. Com. of Management.

Quebec, 10th July, 1858.

THE VICTORIA CROSS.—WAR OFFICE, June 18. The Victoria Cross has been conferred on the following officer and privates:—Major Maude, C.B., R.A.; Lieut. Col. Olpherts, Bengal Artillery; Capt. McPherson, 78th Regiment; Assistant-Surgeon M'Master, 78th Regiment; Sergeant-Major Lambert, 84th Regiment; Sergeant Patrick Mahony, 1st Madras Fusiliers; Lance-Corporal Boulger, 84th Regiment; Private Joel Holmes, 84th; Private James Hallowell, 78th; Private P. M. Manus, 5th, Private J. Ryan, 1st Madras Fusiliers; Private T. Duffy, 1st Madras Fusiliers; Private H. Ward, 78th Regiment; Surgeon Home, 90th; Assist. Surgeon Bradshaw, 90th; Captain Forrest, Bengal Veterans; Captain Raynor, Bengal Veterans; Deputy Assistant Commissioner of Ordnance, John Buckley; Lieut. Blair, 2nd Dragoon Guards; Captain Jones, 18th Hussars; Major Probyn, 2nd Punjab Cavalry; and Lieut. Watson, 1st Punjab Cavalry.

War Office, June 18.—General Van Straubenzee to be a K.C.B. The following officers have been appointed Companions of the Bath:—Col. Hope Grehame, 59th Regiment; Col. Holloway, Royal Marines; Col. Dunslop, R.A.; Lieut. Col. Stephenson, Scots Fusilier Guards; Lieut. Col. Kelly, 58th Regiment; Lieut. Col. Wells, 23rd; Lieut. Col. Fyers, Rifle Brigad; Major Drysdale, 9th Lancers; Lieut. Col. Thomson, 4rd Bengal Europeans; Lieut. Col. Drought, 60th Bengal N.I.; Lieut. Col. Hogge, Bengal Artillery; Lieut. Col. Dunsford, 59th Bengal N.I.; Lieut. Col. Farquhar, 6th Bombay N.I.; Lieut. Col. Young, 50th Bengal N.I.; Lieut. Col. Remington, Bengal Artillery; Lieut. Col. Bouchier, Bengal Artillery; Lieut. Col. Blunt, Bengal Artillery; and Major Probyn, 6th Bengal Light Cavalry.

PAGE

MISSING

MEMORANDUM.

The necessity of constructing a military road between Halifax and Quebec, so as to render Canada accessible to Her Majesty's forces at all seasons of the year, seems long to have engaged the attention of the British Government.

In 1838 and 1839, when Canada was invaded by organised parties of marauders from the neighbouring country, with the avowed intention of conquest, troops were transported by that route, in winter, when St. Lawrence was closed, with much difficulty, at an enormous expense, and with great suffering to the soldiery, and the impossibility of carrying military stores in sufficient quantities was then also fully proved.

Several explorations were consequently made by the military authorities, with a view to the construction of military road as part of the system of defence of the British North American Colonies. It was then suggested that a railway, besides being of more utility for this purpose than an ordinary road, would be of great commercial benefit to those Provinces; and at the same time confer the political advantage of connecting them more intimately with the mother country and with each other.

As this scheme would cost much more than the road originally intended, and as the Colonies would be so much more benefited thereby, it was thought right that they should contribute to the expense of construction.

A survey was accordingly made in the year 1848, by Major Robinson and other officers selected by the Imperial Government, but at the expense of the Colonies.

Several lines were explored by Major Robinson, but he reported the Eastern or coast line as preferable, although the longest and most costly, for several reasons (principally of a military character) given by him.

This route was considered by the Colonies, and especially by New Brunswick, as being comparatively of little value, except in a military point of view. It was long and circuitous; it passed through a country but little settled; and could not be expected to make any pecuniary return on the cost of construction for years.

The interest therefore of any moneys borrowed by the Provinces to build the railway, would fall entirely on their general revenues, a burden which they were little able to bear. These considerations being strongly pressed on Earl Grey, then Secretary of State for the Colonies, he acknowledged their justice, and in a despatch, dated 14th March, 1851, agreed that the British Government would guarantee the payment of the interest on moneys borrowed by the Provinces for the purpose of making the road, on the condition that it should pass exclusively through British territory; but he stated that it need not of necessity be built on Major Robinson's line. Any deviation from that line was, however, to be subject to the approval of Her Majesty's Government.

Missapprehension arose between Lord Grey and Mr. Howe, of Nova Scotia, then conducting the negotiation, as to whether, in case Major Robinson's line were adopted, the Imperial guarantee would not also be extended to a lateral railway running from the main line through New Brunswick westward to the frontier of the United States.

This side line, if constructed, would have much improved the commercial character of Major Robinson's line, as it would have formed a valuable feeder, and connected it with the general railway system of the United States. Acting, therefore, under the belief that the guarantee was to be so extended, the three Provinces of Canada, New Brunswick, and Nova Scotia made an agreement to construct the railway from Halifax to Quebec in equal proportions, and proceeded to legislate upon it with a view to the immediate execution of the work.

On its being ascertained that it had not been intended by the British Government to grant the guarantee to the local line above referred to, all the objections to Major Robinson's route revived, and the arrangements between the Provinces fell to the ground.

Anxiously desiring the construction of the railway, the Provinces, although much disappointed at the frustration of their expectations, entered into a new arrangement.

They agreed, if the railway was built along the valley of the river St. John, Nova Scotia would advance three-twelfths, Canada four-twelfths, and New Brunswick five-twelfths of the cost of construction.

This line promised great commercial advantages, and a fair pecuniary return, and at the same time satisfied the condition imposed by the Imperial Government, that it should pass exclusively through British territory. The agreement thus altered was submitted to the Imperial Government for approval; but Sir John Pakington, then Colonial Secretary, in a despatch, dated 20th May, 1852, intimated his disapproval of the proposed deviation from the Eastern Line and that he therefore did not feel warranted in recommending the guarantee to Parliament. He, however, at the same time stated, that the Imperial Government was by no means insensible to the great national objects involved in the construction of the line, and that the most favourable attention would be given to any modification of the proposals then before him. The negotiations thus fell a second time to the ground, the Provinces are without their Inter-Colonial railway, and England has yet no military road to Canada.

The three Provinces have been driven, from the failure of these negotiations, to undertake, within their several territories, without concert, and on their own unaided credit and responsibility, the construction of railways, no doubt of local advantage, but not of general or national importance.

It was not thought in Canada a fitting time to press this subject again on the British Government, when all its energies were directed to the vigorous prosecution of the Russian war, a struggle in which Canada fully sympathised, and was ready to make its own. But now that peace has been restored, it would seem that no time should be lost in undertaking this great work. Circumstances have arisen during the progress of the war, the enlistment and Nicaraguan questions with the United States for instance, will show that the necessity for such a road has not decreased. Whether as a means of pouring into Canada a sufficient force, or of withdrawing it therefrom, without delay, and at all seasons, in case of sudden exigency, it is equally called for.

The only bar to its construction up to 1852 was the difference of opinion as to route, and that difference it is believed, is not irreconcilable.

It is understood in Canada that the route by the valley of the St. John is not now considered by military men competent to judge, objectionable as a military road, nay, that there are strong reasons for its selection as such. At all events, no difficulty is apprehended in finding a line combining the requisites for a military and a commercial road.

While Imperial interest require as imperatively as ever the completion of this project, the position of Canada with respect to it has materially altered.

In 1852, there were no railways in operation in Canada (with two unimportant exceptions), and she had no winter route to the Atlantic; but since that time ten lines, extending over about 1600 miles, have been constructed, at an aggregate cost of about nineteen millions sterling, by private companies, chartered and aided by money grants from the Provincial Government to the extent of nearly five millions and a half. This sum has been raised partly by the bonds of Canada, on the immediate credit of her consolidated revenue, bearing six per cent. interest, and partly by her bonds, issued on the credit of a general municipal fund, established in the Province by legislative authority. Preparations are now also in progress for the construction of an interior line communication, far removed from the American frontier, by a combined system of railway and canal between the river, Ottawa and Lake Huron.

Canada has, therefore, already assumed the full measure of pecuniary obligation which her resources render prudent; but as access to the Ocean, and communication with England, can only be had in winter through the United States, it is manifest that, in so far as Imperial interests are concerned the railway facilities are in a great measure incomplete.

Canada is fully alive to the importance of providing for the maintenance of her connection with England, and she has sought opportunity, and availed herself of every occasion, practically to cement that relation.

For the purpose of establishing a direct postal communication with England, which should not only put a stop to a large contribution to the revenue of the United States,

but also attract to the Colony a share of that trade and that emigration which was being diverted to that country, she has established, by the payment of an annual subsidy of £50,000, a direct weekly line of Ocean steamers between the Colony and England. In this enterprise she is not only unaided by England, but has to combat a line plying to the ports of the United States, supported by a subsidy from the Imperial Government exceeding £180,000 per annum.

The Province has also enrolled, drilled, and armed, at her own expense, a large and available volunteer force, consisting already of sixteen troops of cavalry, seven field batteries of artillery, five companies of foot artillery, and fifty companies of riflemen; all provided with the most modern and effective arms. This force is maintained at a heavy cost to the Colonial Treasury, and being well disciplined, would be of essential and immediate service, should occasion arise for their active employment.

In addition to this, Canada has been divided into military districts, and the whole sedentary militia, consisting of every man capable of bearing arms, has been organized.

In so far as the commercial wants of the Province are concerned, they are amply supplied by the existing railway communications to the American seaports, New York and Boston, and by the Railway from Montreal to Portland, over which a Canadian company has complete control; but this entire dependence on, and exclusive relations with a foreign country, cannot but exercise an important and unwholesome influence on the status of Canada as a portion of the empire, and tend to establish elsewhere that identity of interest which ought to exist between the mother country and the colony.

We are sensible that we need not dwell on the grave and, possibly, disastrous consequences which, if a rupture should unhappily arise with the United States, may result from the want of communication in winter between England and the interior of the Province; but it is evident that the safety of the Colony can only be secured either by keeping, from the moment of the first apprehension of danger, a military power within it of such magnitude as would repel any invading force, during the five months when reinforcement or supplies could not be obtained by sea; or the means must be created of throwing in that force, and transporting them to those points which are assailable.

We would further mention some facts which shew that while the means of resisting invasion are in no way increased, the facilities for accomplishment are daily becoming greater. There are now no less than seven American railways terminating directly at the Canadian boundary, and a far greater number touching the water of the River St. Lawrence and the Lakes Ontario and Erie, which divide Canada from the United States. All these roads may be said to form together a continuous line, running parallel with, or in easy proximity to, the provincial boundary, and by their means, America would be enabled to concentrate, with the utmost expedition and ease, all her forces upon any quarter, and to choose her own point of attack.

It may be urged that war with America is impossible, or at least an event so unlikely and remote as to justify no expenditure in anticipation of it. Admitting that the character and moderation of the Federal Government afford assurances of continued amity, it is not to be forgotten that there are other elements, not subordinate, whose influence may at any time become too powerful for control. The best safeguard against aggression is the power of repelling it. The knowledge of our weakness and exposure to attack may do much to precipitate now which, were our strength understood, would never be undertaken. It is now well known that, being cut off from England, the Province cannot make her resources and strength available should the necessity for their exercise unhappily come to pass, and when the occasion does arise, it will be too late to provide the means. The road cannot be constructed with a due regard to reasonable economy for several years, and experience shews how impossible to foresee what events within that period may interrupt the relations with a country, the peculiar constitution of which vests so much power in a class whose sarily lead to a rupture. While

therefore the commercial or material advantages to Canada which would follow the construction of the road are comparatively unimportant, she feels it her duty to urge the high national considerations which demand that the work should be undertaken.

There can be little fear of any causes of difference between the Colonies and the United States. The danger hitherto has sprung from subjects wherein, as a Colony, Canada had no interest; but which (such as the Central American, the Oregon and enlistment questions,) were purely of Imperial concern, so that, should hostilities arise, Canada would (as she was during the last war) be made the battle ground in a quarrel which she did not cause, and in which she had no special concern. The Colony has received the solemn assurance of the Imperial Government, a promise on which she implicitly relies, that while she is expected to assume her share of the burden of any force which her own internal wants may require in time of peace, yet that the whole power of the Empire will be put forth for her protection and security against foreign aggression. Canada has acted on this assurance, and performed her part of the obligation; but we would respectfully urge that, without means of communication with Great Britain, the Imperial Government is powerless to perform its share; and that the very first step towards the fulfilment of the promise is to provide proper access to the country.

But, apologizing for presenting at perhaps too great length arguments whose weight may be fully admitted, we proceed to suggest a mode by which we propose that the work should be constructed.

The question of route is one, in so far as Canada is concerned, might be left to the Imperial Government and the lower Provinces, but the distance of that which would probably be chosen may be assumed at 600 miles. By Major Robinson's report, the cost of the longest or coast route of 635 miles is £7,000 sterling per mile, to which ten per cent. is added for contingencies, making the cost in round numbers £5,000,000.

Now Canada has already built, or has in progress, 110, and Nova Scotia 60 miles, available for any route selected for the Inter-Colonial Road, leaving 420 to be constructed. Allowing one million sterling to be added to Major Robinson's estimate for the rise in the cost of labor and materials, since 1848, the balance to be provided for is £5,000,000. This would include the cost of the whole section apporportioned to and now in process of construction by Nova Scotia, but does not include the cost of the 110 miles in Canada, on which a million, raised from other sources, will be expected.

We have reason to think that if the facilities we are about to mention be extended to Nova Scotia, that province would complete the additional sixty miles to her own frontier, and allow the whole to form a part of the national line. Assuming that New Brunswick would perform a nearly equal share (and her Legislature has already assumed a larger burden), there would remain for completion about two hundred and fifty miles, at an estimated cost—making allowance for the engineering difficulties—of between £2,500,000 and £3,000,000.

We propose that this sum shall be raised as follows:—

In the year 1841 Canada obtained from the Imperial Government a loan of a million and a half for the construction of her public works. This matures at a distant period; but, meanwhile, a sinking fund has been formed for its redemption. We suggest that the amount of this loan, including sinking fund, be granted in aid of the proposed railway; and that Canada shall be relieved from its repayment in consideration of her expending the whole amount in the construction of the line from Rivière du Loup, in Canada, towards Halifax.

Canada and New Brunswick have already appropriated all their ungranted public lands, for ten miles on each side of the line, in aid of the undertaking. It is assumed that these lands amount to about four millions of acres, and it is proposed that on the security of these, and the road generally, any balance requisite to complete the work should be raised as a first charge.

The system of land grants to aid the construction of railways has been followed with the most entire success in the United States of America, where lands from being almost worthless and unsaleable, have risen in va-

due with a rapidity far exceeding the most hopeful anticipations.

It is apprehended that the Provinces of Nova Scotia and New Brunswick would not feel warranted in burdening themselves with so large an amount of interest as a loan to be affected on their own credit would involve, and it therefore seems necessary that the Imperial guarantee promised by Lord Grey should be extended to the bonds of these Provinces to the extent of their respective contributions. This guarantee would enable them to raise the money at such a reduced rate of interest as would justify their incurring the obligation.

First.—A guarantee of the bonds of the provinces of Nova Scotia and New Brunswick.

Second.—The conditional discharge of Canada's debt of 1,500,000.

And as a direct equivalent there would be secured, not only a military road from Halifax to Quebec, but continuous railway communication, for the transport of men and stores, from Québec to the Western extremity of the Province of Canada.

We do not pretend to hold out the prospect of an immediate direct return on the outlay, because we have no data on which to base reliable calculations; but we must express the conviction that, in a financial point of view, the cost of the road, although the entire outlay were assumed by the Imperial Government, would ultimately be more than saved by the lessened expenditure, which England will be called upon to bear after its completion, by enabling her to reduce her military establishments in Canada.

But in the scheme submitted, the Provinces, cherishing, and sensible of the value of, their connection with England, offer substantial aid and co-operation.

It will be seen that our object is to involve the Imperial Government in an undertaking with the hope of a pecuniary return, or to assume a liability in the special interest of any Colony. If the best interests of the Empire, the extension of her commerce, and the permanence of British power on the continent of America, do not warrant the immediate construction of the work, and the contribution of England towards it we desire to abstain from urging considerations of minor weight on behalf of the enterprise; but the material aid which the Colonies are ready to extend affords sufficient proof that, in their opinion, its importance on national grounds has not been exaggerated.

We trust that a consideration of these views (which it is to be understood are made subject to the approval of the Executive and Legislative of Canada,) may meet with the favourable and early attention of Her Majesty's Government.

If provisionally acquiesced in, no time will be lost in seeking to obtain the sanction and co-operation of the other Provinces.

(Signed,) JOHN A. MACDONALD.
JOHN ROSE.

RIFLE PRACTICE. By Colonel John Jacob, C. B., of the Bombay artillery.

(From the North British Review.)

(Continued from our last.)

But no machine-made gun had been produced till after the Crimean War; and the Birmingham makers are of opinion, that it is not bedded together with the same solidity as the Birmingham made gun, and that it will not stand the same length of wear. From the inspections both of the machines and of the work produced by them, we should imagine that there cannot be the slightest doubt as to the ultimate success of the Enfield system; and the best evidence of the prospective triumph of machinery, is the fact that private makers—the London Armoury Company for instance—have already supplied themselves with similar machines from America, for the purpose of executing their contract with Government, for the supply of 30,000 rifles of the Enfield pattern.

The Enfield Rifle, then, represents a long thin tube, with a slow pitch of rifling, and a bullet consisting of a cupped cylinder with a rounded end. It performs well up to 800 yards, and as a half pike, can be no doubt of its unquestionable excellence. The steel bayonets, as now manufactured, have not only never had an equal, but have never had anything in the shape of a rival that could approach them. They appear to be as nearly perfect, both in quality and finish, as anything of the kind can possibly be. As

a whole, we need not hesitate to repeat, that no such weapon was ever before placed in the hand of the soldier.

But Colonel Jacob can beat the Enfield rifle in shooting; and it will become a question whether some new modification will not be requisite in the national arm. If the Enfield rifle can only perform well, as to accuracy, up to 800 yards; and if Colonel Jacob has prepared a pattern-rifle for the army far more handy and convenient in every way, than the rifles hitherto in use of 32-gauge bore, only with which a tolerably good shot can, certainly, strike an object the size of a man, once out of three times, at a thousand yards distance, and of which the full effective range is above 2000 yards—the ball at that range still flying with deadly velocity; it stands to reason, that our troops would have a poor chance with a foreign enemy, armed with the Jacob rifle, as our cruisers, armed with carronades had with the American ships, armed with the long 32's. Troops armed with the old musket, would be immolated in the presence of the Enfield rifle; but if the Enfield rifle can be itself surpassed almost as much as it surpassed the musket, it would be satisfactory to know that Great Britain was the first to take advantage of the discovery.

Before advertent to the performances of Colonel Jacob, we may state concisely that we conceive to be the essence of the whole of the modern improvements in the rifle.

To project a round or spherical ball through the air is very much the same as to sail a washing tub through the water. The problem of constructing a bullet is, in fact, very similar to that of constructing a ship or a boat. For the smoothbored gun the round bullet was naturally adopted, both on account of its convenience in loading, and because it has not been found that other forms can be projected from the smooth bored gun with greater advantage than the sphere. We do not affirm that a form of projectile may not yet be discovered, that shall shoot better than the ordinary round ball "or sphere" from a smooth barrel. We merely on this occasion advert to the fact, that the round bullet was used universally with the smooth bore, and naturally enough was used also with the rifle. But to project a sphere through the air is much the same as to sail a round tub through the water. Improvement in rifle practice, therefore, must depend in suiting the form of the bullet to the requirements of its intended flight; and the problem is much the same at that of building a clipper ship, supposing that we were to start from the washing tub. The Pritchett bullet or Enfield bullet represents a trough with a rounded end, and of course a trough with a rounded end is superior to a tub. The flight of the Enfield bullet depends upon its form, and not upon any principal of expansion produced by a cup, to be acted upon by an iron capsule, or by the force of the powder alone, or by a plug of boxwood. And this assertion can be proven in this way—let a bullet of the same shape be cast with flanges, so as to lay hold of the rifling, and it will still fly as well as before, provided its fittings be air tight. But it is quite evident that a trough with a rounded end is not the best form for making its way either through the water or the air. The shipbuilder, looking at the elegant curves of his own beautiful water line, would stand aghast at the section of even the Enfield bullet, and would reckon it as no great advance upon the washing tub. Colonel Jacob comes in with a modification in the right direction, and puts a sharp bow on the ball, which he makes two diameters or two and a half diameters long, but leaving the butt or stern of the ball flat, and this flat tendency appears to be the prevailing fashion of the present time, apparently on the supposition that the powder hits a flat ended ball harder than one that should be finished with a graceful curve like the run of ship. But Colonel Jacob's bullet that has a bow is an approach to the truth, and of course it flies both further and more accurately than the round ended trough. The next improvement is to put a proper stern on the bullet, so as to deliver the air round a proper and becoming curve instead of at a sharp edge; and then the bullet, with a little modification of its whole curvature, will be as nearly perfect for flight through the air as a clipper ship is for passage through the water. The advantage of the flat end or square stern is we apprehend, purely chimerical; because the powder strikes the bullet like a punch, and a punch fitting a cone will strike the

point of the cone as hard a flat punch would strike the base of the same cone. Progress is the law of the rifle bullet, and sooner or later it will come to the elegant curves of the ship, otherwise it will not fly so far as it might do. The designer of a rifle ball might study with advantage the process of draughting a ship's lines.

The modern improvements in the rifle, then, resolve themselves into the improvement in the shape of the bullet, by which it is adapted for flight through the air, and into the use of a bullet that can be easily loaded, but which expands under the action of the powder either—first, by the use of a cupped butt; or, secondly, by the use of one or more rings, which enable the after part of the bullet to jam up and lay hold of the rifling. With a long bullet we have little doubt that the lead will jam up even without rings, if the bullet be made sufficiently near the size of the bore to fit properly with a greased patch, the lead is easily compressible, and a much smaller amount of hold than is usually supposed enables it to take the rifling. The phenomena called *stripping* is we apprehend, one which most riflemen may have heard of, but none can say that they have observed. It is a myth.

Colonel Jacob's improvement, then, consists, in the first place, in giving a better form to the bullet, by which the resistance is diminished and the range increased. To fire this bullet he uses a shorter, heavier barrel, with a more rapid twist and a smaller bore; and in these particulars we entirely concur with him. Even during the Enfield experiments it was found that a barrel thirty inches long afforded the best shooting that was then obtained, but the extra length was considered requisite for a military weapon,—for the half-pike service.

But the improvement in the form of the bullet is not Colonel Jacob's only claim to be ranked as the first experimental rifleman of the day. He has constructed and applied to the rifle bullet, a small shell, consisting of a copper tube filled with gunpowder, and primed with detonating powder. The shells are made of various sizes, and are now supplied by the gun trade. The bullet is cast upon a cone, which leaves a cavity into which the shell can be placed without difficulty. The point of the shell is of course in front, and the moment the bullet strikes, the shell explodes, and does damage proportioned to its size and the nature of the surrounding materials. These shells, for military purposes, appear to be the most formidable adjuncts that have yet been applied to the rifle; and it may safely be presumed, that they would render the fire of a body of men wonderfully effective where the ammunition waggons of an enemy could be approached. We shall state what Colonel Jacob has been able to do with them. At Kurrachee, on the 23d August, 1856, an ammunition waggon was constructed out of an old country cart, with a box on it, about the size of a pair of the ordinary ammunition boxes in use with a field battery. The box was four feet long and two feet high on the side next the rifleman, which was one inch and a half thick; the lid and the other sides being an inch thick. The box was filled with damaged gunpowder, in cotton bags, each containing 2 lbs.—the whole charge being about 100 lbs. The box was properly secured, and a tarpaulin nailed over it. The cart was placed at the foot of the shooting butt, 1200 yards from the shooters, who, on this occasion, were Mr. Gibb, C. S., Captain Gibbard of the Artillery, Colonel Jacob, and Captain Scott of the Lancers. The morning was cloudy, and the cart not very distinctly visible. About twenty shells in all had been fired without exploding the powder, when the ninth shell from Mr. Gibb's rifle (32 gauge only) "struck the box and exploded the powder; with the most brilliant effect." Some of the officers, however, still entertained the opinion that the manner in which the shot and cartridges are packed in the artillery ammunition waggons would prevent the possibility of the rifle shells reaching the powder, even if they burst among the shot in the boxes. The test this opinion another waggon was prepared, with four boxes on it, similar to those of an ammunition waggon in a field battery. These boxes were packed with round shot, cartridges, etc., like those of a regular field battery, and the proceedings were resumed on the 25th August, at the same distance, of 1200 yards. The seventh shell from Cap-

tain Gibbard's rifle exploded one of the four ammunition boxes. The fifth shell from Colonel Jacob's rifle entered another box, and a second explosion took place. The gentlemen present proceeded to the butt to examine the effect, and found the waggon burning, although two of the boxes were still unexploded. The neighbourhood being dangerous the spectators retired, and the third box exploded. The fourth was blown up by another shell, and the waggon was totally destroyed.

But Colonel Jacob's practice was not limited even to the range of 1200 yards, as will be seen by the following memorandum, which we quote entire, believing it to be the record of the most notable feat ever performed with so small a weapon as a shoulder rifle:

"RIFLE PRACTICE AT KURRACHEE.

Friday, 5th Sept. 1856.

"A powder box was prepared for explosion, by rifle shells, at a range of (1800) one thousand eight hundred yards. The box consisted of two boards, one and a quarter inches thick, and ten feet square, put together with a space of one inch between their surfaces; the space was filled with gunpowder, and was found to contain a charge of above 500 lbs. The box was placed against the butt on the ground, and after being loaded was well started over. At 7 A.M. on the 5th September, 1856, rifle practice was commenced with shells at this box from a distance of 1800 yards. The morning at first was dark and cloudy, but after a few shots had been fired the weather improved, and soon became favourable as regards light, although a fresh breeze was blowing across the range from right to left. The shooters were:

Captain Gibbard, Artillery 24-gauge Rifle
Captain Thatcher 16-gauge Manton
Colonel Jacob 24-gauge Manton
Captain Scott, A.D.C. 32-gauge Manton

The undermentioned gentlemen were also present:

Colonel Trevelyan, Artillery; Lieutenant De Nitre, Artillery; Captain Pirie, Lieutenant of Police.

For the first few rounds the shells struck near the foot of the butt, but as the morning brightened, the practice improved, and many shells in succession struck close over and around the box—so close, indeed, that to strike it. The practice was steadily and deliberately continued, but the powder still remained untouched, till Colonel Jacob's little double rifle had been fired twenty times. The last four shots from this rifle were all very near to the box; and when fired for the twenty-first time, the shell from the second barrel struck the box and exploded the powder. The effect was magnificent, the distance being so great and the charge in the box so heavy. So violent was the explosion, that it was thought at first that the butt wall had been blown down; but when the smoke cleared, the wall was seen standing uninjured. This wall it built of stone, ten feet thick at the base, and one and a half at top is one hundred feet long and fifty feet high. A large portion of surface near the powder-box was a good deal shattered, but the damage was only superficial, and the butt was not seriously injured. Throughout the practice at Kurrachee no rest of any kind was used. The rifles were always fired from the shoulder, the shooter standing up.

We regard to the penetration of the bullets used by Colonel Jacob, we may take the following instructions.—At Kurrachee, on the 26th September 1856, a 24-gauge iron-pointed ball, fired with a charge of 2½ drachms of powder, at a distance of twenty-five yards, penetrated clean through eighteen deal planks, each three-quarters of an inch thick, and smashed itself all to pieces against stones on the other side. And, on the 29th September 1856, a 24-gauge iron-pointed bullet, with a charge of 3½ drachms of powder, was fired at twenty-five deal boards, each a little more than three-quarters of an inch thick—the whole thickness of all boards being twenty inches. The boards were packed close one beyond the other, and wedged fast into a box. The rifle was fired at twenty-five yards distance. The bullet penetrated clean through the whole twenty-five planks, and buried itself its whole length in a block of hard wood, two and a half inches thick, which was beyond the mass of boards, breaking this block into two pieces.

Colonel Jacob objects to a long thin bar

ral for a rifle, which he admits, however, may perform well up to 800 yards, with an expanding ball and a slow burning powder. He prefers a short barrel with a rapid twist. In this there is nothing new. The German rifles that have been in use for the last hundred years would nearly fulfil the conditions laid down, and plenty of rifles were made in England before the name of Minié was heard of, quite near enough to Colonel Jacob's specification to perform well if fitted with the appropriate bullet. The mystery is not in the rifling, but in the shape of the projectile. "For my projectiles, therefore," says Colonel Jacob, we require a short barrel with deep grooves and great twist. If we attempt to use these projectiles with a long thin barrel, like the Enfield, they must fail signally. The weight of the ball and its solid resistance, are too great for the weaker barrel, which trembles, shakes, and vibrates when fired to a degree which shows it to be altogether over strained; in fact, the iron of the barrel must be disturbed into a series of waves, and the ball passes along it, and the elastic action of so thin a tube near the muzzle end, must make it jerk the ball about in a wonderful manner as it leaves it. Colonel Jacob has here adverted to an important principle, which may account for the unexplained fact, that while shot barrels are almost as invariably made eight-sided; the angles on the barrel being calculated to arrest the undulation. The same circumstance may also give a clue to the fact, the double rifle was found preferable to the single. The single barrel must be made stout, so as to control the expansion and vibration; but the double barrel effects this by means of joining two tubes together. The waves cannot be generated to the same extent, when one side of the barrel that is undergoing expansion under the force of the powder is held firm by another piece of metal which is not undergoing a similar expansion. It is quite in accordance with sound theory, therefore, that the double gun may actually be found to perform better than a single—taking the weight into due consideration. With regard to size, Colonel Jacob considers a 32-gauge to be large enough for anything, and twenty-four inches to be long enough for the barrel of any calibre whatever. The grooves, he says, should be full, deep, breadth equal to that of the lands, and may turn once in three feet of length. Such are Colonel Jacob's conclusions; based upon experience, second to that of no living man; and though we should beg leave to differ from the general affirmation, that 24 inches would be found long enough for any barrel, we willingly admit that Colonel Jacob's view is substantially the correct one.

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Secretary.

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

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| HAND BILLS, | STRAMBOLT BILLS, |
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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 Superintending.

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 Levis.

The Establishment is situated between the Passenger and Goods Depot of the Railway, affording all the security of enclosed Docks and Warehouses.

The Company have four thousand feet River frontage, with a Timber Cove capable of holding six millions feet in the Raft; where vessels of any class can moor in safety out of the influence of the strong tides, sheltered from the effects of those periodical 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 economical 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 requisite information may be obtained upon application at the Offices of the Company in QUEBEC; or at their Agencies in MONTREAL, KINGSTON, TORONTO, and CHICAGO.

Quebec, April 10, 1858.

CUSTOMS DEPARTMENT,
Toronto, 9th December, 1857.

HIS EXCELLENCY the GOVERNOR GENERAL, by an Order in Council, bearing date the 4th of December, 1857, 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 Approver, 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 Officer, 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,
R. S. M. BOUCHETTE,
Commissioner of Customs.