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The Volunteer Review

AND MILITARY AND NAVAL GAZETTE.

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

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No. 3.

THE REVOLT

OF THE

British American Colonies,
1764-84.

CHAPTER XXXV.

The Spanish declaration of war was followed by the march of troops to occupy the works of San Roque, thus investing Gibraltar by land whilst a naval force performed the same operation by sea. Instructions were also sent to all the Spanish Colonial Governors to be prepared for the event, and especially to Don Bermada Galves, the Governor of Louisiana, in order to enable him without delay to wrest West Florida from British control.

This Province had been acquired during the war of 1754-64, and confirmed to Great Britain by the Treaty of Paris in 1763; it was thinly settled, its western frontier was on the Mississippi and at a great distance in those days from Pensacola, the seat of government. The actual military force available was very inconsiderable, so that most of the important frontier posts were without any garrison. In 1778 the town of Manchac situated at the junction of the Iberville and Mississippi, with a ship mounting 16 guns, was captured by a desperado named Willing with only twenty-five men, who also plundered other settlements on the River Amit, and held possession of them until the Governor of Pensacola sent a few Indian hunters to the aid of the inhabitants, who thereupon drove out the filibusters. This circumstance caused a reinforcement to be sent to Pensacola in the beginning of 1779, under the command of Brigadier-General John Campbell. The whole regular force of the Province amounted to 1,800 men. Soon after his arrival he detached Lt.-Col. Dickson with 500 men to build a fort at Baton Rouge, but this work was not nearly finished when it was invested by the Spanish Governor of Louisiana with 2,000 men on the 12th of September. On the 21st a battery of heavy guns was opened on the works, and

after a cannonade of three hours they were declared to be untenable, a flag of truce was sent out and a capitulation effected by which the whole British settlements from Natchez downwards on the Mississippi were surrendered to Spain.

Nearly at the same time that Galves entered West Florida the Spanish Governor of Honduras made an unexpected attack on the British logwood cutters at Campeachy Bay and expelled them from their principal settlements at St. George's Key.

General Dalling, the Governor of Jamaica, being apprehensive of such an attack had already despatched a small detachment of Irish Volunteers under Capt. Dalrymple to the support of the logwood cutters on the Mosquito shore, with a supply of arms, ammunition and stores, and instructions to collect a force sufficient for their protection. The transports arrived on the 27th of September at Black River on the Mosquito shore, and were met there by the intelligence of the attack on St. George's Key. As soon as Captain Dalrymple had enlisted some Volunteers and collected about 60 Indians the squadron again put to sea. In their passage to Honduras they fell in with a squadron of ships of war commanded by Commodore Luttrell, consisting of the Charon, Lowestoffe, and Pomona, frigates, which had been detached by Admiral Sir Peter Parker to intercept some Spanish Register ships of which he had received intelligence. It was ascertained from the Commodore that the settlers at Honduras had retired to Truxillo and the islands of Rattam on the Mosquito shore, that the Spaniards had been already dispossessed of St. George's Key by His Majesty's armed schooner Racehorse, and that the Register ships, the objects of his cruise, had taken shelter in the harbour of Omoa and were too strongly protected by the batteries on shore to be attacked by sea. Captain Dalrymple at once agreed to unite forces and make a combined attack on Omoa, but it was first necessary to proceed to Truxillo where a number of logwood cutters were collected, armed and embodied.

On the 16th of October the land force, which did not exceed 500 men, landed at

Porto Cavallo, a harbor which was supposed to be not more than nine miles distant from Omoa. It was determined to surprise the fort, but the difficulties of a night march prevented the attempt, and after an investment of a few days it fell by a well planned and vigorous assault, in which only two men of the garrison were wounded. Two Register ships and some other prizes valued at three million dollars were captured in the harbor.

This important acquisition was afterwards abandoned in consequence of the inability of the garrison to defend it and the incapacity of the Admirals commanding in the West Indies. Admiral Byron was content with protecting British commerce, and let Comte d'Estaing escape after his repulse at Savannah. Admiral Hyde Parker, who succeeded him, took or destroyed the greater part of a convoy bound to Martinique in sight of Fort Royal and a French squadron under M. de Motte Piquet lying at that place, but totally failed to bring him to action, although the Frenchman placed his squadron completely in his power by leaving his anchorage to save one of his frigates—neither of those Admirals could fight without the weather gauge. Admiral Hyde Parker managed to capture the Alcemon, 30 guns; Blanche, 36 guns; Fortunari, 40 guns, and Elis, 35 gun frigates, part of Comte d'Estaing's fleet. The prizes taken from the French and Spanish marine amounted to £1,025,600 sterling, so that if no honor accrued the gain covered more than the loss,—a sentiment of no lofty character, but suitable enough to the period in which those transactions occurred.

The operations of 1779 were of a most unsatisfactory character and reflect no honor on either branch of the service, its effects upon the issue of the contest were most disastrous. The French fleet completely paralysed the efforts of the British General on the American continent, confining his operations solely to New York and vicinity, but pointing out clearly the true strategy on which the war should have been conducted, viz., a powerful fleet on the coast, with an army concentrated on the line of communication between the Eastern and Southern Provinces, but this was a problem beyond the

capacity of Howe or Clinton's understanding, Comte d'Estaing's operations in the West Indies should have been brought to a close by a general action, but the sailors in command were as obtuse as the soldiers, the French Admiral's blunders were quite as successful as the best designed and most elaborate tactics. England's interests had been confided to obstinate blockheads and stupid fools the consequences were easily to be foreseen.

Sir Henry Clinton appears to have learned nothing from Sir Wm. Howe's elaborate failure at Philadelphia, nor his own not very dignified retreat therefrom in 1778, and as a proof thereof the moment he became satisfied that Comte d'Estaing had sailed for Europe, he set on foot an expedition to Charleston in South Carolina where himself and Sir Peter Parker had ignominiously failed in 1776, and where he now seemed determined to wipe out that disgrace for his own satisfaction because it could in no way conduce to the interests of his country, but as events proved trailed his military prestige in the dust and seriously compromised her position amongst European powers. That the consent of the British Administration was given to any such movements can only be accounted for on the supposition that they were as ignorant of the proper objective point in this contest as Sir H. Clinton and therefore they allowed him to indulge in this last and most fatal experiment—for it was nothing more—because the Province of South Carolina in reality exercised no influence on the contest. A small squadron cruising off Charleston harbour would as effectually neutralise the power of the Province for good or evil as the most elaborate military operations, but Clinton consulted only his own feelings and with what success the campaign of 1780 will testify.

On the 23rd December, 1779, the troops designed for this disastrous expedition sailed from Sandy-hook under the command of Sir H. Clinton—leaving Lieut. General Knyp-hausen in command of New York. The usual time for the passage was ten days, but it was the end of January, 1780, before any of the ships arrived at Tybee, the rendezvous, some being taken by the enemy, others foundered; amongst which was one with all the heavy artillery, and all more or less damaged—nearly all the artillery and cavalry horses were lost. As it was necessary to refit before proceeding further it was the 11th February before the troops were disembarked on John's Island, thirty miles from Charleston—part of the fleet being sent round to block up the Harbour. While the troops slowly advancing through the passes from John's to James' Island, and from thence over Wappo cut to the main land until they reached the banks of Ashly River opposite Charleston. And such was the impediments offered to the advance of the troops or the slowness of the operations that it was the 30th of March before the troops encamped in front of the American lines, and on the 1st April they

broke ground at the distance of 800 yards from the Provincial works.

The time wasted by the British General in his slow advance was improved by the United States General in strengthening and enlarging the defences of Charleston—built on the tongue of a low peninsula formed by the Ashly and Cooper Rivers it was no hard task to render its land defences all but impregnable, but its sea defences were contemptible, its most formidable obstacle on that side being a bar or sand bank with so little water on it that it was necessary to take guns, provisions and water out of a 32-gun frigate to enable her to pass it. On the land side Charleston was covered by a canal connecting two swamps covered at half flood, the next was a double picketed ditch between which and the canal two rows of abattis were placed, and immediately in front of the place a line of redoubts and batteries mounting upwards of 80 pieces of artillery. The works resting on each river completely infladed both ends of the canal, while in the centre a formidable hornwork, closed during the siege, served all the purposes of a citadel. Inside the bay in Five Fathom Hole lay the American Commodore Whipple with a squadron of nine sail, the largest of which carried 46 and the smallest 16 guns, so placed as to command the bar, while the works on Sullivan's Island had been considerably strengthened. The garrison amounting to 7000 men were under the command of General Lincoln, but the chief reliance for a successful defence was placed on the shipping; but no sooner did the British fleet approach the bar on the 20th of March with the intention to pass it than Commodore Whipple quitted his station and took refuge under the guns of Fort Moultrie leaving Admiral Arbuthnot, who commanded the British fleet, liberty to enter at his leisure; but the spirit of procrastination was not alone confined to the Army, the gallant Admiral took only sixteen days to cross any part of his force over the bar, and the Commodore taking heart of grace because he was not pursued sailed out from under the protection of Fort Moultrie, gallantly ran for Charleston, passed into Cooper River where he sank part of his squadron to prevent the Admiral from following him—if the latter had crossed the bar at once and sailed up the Cooper Charleston must have surrendered before a parallel was opened, but like the General he did not like to spoil a display of strategy and science to benefit the country he was serving. On the 9th April the squadron under his command passed the bar and Fort Moultrie with very little loss and anchored at Fort Johnston on the right bank of the Ashly River and out of gunshot from the town. On the same day the first parallel was finished and the town being now invested in due form General Lincoln was summoned to surrender; his answer was short and firm:—

"Sixty days have passed since it has been known that your intentions against this town were hostile, in which time has been

"afforded to abandon it, but duty and inclination point to the propriety of supporting it to the last extremity." As contemptuous and scornful a rejection as the annals of warfare contain, and it is a matter of no astonishment that it should be so.

The batteries were opened on the town, but as General Lincoln had left his cavalry on the east bank of the Cooper River with orders to keep open the communication with the country, and as reinforcements were arriving the fall of the town appeared yet as far off as ever. However General Clinton detached Lieut.-Col. Webster with 1400 men to cut off the American cavalry, and on the night of the 14th April the advanced guard of this detachment, composed of Tonleton's and Ferguson's corps, surprised the American cavalry with the militia attached to them at Biggins' Bridge near Monk's Corners, thirty two miles from Charleston, completely routing and dispersing them with the loss of all their stores, camp equipage and baggage. This defeat laid open the communications of the garrison, and a reinforcement arriving from New York Earl Cornwallis was enabled to cross the Cooper River and effectually cut off the place from relief.

The besiegers pushed their works with vigor, the second parallel was completed on the 20th April and the third on the 6th of May, this latter drained the canal covering the front of the American works; and on the day on which it was completed the surrender of Fort Moultrie and defeat of the remains of the American cavalry by Tarleton's eventually sealed the fate of Charleston which surrendered on the 12th of May.

The prisoners taken in Charleston included the Deputy Governor and Council of the State, seven General Officers, a Commodore, 5000 soldiers, 1000 French and American seamen, 400 pieces of Ordnance with a large quantity of stores, 8 American armed vessels mounting 218 guns, 2 French vessels mounting 42 guns, 4 armed galleys, some brigs and other small vessels were either captured or destroyed. The British lost during this siege 76 killed and 189 wounded—that of the Americans was not correctly ascertained.

A KNIFE GUN.—The Prussian needle gun has a formidable rival in the form of a *zund-messergewehr*, or knife gun—the new breech-loader invented by Herr Mayhofer, of Kauschen, East Prussia. At the recent trial in Konigsberg, twenty five rounds with full cartridge, are said to have been fired off per minute. The missile penetrates at a distance of two thousand yards. The piece carries with great precision, and has the great advantage of a minimum of smoke. The invention extends to the cartridge as well as the gun. The inventor had repeated his offer to sell his patent to the Prussian Government, but it has not yet been accepted. He has spent his whole fortune, of twenty-five thousand dollars, in the production of the arm, and threatens to go to Austria or France if Prussia does not give him an answer soon.

A Boston paper reports a cock-fight under the head of "an ornithological discussion."

THE NORTHERN ROUTE FROM THE PACIFIC TO THE ATLANTIC.

From the Hamilton Times.

At a recent meeting of the Board of Trade of the City of Detroit, General T. J. Cran, of the United States Corps of Engineers, read, by invitation, a most able and elaborate report, or memoir, upon the Northern inter-oceanic route of commercial transit between the tide water of Puget's Sound, on the Pacific, and the tide waters of the St. Lawrence, on the St. Lawrence. From this document we cull some very valuable facts, which, we are quite sure, will be of deep interest at least to the commercial class of our readers.

General Cran states that the Northwest which this route will serve contains 560,000,000 acres, and to which the construction of the proposed railway will bring civilization, cultivation, commerce and prosperity. It embraces the winter wheat region, and is well supplied with deposits of valuable metals, timber and stone, and an abundance of water, and possesses a temperature so mild as to render it extremely healthful and productive. The region traversed by such a railway would supply vast quantities of game, and subsist countless herds of cattle.

Towards the construction of this route Congress has appropriated a strip of land ten miles wide through Minnesota, and for the remaining 1,543 miles, twenty miles on each side. The length of the road from Lake Superior to Puget's Sound will be 1,775 miles, and the lands appropriated will embrace 66,360 square miles, an area nearly as large as the States of New York and Ohio both put together. This vast tract of land containing as it does 43,170,400 acres would at a valuation of \$2.50 per acre, create a fund amounting to \$159,817 per mile for the construction of the line. It is also said that in British America an extent of country equal to that above mentioned would contribute to the business of the road. From the eastern terminus of the road, at the west end of Lake Superior, the route to the Atlantic Seaboard would be by the way of Lake Superior, Lake Huron, the Detroit and St. Clair Rivers, Lake Erie, the ship canal around Niagara Falls, on the American side, Lake Ontario, and the St. Lawrence with its canals. It would, however, be necessary to make very great improvements in that part of the route which would involve the necessity of steam navigation. It would be necessary to deepen the locks of the St. Mary's Canal so as to give sixteen feet of water on the gate sills, there being at present only ten and two thirds feet, and the canal would require to be deepened to seventeen feet, and the locks should be 350 feet long, with a lift of 50 feet. This improvement is estimated to cost \$250,000. Other improvements would be required in the St. Mary's Canal, which would cost about \$150,000.

The ship canal on the St. Clair Flats, in the opinion of General Cran, to be deepened, so as to give sixteen feet of water which could be done at a cost of \$30,000, or it could be made 20 feet deep at a cost of \$50,000. This canal is about seven-eighths finished now, and will be completed by the 1st. of August next.

General Cran also discusses the project of a ship Canal around Niagara Falls, on the American side. The plan which met his approval was that of Mr. Burt, of Detroit,

who proposes to cut a canal from Slosser to Lewiston, a distance of eight miles, and to overcome the entire fall by one lock of about 300 feet rise. The General objected to the Welland Canal as of insufficient capacity, and he thinks it would be a bad idea for Americans to spend their money on its enlargement, because it is wholly on a foreign soil. If, however, the Welland Canal was to be enlarged, it would be necessary to remove a large amount of rock at the entrance to lake Erie, which the General thinks would involve too much expense and delay. The probable cost of the proposed canal from Slosser to Lewiston is put down at \$13,009,000.

Having surmounted the difficulties presented by the Falls of Niagara, no others present themselves before reaching the Galop rapids in the river St. Lawrence. From that point to Montreal, a reach of 106 miles, there are several rapids, around which small canals have already been constructed by the Canadian Government. These canals allow vessels to pass through not more than 186 feet long, and 43 feet beam, the maximum burden of which is 300 tons, equal to a carrying capacity of 10,000 bushels of wheat. The cost of enlarging these canals to chambers 46 by 350 feet, and giving a depth of water of 16 feet, is estimated at \$5,200,000. From Montreal to Three Rivers, to which port the tide water comes, the distance is sixty miles, in which ships drawing 30 feet of water may be safely navigated; and from Three Rivers to the Gulf of St. Lawrence is 500 miles more. The length of the various sections of this mixed land and water route, is thus stated by General Cran: Northern Pacific Railway 1,775 miles; Lakes Superior Huron, &c., 1,087; River Navigation, 353 miles, and Canal Navigation 53, making an entire length of route of 3,268 miles. The total cost of carrying out this great enterprise is thus estimated by competent engineers: Northern Pacific, \$46,283 per mile, \$82,152,326; Harbours and docks, \$1,000,000; improving Sault Ste. Marie Canal, \$250,000; deepening the St. Clair Flats Canal &c., \$45,000; Niagara Ship Canals, \$13,457,250; enlarging St. Lawrence Canals, \$5,200,000 making an aggregate cost of \$102,259,576, only about \$20,000,000 more than has been expended on the Grand Trunk. The cost of all the work exclusive of the railway, would be \$20,101,280. The estimated time it would take to make journey from Puget Sound tide water over the route is as follows: By rail six days and two hours; on the lakes, allowing one day for transshipment, six days and fifteen hours, on the Canals one day and three hours, and in the locks one day and three hours, making a total for the whole route of fourteen days and twenty-three hours. The cost of freight per ton from Puget Sound to Lake Superior would be \$22.19; for water carriage to the Atlantic, \$3.33, making a total from ocean to ocean of \$25.52. At the present time it costs \$9.25 to move a ton of freight from Lake Superior by the way of the Erie Canal to the seaboard.

There are two objections to this scheme, from a Canadian point of view. The first is that the building of a ship canal on the American side around Niagara falls would render the Wellington Canal almost valueless; and the second is that the whole of the land part of the route would be through American territory. In order to the full development of the North-west Territory, if we ever get it, a railway running from the north-west shore of Lake Superior, through the fertile belt of that territory, is a *sine qua non*. How to provide for the construction

of such a railway, the American Government has taught us, in the liberal appropriation of so vast a quantity of its public lands to aid in the construction of the North Pacific; and as soon as we get possession of the North West and Rupert's Land, our government should imitate the example of the Washington authorities, for by that means alone shall we ever be able to secure a railway running wholly through British territory and connecting the Pacific with the navigable waters running into the Atlantic. For the above facts we are wholly indebted to General Cran, whose elaborate memoirs appeared in the Detroit papers.

A jealous husband in Pittsburgh followed his wife one evening, saw her meet a man, ran up and thrashed him, and found it was his father-in-law.

A London gentleman has leased a theatre for six weeks, and engaged a company and orchestra, all for the purpose of giving himself the opportunity of playing in Shakespearean characters.

RIGHT AND WRONG.—Causes might easily be determined could they be placed in a fair light. Right and wrong lie in a narrow compass, and might be decided on by a common capacity, if they could be perfectly known. But truth is a shy damsel, unwilling to show herself, and is often beheld in disguise.

ON RAILLERY.—There are three sorts of persons on whom our railery should never fall: upon the unhappy, for they have already enough to complain of; they demand our pity—therefore it would be unmanly and ungenerous to insult them; upon the wicked, for fear of their revenge; and upon our relations, because it recoils upon ourselves.

BYRON'S OPINION OF CURRAN.—The riches of his Irish imagination were exhaustless. I have heard that man speak more poetry than I have ever seen written—though I saw him seldom, and but occasionally. I saw him presented to Madame de Stael, at Macintosh's; it was the grand confluence between the Rhone and the Soane, and they were both so decidedly ugly that I could not help wondering how the best interests of France and Ireland could have taken up respectively such residences.

CHICAGO.—The magnitude of the grain trade of Chicago can be understood from the figures of 1869. During this year, that city received 27,000,000 bushels of wheat, 23,000,000 bushels of corn, and 12,000,000 bushels of other grains; 600,000 barrels of flour were manufactured there. The city received, since January 1, 1868, about one billion feet of lumber, over 600,000,000 shingles, and 121,000,000 laths. There were marketed during the same period, in the Garden City, 1,872,000 hogs and 400,000 cattle. The receipt of wool, salt, seeds, broom, corn, tallow, coal, wood, etc., was also immense.

ANECDOTE OF GEN. EARLE.—Gen Earle, being at a country play, the entertainment happened to be "The Stage-Coach," which was performed so wretchedly that it was impossible to make head or tail of it. As soon as the curtain dropped, and one of the performers came to give out the next play, the General begged leave to ask the name of the entertainment just finished. "The Stage-Coach, sir," says the buskin, bowing very respectfully. "Then, sir," replied the General, "will you be so good as to let me know when you perform it again, that I may be an 'outside passenger.'"

THE SUEZ CANAL.

The following notice to mariners has been issued from the Hydrographic Office, Admiralty, respecting the Suez Canal, from the report of Commander Nares, of H.M.S. *Newport*, 5 screw steam surveying vessel, November, 1869:—

“Approaching Port Said.—The coast in the neighborhood of Port Said is unusually low, being out of sight at three miles distance. The lighthouse, town and shipping are the only objects seen from the offing. At present there are two tall obelisks, one on each side of the canal entrance, but as they are merely built of boarding, they can only be temporary. At six miles to the west the coast is marked by Gemilati Tower a low, square building, standing by itself on a low, sandy coast; but to the eastward of the port there is nothing to mark the low shore.

“Current.—The current of the coast is very uncertain. It generally runs with the wind, from half to a knot and a half an hour. The general set is to the eastward.

“Owing to the current and the low shore more than usual caution is necessary in approaching the harbour.

“Port Said Harbour.—The harbour is formed by two concrete breakwaters running off from the sandy shore. Inside the piers the harbour is at present constantly silting up, in consequence of the current, heavily laden with sand, running through the numerous openings in the piers, and depositing the sand in the quieter water inside. A good straight channel of 26ft. of water has been dredged, leading into the inner basins, about 100 yards inside, and parallel to the west pier. It is marked by black buoys on the east side, and red ones on the west side, and it may be presumed that the authorities will be careful to keep it clear. The basins inside the harbour have a depth of 26ft. of water; they are sufficiently large for the trade which may be expected. If not, there is ample space for enlarging them.

Light.—On the outer end of each breakwater there is a low lighted on the west pier and green on the east one. The Port Said Light-house is a tall white stone tower, 180 ft. high, standing close to the inshore end of the west breakwater. It shows a flashing white limelight, visible eighteen miles.

“Pilot Signal.—The pilot boats carry a blue peter flag.

“Outer Anchorage.—The best anchorage in six fathoms is with the low red light on with the high lighthouse; or the west pier-head a little open of the lighthouse on either side. The bottom is mud, and very good holding ground. A bank with 12 ft. of water has been formed to the eastward of the harbour. The east pier-head light (green) on with the high lighthouse leads over the west edge of the bank; therefore, these marks must be kept well open. In approaching, allowance must be made for a bank which is forming outside the west pier-end. In November, 1869, there was six fathoms at half a mile from the pier end, with the anchorage marks in one.

“Entrance to Canal.—The entrance to the canal is conveniently situated at the inner end of the basins.

“From Port Said to Kantara, 24 1-6 miles the usual depth of water is from 26ft. to 29ft. Immediately south of the Campement de Cap is a short bank of 24ft.; and one mile north of Kantara, opposite the 43rd kilometre mark, is a bank of 23ft. The

whole of this distance, 24 1-6 miles, with the exception of one-sixth miles at the Campement, which is higher, the canal runs through a wet sandy plain—scarcely higher than the level of the water on the east side, and a little below it on the west side, which, with a ‘high Nile,’ is completely overflowed, and the sand rendered firm by the deposit of mud from the river. In this part of the canal there is no sand-drift, and it may be considered as completed. The *debris* thrown up on the banks is firm, black, sandy mud, protecting the canal from the water in Lake Menzaleh, without any opening in the whole distance.

“Kantara to the North end of Lake Ballah, two miles and one-third.—The canal passes through sand-hills from 20ft. to 30ft. high, and has a depth of from 26ft. to 28ft. This part of the canal is completed, but it is subject to a severe sand drift in high winds.

“Lake Ballah, Seven Miles.—The canal here passes through a lagoon, with a depth varying from 19 to 23ft., but the dredges are still at work. There is constant trouble in this part of the canal, in consequence of the banks on each side, which are composed of fine sand *debris*, not being firm enough to resist the constant ebb and flow of the water between the lake and the canal; which, carrying large quantities of sand with it, is constantly altering the depth of water.

“Lake Ballah to Lake Timsha, Eight Miles.—In this cutting the sand hills are 40ft. high. The depth of the canal varies from 22ft. to 24ft. but there is work still going on in the shallow parts. All this part is subject to heavy sand-drift. For about four miles in the neighborhood of El Guisr the Canal is cut through a strata of soft lime or sandstone. The sharp turns between El Guisr and Lake Timsha are probably owing to the engineers having followed the softest part of the rock. Ships can pass round the curves without trouble.

“Ismailia, Lake Timsah.—The central station in the canal is well situated for a stopping place. There is at present only 22ft. in the middle of the lake, but the dredges will soon give deeper water.

“Through Lake Timsah to Toussoum.—The depths varies from 22ft. to 27ft. except one bank of 20ft. in the lagoon. The *debris* banks here, of pure sand, like those in Lake Ballah, are not adhesive enough to form a barrier between the canal and the lagoons to keep the silt from running into the channel, but the canal is sufficiently wide to allow dredges to work without stopping the traffic.

“Toussoum to North Entrance of Bitter Lakes. In this cutting the canal is carried through a strata of sandstone with depths from 22ft. to 24ft., except in one place one mile south of Sérapéum, where for about 30 yards there is a narrow ridge with only 18ft. of water over hard rock. A strong party of men are at work, and the obstruction will soon be reduced. At the south end of the cutting the deep channel is narrow and incomplete. This cutting is subject to a very heavy sand-drift. From the *debris* on the bank it would appear that the narrow ridge of stone running across the canal had only lately been discovered.

“The North Bitter Lake to the South Lighthouse, Nine Miles and a Half.—The margin of the deep water in the lake, a mile and a half from the entrance, is marked on the east side by a red iron pillar lighthouse 40ft. high, showing a fixed white light visible 10 or 12 miles. The excavated channel leading into the deep water has a depth from 24ft. to 29ft. It is conspicuously marked on each side by iron beacons 15ft. high, with a

black ball three feet in diameter on the top. As we passed each beacon was lighted, but whether the lamps are to remain could not be ascertained. The margin of the deep water at the south end of the lake is conspicuously marked on the east side by a lighthouse similar to the north one, and by a buoy on the west side. A straight run may be made between the lighthouses (a distance of eight miles), with not less than 22ft. depth of water; 26ft. may be obtained by passing nearer to the west shore of the lake.

“From the South Lighthouse to South End of Bitter Lakes, Ten Miles and a Third.—The water in this part of the lake being shallower, a cutting has been made giving from 26ft. to 27ft. depth. The channel is well marked by numerous iron beacons on each side (from four to six to a mile) similar to those at the north end of the lake.

“Bitter Lakes to Suez Lagoon.—This part is quite complete with hard banks, and depths of water to 26ft. to 30ft. at low water. It is subject to sand drifts. At Chalouf the cutting is carried through sandstone; the *debris* is hard and lumpy. South latitude 30 deg. 6 N., the canal passes through sand-hills, it increases in width, and the *debris* on the banks is more than usually large. At Madama the banks are of firm marl or soft clay.

“Suez Lagoon to Two Red Lights at Entrance.—This part of the canal is incomplete; the *debris* banks are sand. The soundings were irregular, the depth varying from 21ft. to 26ft. at low water. A large number of men are still at work here. At the entrance a good stone wall is built on the west bank, but it requires to be raised and extended. Another is much wanted on the east side, where the curve already shows the usual signs of scouring out of the outer and depositing on the inner side.

“From the Red Lights to the Gulf of Suez a Mile and Three quarters.—The south end of the canal may be said to extend a mile and three-quarters beyond the two red lights, passing the Suez Creek and the new dock and harbor works into the Gulf of Suez with not less than 27ft. at low water. With a flood tide a great quantity of silt pour into the canal from the sand bank on the east side of the entrance, but doubtless means will be taken to prevent it. A breakwater has already been carried across the sea face of the bank. The mouth of the canal is marked by a red light on the west side at the extreme end of the new harbor works, and by a green light on the opposite side on the nearest end of the breakwater. Both lights are at present only hoisted on temporary poles. Outside these marks the channel is only shown by a line of buoys, white on the east side, and red on the west side.

“Suez Dock.—The dry dock is 430ft. long, 83 broad, and can dock a ship drawing 23ft. when the channel outside is completed.

“Current in the Canal at North End.—The current depends on any variation in the height of the water in the Mediterranean. The banks show that the canal here is subject to a rise and fall of one foot, the current and height lessening as the distance from the entrance increases. There is no tide or current in Lake Timsha or the Upper Bitter Lake.

“Tide at Suez end of Canal.—The tidal influence extends from Suez to four miles north of the southern end of the Bitter Lake. The stream commences to flow from two to three hours after low water at Suez. A spring tide rises six feet at Suez, two feet at Madama, a foot and a half at Chalouf, and half a foot at the south entrance of the Bitter Lakes. At Kabiet there is no rise

and fall. The immense reservoir of waters in the Bitter Lakes with an ebb tide, and in the Gulf of Suez with the flood, will prevent the tide ever having a greater range. With a strong southerly wind in the Gulf of Suez the water rises to from eight to nine feet at the head of the Gulf, and may affect the water in the canal to some small extent. From two or three hours before high water at Suez the flood with a spring tide was running a knot and a half at Chalouf, increasing to two or two knots and a half at Madana, with the water very much discoloured. By starting from Suez an hour before low water a vessel will arrive in the Bitter Lakes before the flood tide overtakes her, and having nearly slack water all the way.

"Ships passing Each Other.—Every five or six miles a short widening in the canal (a *gare*) gives room for a vessel to haul in and allow another to pass her with ease. Vessels can pass each other at any part by using warps, but they cannot do so without stopping, except at great risk of running on shore and delaying the whole traffic of the canal.

"Time taken to pass through the Canal.—A single ship to pass through in from 14 to 16 hours; and two small ships, entering one at each end, could pass each other with out slackening speed. But it is impossible to carry a train of large ships through in one day. Lake Timsah and the town of Ismailia are conveniently situated and sufficiently large for a stopping-place; and doubtless arrangements will be made for ships to start from each end on one day, for all to meet and anchor for the night at Lake Timash, and to start from their respective ends the following morning. This, allowing eight hours for passing through each end of the canal, and twelve hours for remaining at Ismailia, will give 26 hours for the transit. With a full moon, a handy ship, by entering the canal in the evening and arriving at Ismailia in the morning early enough to join the train of vessels, might perform the voyage in from 16 to 20 hours. With a train of only two or three ships, and no delay at nights, the transit would occupy about 18 hours.

"Damage to the Canal by the Wash of Steamers.—There is no doubt that every vessel will cause more or less damage to the banks on passing, but screw ships only going five or six knots will hurt the canal very slightly, except in the lagoons, where the banks are formed of very fine sand. The *Pera*, a large paddle-wheel steamer, on passing with very great speed (eight knots), and displacing the water in the whole breadth of the canal, did considerable damage, the wave she made swamping several boats. Large vessels should be made to reduce speed more than small ones.

"Damage to Ships touching the Ground.—Should a vessel touch the ground in any part of the canal, except in the tidal part of the Suez end, she will sustain no damage, merely being thrown out of her turn in the line. A good coating of sand has formed at the bottom of the canal in the sandstone cuttings. In the tidal part, near Suez, if a vessel is passing through with a following tide, and the bow touches either bank, there will be great danger of her swinging across the canal, with a two-knot current running against her broadside. With a wind blowing across the canal, vessels touching the lee side will be blown at once against the bank, but without any damage.

Pilots and Navigation.—The present pilots will rapidly gain experience; with trained leadsmen and a lead going on each side of the ship, there is no difficulty whatever in navigating the canal and keeping in mid-

channel. Should a bank form, it will be at once detected, and ample means are ready for reducing it. The precautions necessary are similar to those in any river, with the advantage of there being fewer and better curves, and nearly a straight course throughout.

"Sand-drifts.—Thirty-five miles of the canal are subject to the sand-drifting. One squall was experienced (force 6) when the drift was as thick as an ordinary fog, and most distressing to the eyes; so much so, that, had the ship been in a curve at the time, there would have been great difficulty in keeping her in the proper channel. Fresh water pipes run along the west bank of the canal for the greater part of its length, and, doubtless, as soon as the water is no longer required for the engines, it will be used to irrigate the banks and endeavour to stop this nuisance.

"Present State of Canal.—In the total 86½ miles 65 may be considered as quite completed. Throughout the remaining 21½ miles there is either dredging or embanking work going on. For five miles in the worst parts of Lake Ballah and the lagoons south of Lake Timsah constant dredging will be required, until means are found to keep the banks solid enough to prevent the water communicating. In the Sérapéum cutting there is a rocky ridge of a few yards with only 18ft. water upon it, which will soon be removed. Except for about ten miles there are 24ft. of water throughout the canal. Vessels drawing 17ft. can pass through with ease. When the barrier at Sérapéum is removed the canal will be open to ships drawing 20ft. The largest ship that passed through the canal at the opening was the *Peluse* Egyptian yacht, drawing 16ft., about 250ft. long. Several ships grounded on the passage, but all got off again with a little delay. The grounding was caused more by the desire of the 40 or 50 ships to get quickly through than through any fault in the canal.

**"By command of their Lordships,
"Geo. HENRY RICHARDS, Hydrograph'er.
"Hydrographic Office, Admiralty,
London, Dec. 10.—Broad Arrow.**

ROYAL CANADIAN RIFLES.

(To the Editor of the Globe.)

Sir,—In view of the present disturbances in the North-West Territory, does it not appear most inopportune and inexpedient that the Dominion should be in danger of losing the services of the Royal Canadian Rifles Regiment, now believed to be doomed to dissolution? I think there can hardly be a difference of opinion on this point—the only question is, how the services of the men can be rendered available to the Dominion at the lowest possible outlay—whether by taking the Regiment on as a whole from the home Government, or by establishing Military Settlements on the Russian plan, in the North-West Territory, where reliable men are most wanted.

The enormous expense entailed by the number of women (making the Rifles cost nearly as much as two Line Regiments, without being so moveable,) would appear to render the first plan out of the question, except the Regiment could be re-organized and single men only retained. The question is, if thus re-organized, could the men be trusted on the frontier any more than the men of a line corps, whom experience has

shown us cannot be kept on the frontier at all.

The very large number of desertions this autumn from the Prescott detachment, composed of single men, I am informed, something like 10 or 12 per cent. within 3 months, would seem to answer the question in the negative.

On the whole, I think the military settlement scheme would be found the most feasible and the least expensive. When the home authorities disband the Regiment, offer each man a free grant of land on the line to be settled, and a gratuity of fifty dollars to buy tools, &c., the land to be held on terms of military service against insurgents or raiders, and for roadmaking when required. Send a few time-expired men of the Engineers with them, to superintend the building of the houses which should be uniform in pattern; and until they are finished make co-operation compulsory. Many of the officers if placed on half pay, would remain among the men until brought into other Regiments, and some would doubtless remain permanently.

The men, already accustomed to the Canadian climate, would do much better than raw, helpless emigrants, fresh from England or Ireland.—The children of these first settlers (some of whom have families ready made) would grow up as native born Canadians; and the next generation would find the country well stocked with a hardy and loyal population, able to defend themselves, needing no repression, and developing the resources of the Territory in a very different way from the turbulent half-breeds now causing so much trouble.

I am, Sir,
Your obedient Servant,
ECONOMIST.

Dec. 31, 1869.

An Irish journal of the 23rd ult., says:—
"It is stated that a basis of settlement has at length been arrived at between the Earl of Clarendon and Mr. Motley, and that in all probability the negotiation will be so far advanced by the end of the ensuing month that Her Majesty will be able to announce in the speech from the throne, on the opening of Parliament, that this protracted and delicate dispute has been definitely and satisfactorily adjusted."

CORRESPONDENCE.

FROM HALIFAX.

BY OUR SPECIAL CORRESPONDENT.

The Volunteers belonging to the city of Halifax were inspected a few days ago by the Brigade Major, Col. Laurie, and they made a very creditable appearance although none of them, except the Rifles and Field Battery who furnish their own, have received uniforms.

The following is the number of officers and men present on parade:—

Field Battery, Capt. Campbell.....	53
Rifles, (6 Cos.) Lt.-Col. Cheamley.....	307
Garrison Artillery, (5 Batt.) Lt.-Col. Creighton.....	220
Infantry, (6 Cos.) Lt.-Col. Bremner....	216
1 Co. not out.....
Naval Brigade, 1st. Division Major Wyld.....	153
Total.....	949

31ST. BATTALION.

To the Editor of the VOLUNTEER REVIEW.

DEAR SIR:—Knowing that you have always taken an active part towards the welfare of the much neglected Volunteer, I would now explain some of the grievances, as patience ceases no longer to be a virtue. First, could you explain how it is that we have seldom or never noticed in the columns of your REVIEW, any remarks whatsoever relative to the 31st Batt. of Grey; is it our geographical position, situated on the frontier of Lake Huron, or is it that you were not aware of such battalion being in existence; or is it because you never heard any encouraging words from our District Brigade Major; it certainly must be some or either of them; nevertheless, I would now beg to state that such is the case, that we have one of the finest Battalions and second to none in the service so far as the material (but as to uniform, by gosh, it would shame Mickey Free at Talevera.) I would also beg to state that the Battalion is now and always was in splendid working order and always ready to turn out at an hour's warning, and was one of the first battalions who offered their services to establish the authority of our Government in the Red River affair, and would say if up there that Col. Dennis need no longer play squaw. Situated as we are on the frontier our Battalion is composed of hardy young farmers, used to a frontier life, strong and rugged, and, generally speaking, a fine specimen of Volunteer soldier. It appears, therefore, strange that we would be so neglected by the Department in the shape of uniform, as for instance, after getting back from the front in 1866, some of the companies, No. 3 and No. 6, got infantry uniforms instead of rifle, in the shape of a flannel smock and pants to correspond with a forage cap, though then the Department was owing them full uniforms, but as they stated there were none in store, such we have still, although the Department is owing us a large clothing account, the same flannel smocks we still wear although dirty and worn out with pants to correspond—pants that you could shoot straws through—no great-coat, no shako, still the men, docile as they are, turn out when required, although the mercury may be 100 in the shade, or 20 degrees below zero, still the flannel smock is to be seen which was one time red but now faded to a groggrum gray.

We often fancy from the description given occasionally of the fine soldierly appearance of some city and inland battalion that there is some great partiality shown, (our chaps say often that if they were let out they would take the uniform from them, especially the greatcoats), and as they justly remark, that it's all for a show. Staff officers have, of course, in order to show off, to keep up the appearance of those near hand, properly uniformed. At our last inspection the men had to wear their civilian overcoats and

coats, so our drill ended when the snow was on the ground. Col. Durie wondered and made promises, but that was all so far. We cannot drill nor have target practice for the want of greatcoats as the cold of this northern climate is too severe for the men in flannel smocks and shoddy pants; two years ago there came rushing along by express on Her Majesty's Service, a huge box large enough to contain the fossil remains of the petrified giant lately found, we sopers were floored as we expected it contained an outfit for the whole of the battalion, but lo and behold! when opened it contained great-coat straps for the whole battalion; we still keep them as a *souvenir* to ornament our armoury—but nary a great coat. Now, as we see what they look like, we will trade them back to the Department for greatcoats. Twelve months past the 1st of this month, No. 2 Company appointed their officers whom Col. Pollard recommended, and up to this time they have not been gazetted; Durham Co., No. 4, was also placed in the same position so that the supposed officers did not turn out for annual drill. The economy of the Deputy Adjutant General of this District is beyond comprehension. It would not be routine to gazette six or seven gentlemen because one has not made his returns to Brigade Major of a few old belts and a few water bottles, on which to congratulate the Militia Department or the Dominion, I can't say. Happy Departments! happy Dominion! now as the pants we were supplied with three years past were shoddy or something worse, we have used one leg to mend the other so that if we have to go to Ottawa to protect you, don't be scared, for if we pants are not there you will find the legs.

I would further state that at the last sitting of our County Council they unanimously voted a sufficient sum of money to Colonel Pollard to make up for the deficiencies of the men's pay which amounted to \$2.25 per man, and which our government acted so niggardly about. This is not the first or second time our County Council have shown their appreciation towards their Battalion the 31st, but have always responded when an appeal was made.

Yours respectfully,

VOLUNTEER.

[The VOLUNTEER REVIEW will be happy at all times to notice any circumstance connected with the gallant 31st Battalion of Grey. The reason why this has not been done hitherto is the fact that no one connected with the regiment corresponded with the REVIEW. With respect to the evils "Volunteer" complains of they are to be traced directly to the House of Commons, who will not vote sufficient supplies, and it would be well if the men of that battalion remonstrated with their county representative on the subject. The other grievance is a question of discipline which the Adjutant General's Department can ratify, and which the

commanding officer of the 31st must take into his own special care.

The columns of the REVIEW will be open at all times to "Volunteer" and his comrades as long as their communications are within the bounds of discipline and reason. —ED. VOL. REV.]

THE RED RIVER DIFFICULTY—TRANSPORT OF TROOPS.

To the Editor of the VOLUNTEER REVIEW,

The Canadian and United States newspapers have been lately occupied with the means of communication between Canada and its Red River Territory, and the possibility of transporting troops in the spring by a safe and practicable route through Canadian waters. It is to be hoped that there will be no necessity for such troops and that before the spring arrives some means may be found of settling the matter amicably, but as the authorities ought to be prepared for the worst, a little foresight sometimes saves expense, annoyance, and possibly valuable lives. I wish to suggest for their consideration an addition to their present means of transport *via* Fort William, Lake Superior.

Dr. Livingstone in one of his memorable expeditions into the interior of Africa had a steamboat 60ft. long, 9ft. 6in. beam, constructed in Liverpool, the heaviest part of which was not more than 4cwt. This boat could be fitted together and steam got up in a very few hours, she was found of great service. Since that time many vessels, some much larger have been constructed and taken into the interior of India, Egypt, and South America, and placed in what might be thought impracticable positions if it had not been for the method adopted in their construction.

I would suggest the construction of two or more such boats to run on the navigable waters between Fort William and Red River. The boats to be built of iron or steel in ten sections or compartments, each section to be water tight and forming when combined the hull of the boat; the average weight of each section would not be more than 8 cwt., each section would be 7ft. long, the mid-ship part 8ft. 6in. wide. The engines would also be light and of the simplest construction, the boilers, two in number, being in four pieces, each part not being more than 7 cwt. A boat constructed as stated could be put together and steam got up and ready for sailing in twelve hours, or she could be taken to pieces and put together again within twenty-four hours.

The following would be the particulars, viz:—Length 70ft., breadth of beam 8ft. 6in., depth of hold 3ft. 10in., draught of water 2ft. 6in. Two screws, each 2ft. 3in. in diameter, 4ft. pitch, speed 11 miles per hour, weight of hull $4\frac{1}{2}$ tons, weight of engines, boiler and machinery $3\frac{3}{4}$ tons, power of traction 250 tons at 4 miles per hour.

Each steamer ought to be accompanied by an iron barge constructed on the same principle and to be towed by steamer, to be at least 80ft. long and 18ft. to 20ft. beam; or wooden barges might be constructed in sections arranged so that they might be easily put together. In the event of the services of these boats not being required for the purpose stated, they would be a boon to Canada in the opening of the Red River territory and might be used as pioneers to a better system of communication.

The military details of such a means of transport I leave to those versed in such matters. The possibility of the construction and success of such boats I can vouch for; of course modification of design and details may be suggested. These boats could be taken over each portage and travel with the troops with hardly detaining them, and could be got ready in time for the opening of navigation if proceeded with at once. The safety, convenience and economy of water conveyance cannot be questioned, particularly in a country devoid of roads and probably in the hands of Insurgents. The cost of such vessels and equipments would be a trifle compared with the advantages to be gained if this route was adopted.

Yours respectfully,
NAVAL ENGINEER.

FROM MONTREAL.

BY OUR OWN CORRESPONDENT.

There are some who predict substantial work for our Volunteers in the spring, relative to the Red River imbroglio. Although pacific measures will be stretched to the utmost limit of forbearance, it requires but little penetration to foresee that nothing less than a stern and decided show of authority will bring the inhabitants of that distant settlement into subjection. I do not presume to enter into any lengthy consideration of the state of affairs there, the matter has and is being lucidly discussed by all the press throughout the Provinces, but recent disclosures prove the armed malcontents to be, in number, below five hundred, and whose patriotism causes them to break open a safe for a few paltry hundred dollars in order to supply the sinews of war and to imprison women in order to establish the lawful authority of this acting half-breed republic.

Major Horne of the Hochelagas has resigned at which the Montreal press goes half mad, and gives the worthy Major half a column of matter tending to show him up as the acme of perfection, an angel without petticoats, and a dove without wings.

Surely they could have permitted the poor Major to retire peaceably without so much twaddle.

Major Horne as an officer did his duty, and as a gentleman acted as such. His men did not tear their coats in grief at his

resignation, neither did the officers wear mourning badges in memoriam.

The Adjutant General is expected in town this week to formally receive possession of the Drill Hall, and the Brigade Office will likely be transferred to the new building in the course of a few weeks.

"He laughs like any other man," as the old woman said who first saw the Prince and found that he was a mortal like ourselves.

H.R.H. Prince Arthur is as unpretending and social a gentleman as you could meet anywhere. Courteous, kind and urbane, he has won golden opinions from everyone. He never looks as nice as in his neat Rifle Brigade uniform, and he does his duty as an officer without any drawback on the score of royalty. He fraternizes with our worthy Assistant Adjutant General, Col. Smith, and has shown his interest in the Volunteers on more than one occasion.

The Henry-Martini Rifle has evidently stood all tests and has proved itself to be a weapon of no ordinary service and value. It is sighted for 1300 yards and will carry a bullet that distance with effect; having no cock, the infantry motion known as the "Support" will be dispensed with. Its superiority over all other weapons of the same class is proved, and its adaptation for army use is merely a question of time.

Snow, snow, we are evidently not to feel the want of it, as we have had plenty of it the past few days. The country roads are almost impassable and city locomotion not of the pleasantest.

The city as far as the pursuit of pleasure is concerned promises to be very lively this winter and balls, dinners, suppers, and outdoor amusements are general. B.

FROM RED RIVER.

ST. PAUL, Minn., Jan. 5th.

Mr. Lauric, editor of the Windsor (Canada) Record, arrived in this city yesterday with two companions direct from Fort Garry, which he left on the 11th inst. He brings very interesting news from Pembina up to Dec. 26th, in advance of the mail he having made arrangements to have the latest intelligence sent him from Pembina. We are indebted to him for important information regarding the result of the recent court-martial held on the political prisoners at Fort Garry.

The court sentenced the whole of them to banishment from the territory, except four prisoners; to wit: Dr. Schultz, Chas. Mair, J. A. Snow, and William Hallett, the latter a half-breed employed as a spy by Mr. McDougall's party. What is to be the fate of these four is not known although, probably, Schultz is held as a hostage for the good behavior of the Sioux; and it is perhaps not deemed prudent to set them at liberty for other reasons.

In accordance with this sentence, there arrived at Pembina the day after Christmas under a strong guard, 45 prisoners, all of them Canadians, and including nearly all the Canadians whom curiosity or political motives have recently attracted to that country. They were sent across the line and warned not to return.

Before Governor McDougall left for Abercrombie he received rumours that such a result was probable; and he therefore sent instructions to Pembina to have the prisoners taken care of and sent through to Abercrombie, with pecuniary means to carry these instructions into effect; and at Fort Abercrombie he made arrangements with the sutler at that post to send them through to St. Paul.

Mr. Lauric was employed while at Red River in the office of the *Nor'-Wester*, and assisted in issuing the various proclamations in the Canadian interest. He says there is no foundation whatever for the reported gunpowder plot in Dr. Schultz's house, and that stories of inciting the Sioux to the war path are equally void of truth.

He says that the political prisoners were not well treated, being poorly supplied with food.

Mr. Lauric was a prisoner for a month or more. On December 3rd a party of Riel's insurgents visited the *Nor'-Wester* office, picked the type, demolished the furniture, and smashed things generally.

Mr. Lauric and his companions, Thomas Lusted and Woodstock, think Governor Smith and Grand Vicar Thibault will be able to dissuade the insurgents from further hostilities.

Messrs. Lauric and Lusted left for Canada to-day; also, Col. Dennis, Frank McDougall, the Governor's son, and Major Wallace.

ST. PAUL, Jan. 5.

A Pembina letter of December 22nd, and written by a gentleman who is an insurgent says: "Governor McDougall tried every device to intimidate the insurgents, and the Queen's proclamation not coming to hand as soon as he expected, he issued a document purporting to be such proclamation on the 1st. December which he had no authority to do. There was a Canadian faction in the settlement ripe for mischief. Colonel Dennis's faction laboured hard with them, but they repudiated his authority and barricaded themselves in Schultz's house and took the whole party prisoners. Should the Indians arrive the lives of Schultz and his party would be in danger from the rage of the insurgents. Accordingly Major Boulton was sent by Dennis to hold them back. The Indians not being inclined to stop, Col. Dennis had an interview with the chiefs, which resulted in the disbandment of all the Indians and surrender of the lower stone fort where they were assembled.

Anticipating no assistance from the United States Government inasmuch as their appeal will be construed into a selfish desire for the establishment of a military post on this frontier, the people of Pembina and other American towns are organizing themselves into home guards for their protection in case of an attack from the north. It is also understood the insurgents are strengthening themselves and organizing a regiment of infantry and squads of cavalry preparing for spring campaign. It is believed the insurgents' aim is annexation although they still avow their allegiance to the Home Government. A gentleman here has been privately warned from a Canadian source to take measures for his personal safety as soon as spring opens, when an Indian raid on St. Joseph and Pembina may be expected in retaliation for aid extended to rebels.

MILITARY FUN.—An officer, on a field-day, happened to be thrown from his horse, and as he lay sprawling on the ground, said to a friend who came to his assistance, "I thought I had improved in my riding, but I find I have fallen off!"

THE VOLUNTEER REVIEW

AND MILITARY AND NAVAL GAZETTE.

VOLUME IV.

1870.

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

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

CLUBS! CLUBS!!

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

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

No Volunteer officer can be well posted concerning the condition, movements, and prospects of the Force unless he receives the VOLUNTEER REVIEW.

We number amongst our Correspondents and Contributors some of the ablest writers on military subjects in America.

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

AGENTS.

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

LT.-COL. R. LOVELACE, for the Province of Quebec.

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

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

DAWSON KERR.....PROPRIETOR.

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TO CORRESPONDENTS

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

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

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

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

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

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

CONTENTS OF No. 2, VOL. IV.

Table with 2 columns: Title and Page. Includes 'THE REVOLT OF THE BRITISH AMERICAN COLONIES', 'LEADERS', 'REMITTANCES', 'SELECTIONS', and 'MILITIA GENERAL ORDERS'.



The Volunteer Review, AND MILITARY AND NAVAL GAZETTE.

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

OTTAWA, MONDAY, JANUARY 17, 1870.

—We beg leave to inform our subscribers in the Province of Ontario, that Lt. Col. LOVELACE is the only authorized Agent of THE VOLUNTEER REVIEW, to whom subscriptions will be paid, and his receipt will be binding on us.

During the past year much discontent existed in the ranks of the Volunteer force owing principally to the very small inducements held out to men or officers through the parsimony of Parliament. As a very short time will now elapse before the next session opens the friends of the force should exert themselves to have sufficient pressure brought to bear on their Representatives, compelling them to see that a proper remedy is supplied.

In ordinary cases no man in the Volunteers need fear being able to command in the labor market one dollar per day for his services at the very least, and many would range far higher. Now it is a manifest injustice to take those men's labor for twenty-five cents per day and rations, which can be supplied for twenty-five more, making in all fifty cents per day. Thus not only is the individual allowed to jeopardize his life for the

rest of the community, but they actually cheat him out of the wages they would be compelled to pay for his services in any other capacity.

This evil and shameless fraud is to be traced to the direct action of Parliament and to the niggardly cry for economy which is always raised by a section of the House. To deal fairly with the question Volunteers should exert themselves. Let deputations from the various corps wait on the Representative of their county or city and urge him to vote for the supplies necessary to give them, the rank and file, at least \$15 per month and rations when on duty, and if more is required it will be supplied by the patriotism of the various municipalities.

It is time that the responsibilities of such actions should be placed to the proper account. Hitherto the Minister of Militia has been made the scape goat to bear the odium of the short-comings of Parliament, and much indignation has been expressed in consequence, and this has arisen from individual representatives shirking the responsibility of their own actions and endeavoring to escape well merited reproach by throwing the blame where it was not deserved.

The services of the press should also be enlisted in this cause, and if Volunteers will only bestir themselves the greater part of their grievances will become matter of history and no longer exist.

AMERICAN papers are giving admirable proofs of the manner in which they intend to fulfil the obligations of neutrality. In our last issue it was a notice of mustering Fenian cut throats into service at Boston, now it is sympathy with the insurgents at Red River and Cuba, and more expeditions set on foot to support those sympathies by active interference in quarrels with which they should have nothing to do.

While steadily denying to others the right to sympathize with the gallant Southerners, and being actually absurd enough to make that matter of opinion or taste a ground of serious complaint if not seeking for compensation for its exercise, they unblushingly and in the most offensive manner set the opinion of the world at defiance by attempting to interfere with all the national concerns of other people.

In our own case the press representing the opinion of the United States declare that they want and will have the North-west Territory, and propose to accept it as a set off against the Alabama claims.

It is evident a stop must be put to national insolence if we are to continue in amicable relations with our neighbors across the line. Before a step further is taken in adjusting those Alabama claims the Government of the Dominion should urge on the Imperial Executive the necessity which exists for compelling the States to observe at least the neutrality about which Messrs. Seward and Fish have raised such lamentable howls.

And in this we do not seek to teach the Press of that country better or more gentlemanly manners, but simply ask the authorities to put the laws in force against violent vagabonds and their abettors.

Those people profess to have established codes of national law for themselves, but as their definition has not been accepted by the civilized world it follows that they can only enforce them by persistence and importunity—this claim for compensation on the Alabama case is one in point. Mr. Seward in one of his interminable despatches on this question goes back to the Revolt of the North American Colonies in 1775 to shew that Holland, a professed neutral country, had allowed no privateers to be fitted out in her ports. But the privateer Paul Jones carried his prizes and prisoners to the Texel. Yet England demanded no compensation for want of sympathy in that case, nor from the Dutch for furnishing the rebels with arms and munitions of war.

It is a strange doctrine to find that when a nation is engaged in an internecine contest she expects her neighbors to guard her coast and protect her commerce, yet this is the very doctrine propounded by those astute negotiators, Messrs. Seward and Fish.

England did wrong in not at once recognizing the South, as it was evident she had every element necessary to national success except the liberty to purchase the munitions of war in a neutral port, a liberty accorded to the North American States to the fullest extent. Now, it may fairly be asked, what claims have those people to set all international law at defiance. The answer is none. They are merely viewed as ignorant bullies who would be vicious if they dared, and are treated with civil contempt by every power except Great Britain.

Their conduct to the people of Canada for a whole generation has been most insulting and contemptible, and it has borne its proper fruits in detestation of their institutions and contempt for themselves. The system of bullyism has placed an impassible barrier between both countries, and is a far more powerful agent of separation in political and social interests than five thousand miles of ocean would be.

The return of Lt.-Governor McDougal and his cabinet to Canada has virtually left the Red River Territory in the hands of the insurgents for the present; from the concurrent testimony of gentlemen who have resided there before the emuete, it is possible that the mission of Cols. Ermatinger, de Salaberry, and the Grand Vicairé will be successful in disarming all opposition and bringing the people to reason.

It is not necessary to charge the outbreak to any particular party or even any single cause; many motives no doubt led to it. Prominent amongst all others is the land question, and any one who will take time to consider will be convinced that this was the

primary and moving cause with the mass of the people. Their idea seems to have been that the new government would make radical changes in the disposition of the land and probably in its tenure, and unfortunately the surveys undertaken gave people who know nothing of the reasons for which they were undertaken, cause for alarm and suspicion which subsequent events appear to have confirmed; then came the formation of the Executive Council from which all the educated people of the Red River settlement were excluded, the jealousy and dissatisfaction of the officers and servants of the Hudson Bay Company—and this feeling was intensified by the injudicious conduct of some of the employees of the Dominion Government. The intrigues of the Americans and Fenian interference coming in at a later period, if they exercised any influence; it was all these together produced this outbreak which appears to have been aggravated by the manner in which the agents of the Government expectant dealt with it. As the whole of this matter will doubtless form a subject for parliamentary discussion and inquiry in which all the true facts will be elicited, it is as well that the public should suspend judgment till the whole case is before them.

It is evident, however, that no complications can be allowed to interfere with the acquisition of the territory by Canada, and not only that, but also British Columbia. If this outbreak at Red River did nothing more than convince Canadian statesmen of the necessity for setting seriously to work to effect railway communication between this country and the North West territory, it has done the state good service.

A railway from Montreal to Fort Garry would be 1,200 miles in length, and would cost say \$50,000 per mile, completed and equipped, making a sum of \$63,500,000 or £12,700,000 sterling, a large sum, no doubt, but if there is any faith in the future of this country, or value in the development of the North West territory, a mere bagatelle in comparison of the advantages to be gained.

The improvements already undertaken are merely temporary and will do for a year or so, but the question can no longer be evaded and the people of Canada must either make up their minds to lose the territory or spend the money. Already the Canada Gazette contains a notice of an application to be made at next session of Parliament for a Bill to incorporate a private company to build the proposed railway. It is very evident that any company seeking such a charter must look to securing some advantage beyond the traffic arising on the route to make the project pay as a profitable investment, and after all they would have a monopoly of a traffic which will be in a few years enormous. There is no good reason, but on the contrary very urgent ones, why Canada should not build this railway herself.

As this subject will doubtless also occupy much public attention the discussion of its details is postponed for the present, because the policy to be pursued before the railway becomes *une fait accompli* is of more consequence at present.

Parliament will meet in February and the complication at the Red River will doubtless give occasion for much party manœuvring but the public have to deal with the simple fact of how the country is to be held and governed.

The VOLUNTEER REVIEW recommended the employment of the Royal Canadian Rifles and a strong Volunteer force not to coerce but to prevent a repetition of the outbreak. Every one who has come from Fort Garry declares that if all pacific overtures fail, 2,000 troops thrown into the territory will crush out the rebellion without firing a shot. Nothing exists to prevent that being done within six weeks from the opening of navigation, and it is a contingency that people are prepared for.

This circumstance then determines the character of settlement as that of a military colony which will be, after all, the cheapest and most efficient as a safeguard against troublesome neighbours and troublesome Indians.

The Government must of necessity be named and appointed by the Dominion Government, but care should be taken to have the Executive Council wholly of the people to be governed; a Governor, Secretary, Attorney General, and probably a Collector of Customs, are all that ought, in justice to the people of Red River, be sent there, as they can doubtless supply the rest.

The records of the year 1869 are marked by many stirring events calculated to promote the progress of civilization and the advancement of arts and science, and many others of that grave and solemn character whose effects will be felt by succeeding generations for good or evil, and therefore require time for development. A retrospective review of the principal events will be instructive and furnish matter for serious reflection.

Beginning with Canada—the progress made in developing the country has been most remarkable; blessed with an abundant harvest and resting under the ægis of the British flag, the people contented with a liberal constitutional Government, and thoroughly satisfied with their institutions, have no place or room for modern revolutionary doctrines or ideas.

The principal political events which hardly produced a ripple on the unruffled tenor of social life has been the conciliation of the people of Nova Scotia, whose political sensibilities were outraged at the manner in which the union of the Province with Canada was effected, and the disregard, real or apparent, of the interests of the people thereof. As the Union, to be effective,

must of necessity be of mutual advantage to the people of the two former Provinces of Canada were most anxious that Nova-Scotian interests should be cared for to the fullest extent of the meaning of that term. Aided by the patriotic efforts of her great statesman, the Hon. Joseph Howe, and by the moderation of her own representatives, the liberality of the Dominion Government did not encounter much difficulty in amicably arranging all equitable demands, and soothing an irritation which at one time threatened serious consequences.

Hopes were entertained that Newfoundland and Prince Edward's Island would both have been added to the Union of the British North American Provinces, but the people of the former decided against the measure and the latter did not consider it. But what was of far more importance the acquisition of the North-west Territory through the exertion of the Hon. Sir G. E. Cartier, Bart., assisted by the Hon. W. McDougall, C.B., has been effected on terms advantageous to the Dominion; and although owing to local disturbances it has not been possible to take possession of the country, yet it will without doubt be all arranged before the opening of navigation. The Hon. W. McDougall, who had been appointed Lieutenant-Governor, was not suffered to enter the Territory, and finally was obliged to return to Canada.

Threats of a Fenian raid brought out our Volunteer soldiers, but those gentry, knowing what reception they were likely to receive, prudently kept in their proper locations south of the line of 45, where they are cherished as one of the national institutions, and a speaking commentary on the interpretation of the laws of neutrality and national courtesy as practised by the people and politicians of the United States.

In Canada we have enjoyed peace and prosperity in a remarkable degree. For a few months in the beginning of the year the Red River Settlements were threatened by a famine, but owing to instant exertion on the part of the Dominion Government all the evils attendant on such a state of suffering were obviated. Although the people shewed their appreciation of the benefits received by resisting with force of arms the authority of the Dominion.

The enthusiasm of the people has been aroused and the loyalty stimulated by the visit of Prince Arthur, the third son of our beloved Queen, who arrived to engage in the active duties of military life as Lieutenant in the Prince Consort's Own Rifle Brigade now stationed in Montreal.

The agencies producing meteorological and natural phenomena have been very active during this year. Portions of the South temperate zone have been afflicted with intense drought, productive of much suffering. Earthquakes have been of frequent occurrence in India, Eastern Asia, England, the West Indies, the Province of Quebec, the New England States, and South Ameri-

c. Cyclones and floods have swept over Nova Scotia, New England and other of the American States. Great tidal waves have rolled on the shores of many parts of this continent, and meteors of great size and brilliancy have appeared.

With the exception of the chronic state of revolution under which Mexico exists, and the war between Paraguay, Brazil and her ally the Argentine Republic, with the emuoto at the Red River, the continent of America has been at peace; but revolutions have shaken the oldest monarchy of Europe. In Spain the last of the Bourbons who held a throne, Queen Isabella, has been hurled therefrom, and is now living under the sway of the nephew of the Corsican soldier, while her subjects cannot find a sovereign to take her place under any conditions.

France and Prussia had assumed an attitude calculated to give great alarm to Europe, but peaceful council prevailed and by mutual forbearance the danger passed away.

That greatest of all statesmen, the Emperor Louis Napoleon, after ruling France for twenty years by the mere power of his will, under which her material interests have prospered beyond all expectation or comparison, added to other benefits conferred on that country a constitutional government. Whether it will flourish in such a political hot-bed as Paris remains to be seen; but it is a plant requiring a calm and temperate political atmosphere for full growth.

The Austrian Empire has also achieved constitutional rights and liberties under that great statesman Buect.

Early in the year war between Greece and Turkey appeared to be imminent owing to the open sympathy taken by the former in the insurrection which had taken place in the Island of Crete; by the interference of the Great Powers this was averted.

An insurrection in the Island of Cuba against Spanish authority is still in progress. An internecine war is raging in the island of Hayti, and the American Government, always ready to fish in troubled waters, have been negotiating with one of the so-called Presidents for the lease of the Bay of Samana as a convenient *pointe d'appui* from which the acquisition of the whole island can be achieved and pretexts used for annexing other portions of the West Indies.

A war between the New Zealand Colonists and the Aboriginal inhabitants is still raging; the Colonists have applied for aid to England, but the present Ministry, whose policy is to cast off the Colonies, refuse any assistance and have left those Colonists to fight it out. This state of affairs has led to the proposition for a Colonial Council to meet at London, England, in February, to take into consideration the relations which should exist between Great Britain and her Colonies, which will probably lead to a consolidation of the British Empire.

In Great Britain a political event has occurred which will necessarily require time

to develop its effects—the Irish branch of the National Church has been disestablished with the avowed object of removing a standing grievance; but its effects so far may be briefly stated as obliging the Government to fill the country with troops to prevent a Fenian insurrection, while it has alienated the Ulster Orangemen, convicted traitors now serving a penal sentence have been returned as members of Parliament, while Messrs. Bright and Gladstone may congratulate themselves on having achieved the distinction of enabling rebels and assassins to degrade the British Senate by placing their accomplices on its benches. The result of the sacrifice of national faith and honor has been that a portion of the island is placed under the provisions of the Insurrection Act and the Ministry must ask for extraordinary powers in the suspension of the Habeas Corpus Act.

Early in the year a treaty was concluded between Lord Clarendon, the British Secretary for Foreign Affairs, and Mr. Roverdy Johnson, the American Minister, for the purpose of a settlement of all disputes arising out of the late civil war in the States, known as the "Alabama claims." The Senate of the United States refused to ratify this treaty and it remains in abeyance, except Mr. Motley, the American Minister, has made overtures for a renewal of negotiations, but as yet has not indicated his propositions.

A treaty has been concluded between Great Britain and the United States providing for the mutual naturalization of the subjects of either power, by which the natural born citizens may throw off their allegiance and become a subject of either power, and again if they choose to return to their native land they may resume their natural allegiance after two years residence. A postal treaty, by which letters between both countries will be carried for six cents per half ounce has been also negotiated. Treaties have also been negotiated between China, the United States, and most of the European powers by the aid of Mr. Burlingame, formerly American Minister at the Court of Peking.

The Christian world looks with interest at the meeting of the Great Ecumenical Council at Rome, the first in three hundred years, the last being the celebrated Council of Trent, which defined the dogmas of Roman Catholicism.

The opening of the Suez Canal, decidedly the greatest effort of engineering skill the world has ever seen, by uniting the Mediterranean and the Red Sea, bids fair to revolutionize the commerce of the world. On the 7th of December it was formally opened and a steam vessel passed through, but was unfortunately wrecked by running on a coral reef 86 miles from the mouth of the Canal in the Red Sea.

An ocean telegraph has been laid from the coast of France to the coast of America, and another from the United States to Cuba.

The completion of the Great Pacific Rail way concludes the list of mighty undertakings for the completion of which 1869 was remarkable. This great work, connecting the western shores of the Atlantic with the eastern shores of the Pacific, placing those oceans within seven days journey of each other; carried through a vast wilderness, over mountains covered with snow attests what barriers ingenuity and enterprise can effect in overcoming natural obstacles.

In the full blaze of the glory of these great achievements man is reminded that he is mortal by the noble and wise who have fallen before the hand of death during the year 1869. In Canada the Chancellor, Hon Philip Vancoughnet and Justice John Wilson of the Common Pleas have been removed by death. In England the great Earl of Derby, the finished orator and accomplished statesman, with other great and learned men; in France, Lamartine, the poet, Marshal Niel, the able Minister of war, the Marquis de Moustier, the brilliant Foreign Secretary, and other celebrities. In other communities men of less note and mark have passed away.

The events of the year will justify the people of Canada in thanking that Supreme Providence who has directed their affairs, and justifies the assurances of those who ventured to predict this prosperity. Events have proved that this may be looked for as long as it remains a component part of the British Empire.

—The Officers of the Ottawa Brigade of Garrison Artillery have sent to London for the instruments for their band.

—The Court House on Baldwin street in this city was accidentally destroyed by fire on Sunday morning the 9th instant. It contained the Sheriff's office, the offices of the Clerk of the Peace, of the Surrogate Court, the Division Court, and County Treasurer. There has been a considerable loss of papers but all the books and principal documents were saved.

—The attention of the readers of the REVIEW is requested to the letter of "Naval Engineer" on another page; it is a practical solution of a difficulty of no ordinary magnitude. The power of traction would be amply sufficient in the size of vessel described, to meet all the requirements of the case. Two or even three of these boats could be got ready by May next and might be left to ply on the sections of the navigable waters on which they would be launched; the barges could easily be built of wood when required.

REMITTANCES

Received on subscription to the VOLUNTEER REVIEW up to Saturday the 15th inst.:

DAYFIELD.—Capt. Thos. R. Jackson, \$5.
BROCKVILLE.—Lt.-Col. Atcherley, \$1.50; Lt.-Col. Jackson, \$1.60; Major McKechnie,

\$1.50; Major Cole, \$1.50; Capt. Young, \$1.50; Lt.-Col. J. Crawford, \$6.00.
CAMPELLFORD.—G. F. A. Tico, \$2.
INGERSOLL.—Lieut. R. Y. Ellis, \$2.
WINDSOR.—Major Docherty, \$2.
HAMILTON.—James H. Ryal, \$2; Edward P. Rico, \$2.
BOBCAYGEON.—Wm. Mitchell, \$4.
TORONTO.—Col. G. T. Denison, \$2; Capt. A. Peebles, \$2.
THILSONBURG.—John B. Waller, \$1.33.

BRITISH OCEAN TELEGRAPHY.

There are four lines of ocean telegraphic cable now connecting England with India and the islands south of Farther India; and it is now proposed to add a fifth, to be laid from the Straits of Malacca to Hong-Kong. The lines already laid are the Falmouth, Gibraltar, and Malta—the Anglo-Mediterranean, the British Indian Submarine, and the British Indian Extension. From a station of the latter a cable 1,640 miles long will reach China, and thus, when Japan is reached, the world will be virtually belted with telegraphic cable. There will be another section of 1,000 miles in length from Hong-Kong to Shanghai, touching at the ports open by treaty to Europeans. The capital stock is to be 508,000 sterling, and the contract provides that the laying of the cable shall be completed by the first of June, 1871. It is anticipated that the immense trade between China and Europe will furnish ample business for the new line, and make it a profitable investment. The total value of the imports and exports from Hong-Kong and the treaty ports in 1868, amounted, according to the customs returns, to \$340,000,000.

A new cable is also about to be laid on the Persian Gulf, to connect Bushire, on the north shore, with Jashk, at the mouth of the Gulf. From the latter point there is already a line to the mouth of the Indus, and from Bushire to England there are two lines—one through Turkey and the other through Persia and Russia.

WANTED AN OWNER

'Twas Disraeli the elder, we believe, who wrote the "Curiosities of Literature." We doubt though if he ever saw anything as curious as annexed. There was a report some time since that a new comic journal was to be started here, and the following was picked up without name or address. Times are dull, and we only do what any other respectable journalist would do—transfer it to our columns. This will give it a circulation it would not otherwise obtain, and will doubtless gratify the writers. Similar contributions will be thankfully received:

SKETCH OF OUR OFFICE.

The Editor does not insist upon his readers believing all that follows—indeed it to a great extent depends upon the credulity of those interested.

The editor is over at his post with a quill and a bland smile.

At his right is a bottle of black ink, ready for use.

At his left a bottle of gall, hissing all the time.

Advertisers are invited to a chair. Contributors are shown a waste paper basket.

The Editor does not hold himself responsible for any opinion, statement, or nonsense herein contained.

Everything witty the Editor acknowledges to be his.

The Editor does not permit his head to be punched under any circumstances, but those of fighting proclivities can be accommodated by his trusty esquires (imported from Boxiana, at an enormous expense, of course), whose lineaments tell of many hard fought battles, and known by fame as ye Thomas Allen and ye James Maca. *Mace* is considered spicy.

The Editor's ears are always open, and he was never known to sleep with more than one or two eyes shut.

Ask anyone for our office, and should that person be too inebriated to clearly define, enquire of any of those useful members of the Government, ye left the marines.

Accompanying the parcel of "copy" was the following letter:—

HAMILTON, Jan. 7, 1869.

Dear Frank,—I am rapidly getting up my first number. Send us on something spicy. I mean to go on a burster. I don't think the people here are quite ripe enough for my style; shall educate 'em up to it; shall pitch in stiff; mean to roast the Common Council, tickle Magill, tar and feather Train if he comes; (he knows I'm here so it may keep him away), and play the deuce generally. No favour. Sharp thrusts for all, and a solution of sugar and vinegar to rub them down, to allay any smartness! Won't it be glorious; and the best of 'em will hesitate before trying to punch 6 feet 1 inch and one hundred and seventy pounds I hard as nails too—head softest part of my body; and you know I can throw a somersault, and light on my skull—and like it! so prospects are cheering. Got lots of rods in pickle, and increasing the elasticity of my right bicep—shall lay on as if with the knout. Don't forget copy. Love to Bessie. Great haste. Thine.

"THE SCOURGER IN CHIEF."

P. S.—Do you remember Joe Huggard who used to be in London? He is keeping the Tecumseh House, and rattles his half-dollars, just as he used his fero chips. Joe's getting on. I intend living at his hotel. I mean tickling him too. Joe likes a joke, and spouts his little bits of prose and poetry same as ever. I sold him dead the other day about a goose standing on one leg; and he sold the entire crowd. He just asked me to a "smile." I grin and comply!

ANNEXATION.—A good many residents seem to have a great desire to live under the American flag. Well, as the majority so desiring were born under it, we ought not to be surprised; let them then, only it can not be on Canadian soil. There is plenty of timber and prairie land for them in their native country, plenty of taxes, post-offices and politicians, plenty of good and plenty of bad, but until Canadians find a freer flag and a nobler people they will be content to live under the flag that has

"Braved a thousand years
The battle and the breeze."

SUSPICIOUS CHARACTERS FIRED AT BY A SOLDIER.—A few nights ago, at a late hour, one of the sentries on duty at Fort Wellington heard footsteps approaching the fort and gave the usual challenge. No answer being returned he fired and called out the guard. Two men were then heard running away and swearing fearfully as they went. Another shot was fired after them but, so far as is known, without any other effect than the fright of the prowlers.—*Prescott Telegraph*.

AND WHAT NOW?

For more than two years the Dominion Government have been leading people to believe that the United States were desirous of renewing reciprocal trade relations with Canada; and every effort when individual members in the Dominion Parliament have made to place our trade and Canadian interests on its rightful footing has invariably been met with "Oh, hold on; don't press this matter just now; it will be another argument in our hands why the American people should enter into a new and liberal Reciprocity Treaty with us. It will keep a while splendidly." Well, during the past two sessions of the Dominion Parliament several matters were brought up and legislation demanded upon them, but at the earnest suggestion of Ministers definite action was deferred, in the belief that *something*, as suggested by the Government, would come to pass in a reasonable length of time. Nothing, however, as yet, has come about to improve our position. On the contrary several things have been done which ought not to have been done, and many things—it is evident now—were left undone which ought to have been done. For instance, while the authorities at Washington have been holding out in wordy gammon great expectations to Canadians, they have under one pretext or another stuck impost after impost on Canadian industry and interests, and to their own benefit. Some outspoken men, like Bowie-knife Potter, have vowed their determination to force us into annexation; but others more discrete, but we think less honest, under the garb of expediency, have voted to put duties on Canadian products so as to give the farmer at the far West—a 1000 miles from market—just the same advantage as that possessed by the Canadian farmer who is on the very threshold of the market door. In a word, the legislation at Washington for the past four or five years has been unmistakably antagonistic to Canada and to Canadians. Why, look at the treatment now being meted out to Canadian vessel owners, who are compelled to pay most exorbitant tonnage dues—denominated wa. tax—before they can send a vessel into any harbor in the United States—seventy five or eighty dollars, on even a small vessel. When it is a well known fact that a vessel sailing from Canada to American territory must discharge her entire cargo at the first American dock she touches—cannot unload one half of her cargo at one warehouse, and the other at another warehouse, even if the warehouses be at the same port; but must after leaving the first dock and before touching at the second, clear again from some Canadian port. As an example; if the steamer *Dominion* should leave Chatham with a load of barley and wheat for Detroit, she would be allowed to discharge the barley at Black & Young's, but before she could steam down to the Michigan Central Elevator to unload her wheat, she must leave American waters, go over to Windsor, take out fresh clearing papers, and then she may go down to the Michigan Central Elevator and get rid of her wheat! An American vessel can enter our ports on the same footing as a Canadian vessel. Again, our grain is taxed 20 per cent there for the benefit, as we said before, of Western farmers, while we Canadians are simple enough to allow the people of the United States to

have the benefit of our markets with comparatively little or no restriction. We tax American flour going into St John or Halifax—nothing. They tax our wheat and barley going into Cleveland, Toledo or Detroit 20 per cent on its actual cost. They send their surplus corn, rye, and Indian meal and fish into Canada free. They tax our fish going into their market \$2 per barrel. But why draw comparisons further, for it is the same whether we refer to cranks or shafts for our Steamboats, Engines for our Mills, Locomotives for our railways, or broomcorn, flax, coal or eggs—we admit them all free of duty to the injury of our farmer and mechanic and to the ruination of our markets, while they exact an average duty of 35 per cent from whatever is Canadian that goes into the United States. *And what now!* Why this: let our new Finance Minister, Sir Francis Hincks, since it is settled beyond cavil that the people at Washington won't reciprocate with us, match them at their own game—meet them at every turn, foot to foot and hand to hand. Let further temporizing be done away with, and let us by our own acts and legislation show to the world that we are independent, not dependent. Let them know that Canadians can not be Potterized at all events. The farmers and mechanics of Ontario will consent to have a duty put on American coal, and thus develop our own coal fields in the East until our new coal fields in the Northwest are opened up. And as one good turn deserves another, let a duty be put upon American Corn, Rye, Flour, Salt, Steam Engines, Machinery of all kinds; and furthermore let us levy tonnage dues upon their vessels which trade at our ports. "What is sauce for the goose is sauce for the gander." Let this be done—let this policy be followed out for two years, and, take our word for it, there would be a change of opinion manifested within the Congressional halls at Washington such as would force the American Government—in self protection—to change their present Chinese tactics and adopt a system of international trade that would be at once liberal and fair and conducive to the interests of both the contracting powers. Will Sir Francis act? If he has that pluck for which he is reputed, let him show it now. The people expect something of him—let them not be disappointed. God helps those who help themselves.—*Chatham Planet.*

EMIGRATION.

We perceive by late advices from England that a very large and influential meeting of gentlemen interested in Colonial Emigration has been held in London; and that, with a view of adding strength to the movement, a resolution has been adopted to effect if possible a union of the three constituted societies—viz, the National Emigration Aid Society, the British and Colonial Society, and the Workmen's Emigration Society. This, no doubt, will be immediately accomplished, and the emigration cause at home will be upheld, and in a great measure controlled, by the united organization. When we reflect for a moment on the crowded masses in the large manufacturing towns of Great Britain, and compare the relative proportions of human beings to the area there with the sparse population of Canada, we may well believe that in the old country there are more disciples to the doctrine of Malthus, than perhaps the govern-

ing classes at home would be willing to acknowledge. Our population in all the Provinces of British North America, hardly exceeds 4,000,000 in number, while that of the city of London alone, comprised within an area of 20 miles, is fully equal. Now of all this vast numerical surplus in Great Britain, there are very few adult males who have not in some form or other received a training by apprenticeship, at once thorough and complete, to some employment, either agricultural, mechanical, commercial, professional or scientific, that will qualify them in any quarter of the globe to which they may migrate, to follow creditably one or other of such pursuits. Labor there is indeed the lot of life with the great mass; and they only who have become familiar with old country associations, can comprehend the particularity, almost painful, that is paid to infinitesimal items and to fractional nicety, in the performance of every kind of labour in the field or workshop. Thus the great bulk of the labouring and artisan classes are all peculiarly fitted for engrafting on our rather loose system of work, a degree of finish and a regularity of production too valuable to be lost sight of. Now it behooves us in Canada to bid earnestly for this outpouring from the mother country—to second and further the objects of the Colonial societies now being amalgamated there, and it would not it appears to us, be an inappropriate move, to establish local Immigration Societies throughout Canada, instead of leaving everything to Government. What a scope for the work of such Societies—in ascertaining and publishing the wants of capital, the aids for speculation, and the call for labour, in corresponding with the society at home, and in making known through the press here and there where the capital can be safely and profitably invested—where labour can receive ample employment and compensation. Nor does it stop here. Doubtless the day will come when the large farming system of Canada will give way to a system of smaller and more perfect farming, such as prevails in Holland, where from 5 and 10 acres of land comfort and wealth are derived, and where, by the application of a more scientific agricultural system—by a clear, practical knowledge of agricultural chemistry—by close adherence to rotation of crops and to the saving of every fraction of compost and its deodorization—wonderful fertility is produced; and finally where by the utmost order, neatness and cleanliness about the the farms and stock, the richest returns are obtained. We say that in an agricultural country like ours, too much attention cannot be paid to all these things; and that the organization of such Societies would tend to develop them in a manner totally different to the operation of our Agricultural Exhibitions once a year, good though this be. It will be a sad thing for Canada if, by apathy on our part, the tide of emigration from Great Britain is directed to other Colonies. Nowhere is it required so much as with us,—our very safety depends on it; and unless the action of the people themselves indicate the interest of all in the subject, we fear the Dominion will feel the sad effects which our torpor imposes on it; for, as a rule, all Cabinets choose rather to follow and become exponents of, instead of leading public opinion.

Recent advices from England state that the Lieut. General commanding the troops in the Dominion has strongly protested against the disbandment of the Royal Canadian Rifles.

IRELAND.

THE IRISH DIFFICULTY.

The *Standard* animadvert with severity upon the failure of Mr. Gladstone's policy to bring about an immediate state of loyalty and peace in the sister island. The subjoined extracts from one of our editorials of 14th December is a fair specimen of the tone of the Tory press when discussing the present unfortunate position of affairs:

"We are informed that the Government have found it necessary to send another healing message to Ireland. On this occasion the bearer of peace assumes the shape of Lord Strathnairn, and his evangelists are 'seven flying columns under picked officers.' These have been prepared to march 'at an hour's notice' to any part of the country. Two or three regiments have also been ordered to reinforce the army in Ireland, and at least one or two vessels of war are already on their way to the coast. The motive alleged for these extraordinary movements is the possible outbreak of an insurrection in certain districts.

"That which has been called the irony of history was surely never better illustrated. We have almost to rub our eyes while we read, before we can credit this astounding piece of news. An insurrection in Ireland! It sounds almost as great an anachronism as a march of 'flying columns under picked officers' under the orders of a government of which Messrs. Gladstone and Bright are members. Is this the end then of twelve months of liberal administration? Are we compelled to fall back once more upon the carnal weapons in our government of Ireland? Was it for this that we made Mr. Bright Minister, that he might range the country with 'flying columns?' * * * What a flood of sarcastic irony did not the popular tribune pour out against those who pursued such a policy in Ireland as demanded a perpetual armed garrison for its maintenance? How many times were we not tortured by elaborate calculations, showing how much greater was the cost of the Irish army and constabulary than the profit derived from them! What a babeling of tyranny, of cruelty, and of injustice in remorselessly iteration, when it was Mr. Bright who was out of office and the Tories were in! The very presence of the English army in Ireland was held to be a source of irritation to sensitive people—the sign of their degradation—the mark of their conquest. It was a standing confession of the failure of government—the perpetual incentive to revolt, and something which made revolt justifiable. What pretence had we, it was argued, to the possession of the island when we could only secure it by an armed force, which we dared not reduce by a single soldier? Before the wrongs of Ireland could be healed, it was the one thing essential that the English garrison, which is even more a badge of conquest than the Protestant Church, should be reduced, and the test of the soundness of the true Irish policy was, whether it enabled the Government to do without soldiers and constables, whose very presence was an obstacle to the return of peace. * * *

"Flying columns may, or may not, be a legitimate resort under the circumstances; the remarkable thing is that it is Mr. Gladstone's Government, with its messages of peace and its appeals to the Irish idea, which is compelled to this step; that the result of all their policy of conciliation and justice leaves us precisely where we were before, in regard to the use for British soldiers in Ire-

land; that it really leaves us a good deal worse than before; for while the Fenians have advanced to the dignity of open enemies, the loyalists are full of anger, discontent, and the sense of injury."

DISCOVERY OF THE RUINS OF A ROMAN TOWN.

An important town, once the capital of one of the Roman Provinces of Thrace—Trajanopolis, the site of which was unknown—has just been discovered by M. Albert Dumont, a member of the French School at Athens. At about three miles from Dymes, near Enos, at the mouth of the Hebron, may be perceived a vast extent of ruins in the midst of pestelential marshes, which have rendered the country so uninhabitable that this circumstance well explains why all recollection of these vestiges have been lost. There still exists an inscription on the spot, showing that the city was once Trajanopolis; moreover, its distance from Adrinople coincides with that given by the ancient itineraries; as for its importance, what remains of it is ample evidence in its favour. A fortified city wall, five kilometres in circuit, has been brought to light, together with the remnants of vast suburbs extending over two square leagues. The Acropolis contains ruins of edifices of the third century, architraves, broken columns, pedestals with some inscriptions.

During the middle ages, the antique city was gradually replaced by a Byzantine one, and very probably part of the ruins served as a quarry for the stones with which the two fine fortresses of Dymes and Enos were built. As it is highly improbable the Romans should have pitched upon such an unhealthy spot for a large town, the ground has been explored to see whether any drainage had been attempted, and these researches have led to the discovery of a magnificent system of dykes and sewers. It seems this city did not disappear completely until the fifteenth century, when the Byzantine empire was at its last gasp.

RED RIVER.

ST. PAUL, Jan. 1, 1870.

A Pembina letter of the 10th says, Fort Garry advices to the 14th. say a Court Martial is trying the prisoners captured at Schultz's house. It is ascertained that the Hudson Bay Company owned the arms and ammunition found in the possession of Schultz and party when they were arrested.

Fort Garry is still garrisoned by 400 men. A rebel flag was raised last Friday amidst beating of drums and music by Father Dugast's band. The flag has white ground, and is adorned with three lilies and trefoil flowers.

A letter from Pembina of the 18th, says that McDougall leaves to-day. Cameron and wife and Provencher will remain here some time. Peace will now be once more restored in Red River.

MR. PEABODY'S LAST RESTING PLACE—Harmony Grove, the spot selected by Geo. Peabody for his burial, is a beautifully wooded rising ground, situated upon the north-western boundary of Salem, in Massachusetts, and itself bordering upon the line of the town now called Peabody. Upon the principal street of the latter, lately the South Danvers of his early life, the visitors still sees the house with its small shop in front, in which, as the boy of a village store, many of the youthful days of the great phil-

anthropist were spent. The little window of its narrow attic is that of his bedroom. From its elevation above the street, doubtless he often looked out upon the rich landscape, which "in all the country round," identifies ancient Danvers at one of the most beautiful of the New England towns. Among its features nearest Salem, with which he was familiar, perhaps the leafy shades of the ridge, now known as Harmony Grove, may have been prominent.

We find the following suggestions in the last number of the *Volunteer Review*.

"The labour of 1,000 men for six months would go a long way towards completing the 40 miles of this road between Thunder Bay and Dog Lake and the 90 miles between the northwest angle of the Lake of the Woods and Fort Garry. It would be advisable to have the men engaged on this work under military discipline, therefore it would be easy getting the requisite number amongst the Volunteer corps in the Dominion—their wages would be that given to ordinary labourers, viz, fifteen to twenty dollars per month and rations. They should be thoroughly armed and equipped. The option of settling in the country, with free grants of land, should be awarded, and they should be worked under their own officers."

Thus far, we agree with the writer: but we dissent from his proposition of retaining as an auxiliary force the Royal Canadian Rifles. As a general rule very old soldiers make poor labourers, and worse settlers; and cumbered as the men of the R. C. Rifles are with women and children, it would be cruel to employ them in the Northwest.—*Woodstock Times*.

On the 8th inst., six of Her Majesty's ships were sold, and the sums at which they were knocked down will enable the reader to form an idea of the value which is at present put upon vessels which only a very few years ago formed an important part of the British fleet. We will take for example, the case of the *Emerald*, one of our old crack frigates. She is close upon 3,000 tons, has engines of 600 horse power, and was built only 13 years ago. She was sold, apparently, with all her gear and machinery, for £9,000. The *Miranda*, which counts about 18 years, and which is a screw sloop of 1,000 tons, went with engines and boilers for £2,550. This vessel may be remembered by some of our readers as that in which Lord Lyon's second son did valuable service during the war with Russia. The six ships produced £20,670—a mere fraction, of course, of their original cost. Would the amount cover the cost of the *Emerald* alone?

The very dangerous quarrel between the Viceroy of Egypt and his sovereign has been postponed. Ismail, it is hinted, found that his own subjects might approve a decree of deposition and obey it, pleading the religious authority of the Khalif, and accordingly wrote a most humble letter, agreeing that all taxes should be levied in his master's name, and that no loan should be raised without permission from Constantinople. The effect of that arrangement will be that taxes in Egypt will be increased for the Viceroy's benefit, but in the Sultan's name, and that ten per cent. of every new loan will be wasted in bribing the Divan to agree to its necessity.

An American army officer "of excellent judgement" has been ordered to visit the Red River frontier by President Grant and report at once "on the disturbances."

DUBLIN, 6th.—The Irish journals report that during the Parliamentary election in Longford which was bitterly contested and attended with great excitement, the supporters of Martin, the Fenian candidate, and the friends of Nugent, came into collision at Gullet Hill, near Longford, and after a sharp fight between the two parties, the troops appeared on the field and fired upon the Fenians, who quickly dispersed. A few men were wounded, but none killed. At the last accounts there had been no further disturbance, but proper precautions had been taken to prevent the renewal of the conflict. The Fenian element is greatly exasperated over the defeat of its candidate.

MADRID, 6th.—The political crisis shows no signs of the ending of rumors current that application will be made to the Cortes, to induce it to sanction the establishment of the dictatorship for four months, and to suspend its sessions.

The *Impartial* states that two pistol shots were fired at Serrana yesterday, without wounding him.

LONDON, 6th.—A Rome correspondent of the *Times* says: The Pope will probably proclaim the dogma of infallibility by a decree, not admitting an appeal to the general Council.

Mr. Motley, the American minister, was robbed last night of property valued at five thousand dollars, by burglars, who entered his dwelling while the inmates were asleep.

LONDON, 7th.—The correspondent of the *Morning Post* from Ishmail says: Anything drawing over fifteen feet of water must first be lightened in order to pass through the Suez Canal. Dredges, &c. so obstruct that the passage is hazardous. The Company decline to take any risk whatever; and it requires a mint of money to keep the work in satisfactory order.

Sir Curtis Lampson has written a letter to the *Times*, ridiculing anti-repudiation declarations. In the annual message of the Governor of New York he takes occasion to rebuke his action that Fisk has the control of the Erie Railway, and therefore he is wholly responsible for that fraud.

The trigonometrical survey of the United Kingdom, which was commenced by General Roy in 1783, ended this week with the completion of the surveys in Scotland.

PARIS, 10th.—It is reported that Gen. Lewis Jules Tracher is to replace Leboucq as Minister of War.

A quarrel has arisen between Prince Pierre Bonaparte and the writers of the *Marseillaise*, in consequence of a bitter and scandalous attack made by that paper on the Prince. The latter has sent a note to Henri Rochefort, editor of the *Marseillaise*, closing with these words: "I reside at 59 Rue d'Anteuil, and I promise you that if you present yourself you will not be told that I am out." The affair has been extensively commented on by the press.

The *Moniteur* to-day states that after the 20th of May next the privileged admission of cotton fabrics into France, as temporary importations, will cease. The merchants of Bordeaux held an excited meeting last week, at which speeches were made and resolutions adopted, denouncing commercial treaties, and protesting against the abolition of restrictions on importations in foreign cotton.

A rumour is current in this city that a coup d'etat was made at Madrid last night.

MADRID, 10th.—Oath of office was administered to the ministry last night by the Regent Cortes, and they will reassemble again tomorrow.

Additional election disturbances are reported in some provincial towns.

PARIS, 10th.—This afternoon M. W. Tanville and Victor Noir, of the editorial staff of the *Marseillaise*, Rochefort's journal, proceeded to the residence of Prince Pierre Bonaparte as seconds in the contemplated duel between the Prince and Paschal Grousseau, an editor of that journal. They had an interview with the Prince, during which an altercation took place. The Prince became enraged, and seizing upon a revolver fired twice upon his visitors. One of the shots took effect in the body of Victor Noir, killing him instantly. The tragedy causes great agitation in the city. The Prince gave himself up to the authorities.

M. Ollivier addressed the Corps Legislatif to-day. He declared that ministers considered it their first duty to communicate with the Legislatif. A long discourse was not necessary, their intentions being well known. The ministry had the confidence of the Sovereign, and they asked for that of the chambers.

PARIS, 11th.—The city is greatly excited over the tragedy yesterday afternoon. The office of the *Marseillaise*, Rochefort's newspaper, has just been seized by the Government.

At a sitting of the Corps Legislatif to-day, M. Guyot Monthayroux proposed that members of the Imperial family be rendered amenable to law. He said he had no intention of creating trouble; he wished simply to do away with unlawful exceptions. M. Henri Rochefort responded in bitter terms to the murder of Victor Noir. He said Noir was one of the people, and the people should judge his murderer, who, though cousin to the Emperor, must not be allowed to escape. M. Ollivier, in the course of his speech, used these words: "We are justice law and moderation; if you force us we will be power."

M. Ollivier, in concluding his remarks to the Corps Legislatif yesterday, said that the ministry hoped that a policy of conciliation would prevail and that all would aid in the work of establishing a national government adapted to the requirements of the country, and likely to insure liberty without license.

LONDON, 11th.—The Crown has seized some land near Stockwell which belonged to the late Mr. Peabody. The seizure is made on the ground that Mr. Peabody was an alien, and had never been naturalized as a British subject, and therefore he was unable to hold land in the Kingdom. The Court of Probate takes similar ground.

PARIS, 14th.—Midnight.—The city is tranquil; no further danger of an outbreak being apprehended. The troops collected from the neighboring garrisons have been ordered back to their posts.

Grego, and other conspirators against the life of the Emperor, who were tried and sentenced to transportation in 1864, are to be comprised in the general amnesty to political offenders.

LONDON, 14th.—The *Times* has an editorial to-day on political affairs in France. Referring to the Noir murder it regrets M. Ollivier's indulgence to threats publicly made, and thinks it impossible to exaggerate the danger of the situation of Paris.

The *Morning Post* in an editorial to-day hints that the proposed trans-continental railway alone will save British Columbia from annexation to the United States.

WASHINGTON, 10th.—It is said in a private letter from Paris that the resignation of the French ministers at London and Berlin was owing to a want of sympathy with the new French Regime.

NEW YORK, 11th.—The steamer Tybee, from St. Domingo 30th ult., brings with her a report that great excitement prevails all over the country on the subject of annexation to the United States. President Baez was about to issue a proclamation calling the commanders in the various districts to take the votes of the people on the question of annexation. In cities the feeling is strong in favor, but an opposite feeling exists in the country.

QUEBEC, 11th.—Major Tourangeau, on taking his seat last night, stated that four years had elapsed since he had occupied that position. The city debt had not increased during that time. The civic debt was two millions, secured by twenty-two millions of corporation property. He advocated improvements on the palais harbour, the lowest possible taxation; referred to the markets and ferries, the opening of the lake. St. John road, ratification by act of Parliament of the corporation vote of ten thousand dollars to the Gosford road, the exemption and for five years of builders of manufacturers, placing water works in perfect order, and laying a double line of pipes from Lorette.

NEW YORK, 7th.—Gold 121½.
ST. THOMAS, Dec. 30.—A rumour says the obstacles for the sale of the Island to the United States have been removed. Little credence is given to the report.

JACUPL, Dec. 30.—A report has been received here of the capture of Portau Prince. A portion of the city was fired by Salnavo's forces. The revolution forces entered the city on the 22nd of December.

WASHINGTON, 6th.—Strong efforts will be made in the Senate next week to call upon the treaty with Denmark for the purchase of St. Thomas.

MISCELLANEOUS ITEMS.

Opera glasses are now called into requisition at fashionable weddings.

Every cab and public carriage in London now has painted upon its doors the rates of fare.

A London advertiser has "fine airy rooms with board, for gentlemen measuring 33 feet by 17."

"Phiz" (Mr. Hablot K. Brown) who illustrated Dicken's earliest novel, is going to illustrate his latest.

"What is the cause of that bell's ringing?" inquired William. "I think," said John, "that somebody has pulled the rope."

Eight dollars' worth of gold was found in the gizzard of a California goose—probably the same one that laid the golden egg.

MATCH MAKING.—In a small party lately, the subject turning on matrimony. A lady said to her sister, "I wonder, my dear, you have never made a match. I think you want the brimstone," she replied. "No, not the brimstone, only the spark."

A RIDDLE.—The following riddle is said to be the last product of Sheridan's witty pen: "Sometimes with a head, sometimes without a head, sometimes with a tail, sometimes without a tail; sometimes with head and tail; sometimes without either, and yet equally perfect in all situations?—Answer, a wig."

The Fenians are again making a show of force, and are mustering in companies and regiments in New York and Boston, preparatory, it is said, to making a descent upon the coast of Ireland. It is a pity this kind of humbug cannot be suppressed. This arming, drilling and playing soldier, with the openly professed object of making war upon a friendly nation, could not occur in any other country in the world. Such manifestations as the Fenians make would, in any other civilized country, call for a proclamation for their suppression.—*Hamilton Evening Times.*

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EDITED BY HENRY J. MORGAN.

(The Montreal Printing and Publishing Company, Printers.)

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