NEW ADVERTISEMENTS.

Ottawa Literary and Scientific Society—G. Kennedy.

Wanted—Dr. Cranston.

The Ottawa Times.

Office: 38, Sparks Street

WEDNESDAY, NOVEMBER 9, 1870.

The Secretary of State for Canada returned to town yesterday.

Mr. Taylor, the proprietor of the *Citizen* having expressed his regret that a certain ruffianly communication from the notorious "Shoo Fly" should, without his knowledge or consent, have been permitted to appear in the columns of his journal, we forbear from making any comment thereon.

There is a passage in Her Majesty's "Journal Of Our Life in the Highlands," which receives an accession of interest from the impending marriage of the Princess Louise. It occurs in the description of the Royal visit to Inverary. "Our reception," writes Her Majesty, "was in the true Highland fashion. The pipers walked before the carriage, and the Highlanders on either side, as we approached the house. Outside stood the Marquis of Lorn, just two years old, a dear, white, fat, fair little fellow, with reddish hair, but very delicate features, like both his father and mother; he is such a merry, independant little child. He had a black velvet dress and jacket, with a 'sporran,' scarf, and Highland bonnet."

THE ORGAN OF THE AMERICAN RAILROADS ON THE GRAND TRUNK REPORT.

A few days since in referring to the persistent abuse bestowed upon the Grand Trunk Railway by the Toronto *Globe*, we remarked that if it were actually the subsidized organ of the American railroads it could not do its work better, or labour more assiduously for the purpose of injuring the Canadian line and driving traffic from it than it now does. We did not imitate the *Globe's* example and declare in direct terms that it really was a "subsidized organ"; on the contrary we expressed the opinion that the personal and political jealousies which the Managing director of the *Globe* entertains towards the Managing director of the Grand Trunk really caused these attacks, and rendered the former blind to the injury which this constant vilifying of the Canadian line does to the country at large. The *Globe's* latest article, however, in which it attempts to criticise the semi-annual report of the Company, is so evidently inspired in New York or Boston, and is so exactly what the American companies would be likely to approve, that we feel tempted to change our opinion, and with sincere regret to arrive at the conclusion that the Toronto *Globe* must be regarded as the recognized organ of the American companies, and the writers who compose its editorial staff, to use its own language, as their "purchased scribes." It is only by adopting this view that we can understand why our contemporary denounces in such a decided manner the attempt made by the manager of the Grand Trunk Railway to compete for through freight, and why it tries to induce the belief that local interests are sacrificed thereby. The *Globe* says that it is "absurd and wasteful" to attempt to compete with the American lines, and suggests that the latter should be left to "their neck breaking scramble for Western freight." It is easy enough to understand that, speaking in the interest of the American lines which desire to monopolize the entire trade of the West, the *Globe* should find fault with Mr. Brydges for making an effort to compete with them and should try to prove that he ought to confine his attention to local traffic only. If he should do so, doubtless we should hear nothing from the *Globe* about "smash ups" and "smashing Directors" would be looked upon with almost as friendly a regard as he was when connected with the Great Western Railway, and Bothwell wood contracts were not things of the past. But we do not believe that, even to appease the wrath of the Hon. George Brown or to suit the views of the American companies which the interests his journal represents, Mr. Brydges will be likely to relax his efforts to secure a share of that through traffic which legitimately belongs to the Grand Trunk, and which furnishes so large a portion of its revenue.

We are not informed by the *Globe* how, or in what manner, local interests have suffered in consequence of the development of the through traffic. We know, as a matter of fact, that it has ever been Mr. Brydges' first care to provide for the requirements of Canadian trade, and to furnish, during the busy season, the requisite amount of rolling stock for its accommodation. We have heard complaints of this nature with regard to the Great Western Railway, and we have seen indignant letters published in various Western journals in relation thereto. How far these complaints have been deserved or not we do not pretend to know, but we do know that not a single word has the *Globe* had to say in relation to the subject. Is this explained by the fact that the Great Western Railway runs in close connection with the American lines, and is in point of fact a portion of the American railway system?

As Canadians, and not as the "organ" of either a political party or a railway company, we feel it our duty to condemn in the strongest and most unmistakeable terms, the *Globe's* persistent efforts to vilify and belittle every Canadian of note or position throughout the country. No matter who or what a man is, or in what sphere of life he attains to eminence, the mere fact of his being regarded with respect and admiration is sufficient to bring down upon his devoted head the wrath of the Honourable George Brown. In the fullness of his self-conceit, and inspired by an ambition which "o'erleaps itself," the man who by dint of intellect and perseverance manages to make for himself a place above the common herd, Mr. Brown seems to look upon as his natural enemy. Sir John A. Macdonald, Mr. Brydges and Mr. King of the Bank of Montreal, men who by the sheer force of their own intellects and comprehensive ideas have attained to high positions; one as the greatest statesman, the second as the most able railway manager, and the third as one of the most astute financiers, not only of the Dominion but of this continent, are the principal objects of Mr. Brown's abuse. These men who when they visit England or the United States are always regarded with respect and admiration, who are justly looked upon as men whom Canadians with pride may claim as countrymen and representative men, they forsooth are singled out by Mr. Brown to be the victims of his most persistent abuse! It does not require much consideration to show why this is the case? It is because they with their giant intellects and broad extended views so thoroughly overshadow Mr. Brown, so completely throw him into the shade, that all the envy and jealousy of his nature is aroused, and despairing of ever elevating himself to their level, he strives to pull them down to his own. He has shown so lately what he can do. He has preached a crusade against the Grand Trunk Railway management, but his attempts to excite public feeling against it have ignominously failed. He has denounced in a manner which we can only denominate as ineffably mean, an effort said to have been made for the purpose of presenting the Premier with a testmonial of the nation's gratitude for his long tried services; and now we find him endeavouring to persuade the public that the Grand Trunk Railway, the most direct line from the Atlantic seaboard to the Western States, should not endeavour to compete with American roads for through traffic!

We do not wish to deny Mr. Brown any amount of credit that of right belongs to him, but as he has chosen to resort to all kinds of personalities concerning the gentlemen whose names we have mentioned, we feel that we are justified in saying that so far as intellect is concerned, they are to him as mountains to molehills. Let any Canadian visit the neighboring Republic hear their names mentioned, and he will as a Canadian be proud to claim them as countrymen of his own. He will feel as those Canadians did who were present at the great Boston jubilee some years since, when they heard Americans themselves admit that the eloquence of the Governor-General, Lord Elgin, threw their most gifted orators completely into the shade. They will realize, in fact, that the very men whom Mr. Brown and the *Globe* are constantly trying to injure and defame are those whom we have the greatest cause to honor and respect, and will learn to understand the despicable motives which inspire these reiterated attacks upon them and all things connected with them. So far as the attacks upon the Grand Trunk Railway are concerned, personal dislike of Mr. Brydges appears, as we said before, to be mingled with other motives, and though we have no doubt that abuse of his management is a "labour of love" to Mr. Brown, the attacks are evidently inspired by American railway men in the States, though probably written in the editorial sanctum of their "organ," the Toronto *Globe*.

MARITIME AFFAIRS.

The following lighthouses have been erected by the Department of Marine during the last week or two:

One at Pigeon Island, about four miles from Wolfe Island on Lake Ontario, furnished with a powerful revolving light which shows at intervals of one minute and ten seconds. It will be visible for fifteen miles in clear weather.

Another at Monte du Lac in the county of Charlevoix, P. Q. This is a fixed white light, which will be seen for ten miles.

A light has also been erected at Michael's Point on the south side of Grand Manitoulin Island, Lake Huron, which will be visible in clear weather for ten miles, and another at the entrance of Parry Sound, Georgian Bay, visible for sixteen miles. All these lighthouses have been constructed since the end of May last, and will no doubt do much to improve the navigation of Canadian waters.

We regret to hear that on the 3rd of October the *Jessie* of Port Stanley, a vessel of 250 tons burthen, ran aground on Salmon Point, Prince Edward county, and broke up almost immediately. Her crew, consisting of nine hands, were lost. She was laden with 15,000 bushels of wheat, and was bound from Toronto to Kingston. Value of vessel and cargo, $20,000.

More About Preston.

To the Editor of THE TIMES.

BANK OF MONTREAL,
PERTH, 7th November, 1870.

SIR,—I notice in this morning's issue of your paper a statement that on my return home, after having displeased Mr. Preston, I found constables in charge of my effects. What you say is not quite correct, as no constable figured on the occasion. The facts are these:—I returned home, after our difference of opinion, to find that Mr. Preston had promptly gone to my house, and seized several articles of furniture for taxes, for which he himself had previously told me *I was not liable*; and, furthermore, for which he had, a few days before, *levied on the effects of my predecessor*, who had occupied the house in the spring, when the assessors went their rounds. I may add that every seizure puts "costs" into Mr. Preston's pocket; and it is fair to speculate whether, in this case, he did, or did not, pocket the fees twice.

Having been liable, since I came here, for taxes on my recent house in Ottawa, last spring I remitted Mr. Preston my cheque, marked "good," for the amount then due, which he returned with the remark, written in pencil upon it, "I will not accept your cheque in payment of taxes." I then substituted an ordinary Bank of Montreal draft, drawn upon the Manager at Ottawa, likewise returned.

Having twice tendered payment, I took no further notice of the matter, until having been threatened lately with a suit in the Division Court, I paid the amount here, with $1.20 costs.

I am, Sir,
Your obedient servant,
D. A. STEWART.

The City Collector.

To the Editor of THE TIMES.

SIR,—It is unquestionably to the advantage of every faithful public officer, and especially to a public officer charged with the collection of the public revenue, that his administration of the trust reposed in him should be frequently and thoroughly examined, and I ventured to say that nothing will afford such officer greater satisfaction than this thorough examination. I am not of the number who assume that the City Collector has been guilty of malfeasance and that he has derived greater emoluments from his office than he had a right to take, but at the same time I must say I would be glad to learn what fees he has collected year by year upon the processes he has been obliged to issue in order to coerce payment from dilatory, unfortunate or dishonest citizens. I think the public, whose servant he is, have the right to know this, and I am further of opinion that it would be a very great deal better for all parties that the costs of destraint and execution would go into the civic treasury, since by this means the temptation to undue severity would be withdrawn, and no one could then truthfully charge the Collector with enriching himself at the expense of the rate-payers. I have heard it from very good authority that the fees of the present Collector are fully equal to his official salary, that is to $1,000, so that his income from these two sources is at least $2,000. I do not profess to know or to assert that it is so, but if it is, then it seems to me he is a very much overpaid officer, since he does not probably give more than half of his time to his public duties. Better pay him $1,200 a year than to give him the option of swelling his income indefinitely by harrowing the citizens. But it would be very satisfactory to know, also, the exact amount of taxes collected, week by week, from the day the collector receives the roll until he returns it to the Chamberlain, as that would enable the public to compare the receipts with the payments made by him into the city treasury. Now, taking it for granted that the collector keeps his books properly written up, and that they are open to inspection at all times, I can see no great difficulty in determining the exact balances he has had in his hands any day during his incumbency. The wildest charges are now circulated against Mr. Preston, and it is roundly asserted that he must have had in his possession balances averaging from $15,000 to $20,000 for at least nine months in each year, with from $5,000 to $10,000 during the remaining three. It is, moreover, asserted that he has made use of these moneys for his own benefit, and that consequently he must have netted in interest something like $2,000. This would make his income $4,000. Now, it is in that gentleman's power to disprove these allegations, and it seems to me that a regard for his own reputation should prompt him to petition the city corporation to appoint two reliable and efficient accountants to audit and report upon his accounts. It seems to me too that the corporation owe it to themselves to institute this inquiry. The law requires, I believe, that the taxes for one year shall all be collected and paid in by the 1st February of the ensuing year, but in utter disregard to it the matter is allowed to drag on month by month, and if I am rightly informed, last year's assessment is not all paid in yet. Is this as it should be, and do the worthy City Fathers imagine they will be held to have faithfully performed *their* duties to their constituents by permitting such delays? Surely the people of Ottawa will not be thus served by their representatives without calling them to account. The time has come for a better order of things, and if the members of the corporation do not see the necessity of a change, it is to be hoped their mental perceptions will be quickened at the next election.

FAIR PLAY.

Ottawa, Nov. 8, 1870.

INTERCOLONIAL RAILWAY.

Report of Inspection by the Commission.

The undersigned Commissioners, appointed to construct the Intercolonial Railway, having lately made personal inspection (accompanied by the Chief Engineer) of the whole line, and having visited every important work in course of prosecution, have the honor to report to the Governor in Council, the information obtained by them on such tour of inspection.

The Commissioners left Riviere du Loup on Saturday the 24th day of September.

It may be well to state for convenience of reference, that the sections are numbered in the following order, beginning at Riviere du Loup, viz.: Nos. 1, 2, 5, 8, 13, 14, 17, 18, 19, in the Province of Quebec; Nos. 3, 6, 9, 15, 16, 10, 20, 21, 22, 23, in the Province of New Brunswick; Nos. 11, 4, 7, 12, in the Province of Nova Scotia.

Nos. 1 and 2—The works upon these sections are being prosecuted by Messrs George and James Worthington, the original contractors. Number one will be practically finished this season, with the exception of the bridge superstructure at Riviere du Loup and Isle Verte. The Commissioners finding that the masonry in these structures was nearly completed, instructed the Chief Engineer to furnish the contractors, without delay, with the necessary plans to enable them to obtain the materials required before the close of navigation.

On section No. 2, the work will be practically completed this fall, with the exception of the eastern abutment for the bridge at Trois Pistoles, and the heavy clay cuttings on either side of that river; the piers for this bridge are about sixty feet in height, and are completed. The contractors expect to finish the western abutment, and to have the eastern well advanced this fall. The material in the clay cuttings on either side of Trois Pistoles river is exceedingly hard and difficult to handle, in long, deep cuttings only a given number of men can be employed upon each face; the contractors are grappling with this difficult part of the work, and they propose at the opening of next season to employ gangs of men alternately and to work these cuttings day and night until completed.

The work of all kinds upon these sections is of the most satisfactory character.

No. 5.—This section was re-let to Messrs. Alexander Macdonnell & Co., after the failure of the original contractor.

The present contractors are men of large railway experience, and considering the late period at which the Contract was awarded, a considerable amount of work has been executed; the preparations made, and being made, will ensure a vigorous prosecution of the work next season, a large portion of earth work having been done by the former contractor, the remaining work is in a more compact form, and the heavy cuttings will afford winter employment for the contractors, notably amongst these is the heavy rock cutting at the Bic Mountain; good quarries have been secured, and will be worked during the winter, some culverts being already completed and others in progress; the arrangements made give promise of the completion of the greater part of the work on this section by end of 1871.

No. 8. The original contractor, Duncan Macdonald, has carried on the works upon this section in the most vigorous manner, so that they will practically be completed this season. The work has been executed in a satisfactory manner.

No. 13. A very excellent commencement has been made upon this section by the original contractors, Messrs. Wallace E. Macdonald & Co., and a large amount of work executed, since the contract was awarded to them in the summer of this year.

The contractors have shewn great skill and judgment, and have commenced and prosecuted their work in a vigorous and systematic manner; the greater part of the earth and rock excavation executed, is upon the very heaviest part of the section.

An excellent quarry for the heavy bridge across the Metis river, and for other masonry, has been found within two miles of the bridge site; considerable quantities of stone are now being got out from that quarry, some of it is being hauled to the site of culverts, and it is intended, during the winter, to place on the spot a sufficient quantity for the Metis bridge; other quarries are also being opened, and the preparations are such that there is reason to expect that the stone for the structures on this section will all be placed on the ground during the ensuing winter, ready to be laid next summer.

No. 14.—This section was awarded last summer to Messrs. Nielson & McGaw, and they have made very satisfactory progress with their works.

The contractors are now engaged in getting out stone for the different pieces of masonry in their contract; from the amount of work done, and preparation making, there is strong reason to hope this contract will be completed by the end of next year.

No. 17.—The contractor, S. P. Tuck has not done much work upon this section since it was awarded to him last summer. He has erected storehouses, shanties, &c., for men, has commenced clearing, and promises a vigourous prosecution of the works.

No. 18. The work executed, and the preparations made, and being made by the contractor, R. H. McGreevy, are satisfactory, and shew that he thoroughly understands his business. This section having only been let last summer, and being situate a long distance from the base of supplies it was impossible that very much should be done up to the time of our visit, except in the way of preparations for work. The contractor is commencing his work in a thorough and systematic manner.

No. 19.—This section, which includes the heavy bridge across the Restigouche, was let last summer to S. P. Tuck.

The Commissioners, not being satisfied with the progress made on this section up to the time of their visit, deem it their duty to make a separate report in reference thereto.

Nos. 3 & 6.—The original contractors for these sections having failed, the work was re-let to Messrs. Berlinguet & Co.

A considerable amount of earth work had been done upon these sections by the original contractors; this, with the work executed by Berlinguet & Co., places the grading in a forward state. The works upon a heavy rock cutting, known as "Morrissey's Rock," was being prosecuted vigorously; this and other rock cuttings will be carried on during the winter.

The contractors have had difficulty in finding stone for the masonry upon these two Sections; quarries have, however, been found and opened on the north side of the Restigouche, and at Grand Ance, near Carraquet, on the southern shore of the Bay of Chaleurs. Stone is being delivered at the various points where it is required and masonry was in course of construction at several places on these sections at the time of the Commissioners visit.

Stone will be got out at these various quarries during the coming winter, and from those on the north side of the Restigouche. Stone will be transported to the works whilst the river is frozen over.

The Commissioners are glad to be able to report in a satisfactory manner as to the quantity and character of the work done in these two sections, and as to the preparations which are being made for vigorously prosecuting the work in the future.

Nos. 9 and 15—These sections carry the line across the river Nipissiquit at Bathurst, and are in the hands of Messrs. Bertrand & Co.

The amount of work actually executed upon these contracts during the present season is satisfactory, considering the date at which the contracts were let. The preparations for a vigorous prosecution of the work in the future are very satisfactory.

The same difficulty in reference to stone occurs on section No. 9, as has been met with in sections Nos. 3 and 6; the contractors for these respective sections have consequently entered into a joint arrangement for the transportation of stone, and have purchased barges, schooners, and a steam tug, and by these arrangements expect to deliver during this and next season, and as fast as it can be used, all the stone required for these sections.

Excellent stone has been found near the bridge site over the Nipissiquit. A very good granite quarry has been opened up, and about one third of the stone for this heavy bridge had been quarried at the time of the Commissioners' visit. Lower down another granite quarry has been opened up, from which stone is being placed directly upon the barges, and transported to different points on sections Nos. 9 and 15.

The grading and excavation, both earth and rock, are being proceeded with, and the Commissioners believe that with the extensive and satisfactory preparations for work, the Contractors will show great progress during the next season.

No. 16—The contractors, Messrs. King & Gough, have not made as much progress as could be desired, since this section was awarded them last summer; a commencement has, however, been made, and the contractors promise to put on a sufficient force to complete the work next season.

Whilst the Comissioners cannot express themselves as entirely satisfied with the progress hitherto made on this section, they are of opinion, as the work is very light, that it is desirable to see what work and preparations for work will be made during the winter.

No. 10—The work on this contract not having progressed satisfactorily, it has been taken out of the hands of the contractors to whom it was let. This contract will be re-let, with the three remaining sections in New Brunswick.

No. 20—This is the section lately let to Messrs. Brown, Brooks & Ryan, and upon which work has only just commenced.

Nos. 21, 22 and 23—Are the sections for which tenders have lately been received, and when let, within a few days, the whole line will be under contract.

THE EASTERN EXTENSION RAILWAY

Extending from Painsec Junction to the Missiquash River, has been completed on terms of the contract, and the Commissioners, in a separate report, have recommended that it should at once be taken over by the Government.

No. 11—This section, four and a half miles in length, and extending from the Missiquash River to a short distance beyond Amherst, is in the hands of Messrs. Davis Grant & Sutherland, the original contractors.

This contract is practically completed, with the exception of the bridge superstructure over the Missiquash River, and the whole work will be finished before the close of the present year, the Commissioners finding the masonry at the Missiquash completed, instructed the Chief Engineer to furnish the bridge plans as soon as possible.

Ties are upon the line, and rails have been ordered, and are daily expected with which to lay track upon this section; so that cars may be run to Amherst, before the close of the year.

Station buildings at Amherst are in a forward state, and will be completed this season.

The works upon this section have been executed in a satisfactory manner.

No. 4.—The original contractors having failed, this section was re let to Messrs. Smith and Pitblado, last spring.

The work is being very vigorously prosecuted by the present contractors, one third of the earth work is done; masonry is in a forward state, and large quantities of stone are being delivered.

The contractors are exhibiting judgment and energy in the prosecution of the works.

No. 7.—This section was re-let last spring upon failure of the original contractors to Messrs. James Simpson & Co.

This contract is progressing very satisfactory. A considerable amount of work has already been done, and the preparations for work show that the contractors are not wanting in skill and vigor.

No 12.—This is the last section, and carries the line to the junction of the Halifax Railway at Truro. The work is in the hands of Messrs. Sumner & Somers, the contractors to whom it was let last winter.

It is a very heavy section, both in rock and earth, and the contractors have made very satisfactory progress indeed, their rock cutting is nearly half finished. A very large proportion of earthwork is completed, and their masonry is well advanced.

They have good quarries at short distances from the work, and will deliver stone during the ensuing winter where required. The masonry for the heavy viaduct across the Folly river is making satisfactory progress, one of the piers being nearly completed, the others will be founded, and a good deal of work done upon them this fall. Masonry on this section has been reduced by the substitution of tunnels, the bulk of which have been completed. The contractors have exhibited energy and skill, and the *work executed* is most satisfactory.

During each of the months of August and September, about seven thousand men and horses were employed upon the contracts let; this labor has been almost entirely local, and has secured a very large expenditure of money in the country without causing any serious disturbance of the labor market.

COMPLETION OF PORTIONS OF THE LINE.—From information obtained by the Commissioners as to the work executed, and the preparations for work they believe there is a reasonable prospect that track may be laid upon the greater part, if not the whole of the following sections of the road by the close of next year, viz.: Sections Nos. 1, 2, 5, and 8, in the Province of Quebec, 86 miles; sections Nos. 3, 6, 9 and 15, in the Province of New Brunswick, 79 miles; sections Nos. 4, 7 and 12, in the Province of Nova Scotia, 73 miles.

The principal obstacles in the way will be the heavy clay cuttings at Trois Pistoles, in section No. 2; the rock cutting, at Bic Mountain, in section No. 5; the heavy clay cutting, at Amherst ridge, in section No. 4; and a deep gorge on the mountain side, in section No. 7. The masonry still to execute on these sections, from the preparations made, will the Commissioners believe, be vigorously pushed to completion with the least possible delay.

Tenders for steel rails have been advertised for, the delivery of which is to commence next spring, and the Commissioners will at once advertise for ties or sleepers for the sections above mentioned, deliverable during the ensuing winter.

LAND DAMAGES.

The Commissioners hope, by the close of the year to have the entire right of way purchased; the prices paid so far, have, upon the whole, been reasonable.

A. WALSH,
ED. B. CHANDLER,
C. J. BRYDGES,
A. W. McLELAN,
Commissioners.

Grattan and the Irish Volunteers.

The Rev. James Carmichael delivered a lecture last evening in the Rink Music Hall to a crowded audience, the subject being Grattan and the Irish Volunteers, of 1780. The following is a synopsis of one of the most eloquent lectures ever delivered in Ottawa.

After describing the early condition of Ireland when first invaded by the English and giving some interesting particulars relative to the social and political conditions of its inhabitants, the reverend gentleman traced the history of the people down to the time of Grattan and the Irish Volunteers. He then went on to say: Was it a rebellion? Is it rebellion when a country is left at the mercy of its foreign enemies by the Government to whom it owes allegiance. If the nation rise to a man and say, "We will defend ourselves, maintain your rule, without drawing one penny from your Exchequer." It is not rebellion; it is the noblest patriotism of dependent subjects. Is it rebellion if such an army having saved a country from what Sir Boyle Roche, the great Government upholder, called those Gallican villains, should, seeing their country desolate through wank of trade, her peasantry starving, or flying in crowds to a new country of freedom beyond the Atlantic. Is is rebellion I say if that armed force should say to those who had power to stem the tide of evil, stem the tide. Give us what can only save us, our Irish King and our Irish free and patriotic Parliament. It is not rebellion. It is justice crying temporarily for her rights. No, the volunteers were not rebels. Their voice was the great Protestant voice of Protestant subjects re echoing in Roman Catholic cabins, and chapels, and homes. For in that day, although Protestant and Romanist were more divided politically than they are now, yet as patriots on this question they were one, so much so, that as far as brotherly feeling was concerned, we might apply to both of them these well known lines slightly altered:

Then some was for a party,
Then all were for the State;
Then the great man helped the poor man,
And the poor man loved the great.
For laws unfairly portioned,
And corn unfairly sold,
Made Irishmen like brothers,
In the brave days of old.

Never, I believe, in the annals of my country, was trade so thoroughly killed out as in Ireland when these men arose. By William's act the staple trade of the land was destroyed, and its first effect was the self-exile of 20,000 manufacturers to France and other continental cities. Through the reign of Anne and George I., Ireland did little else but implore of England to alleviate by law, in some way her distresses. Year after year rolled over, corn became scarce, food enormously dear, manufacturers had no money to buy, farmers had no market for their produce; and in a very few years the national debt rose from the paltry national sum of £16,106 to £371,312. I can tell you if it had not been for the volunteers this would have ended in rebellion, rebellion to the death, or in a moral plague pestilence that would have ended in the sudden death of the last spark of Irish affection for English rule. But who dare call them rebels when they sprung to life to *defend Ireland for England*. If rebels, it would have been an easy thing for them to have risen as they did and said to France, come over and help us, we are now in our youth 50,000 strong. But they rose 50,000 strong to prevent a Frenchman daring to put his foot on Irish soil, and a 100,000 strong to ask King George to give the nation bread. It was the day of England's difficulty, America had sought for independence, and France had declared herself her ally, and had given very good evidence that she would do so for America by coming down on Ireland, in the same way that the Fenians tell us they intend to come down on Canada. News had already reached Belfast that led the Council of that city to demand from the Government, the fulfilment of the duty of a Government, the defence of the people." I give your verbatum the reply of the Government: "His Excellency can at present send no further military aid to Belfast than a troop or two of horse, or part of a company of *invalids*, and His Excellency desires to know whether you can find accommodation for these in addition to the two troops now in your city." England to the two troops now in your city. England had ruined Ireland's trade; had made her Parliament a puppet show; had drawn from her impoverished soil the greater portion of her wealth; and when Belfast asks for aid to defend Irish soil, for England's sake, she is promised one, possibly two troops of *healthy* soldiers and a company of *invalids*, coupled with the question whether she could provide for them. Barracks for the healthy—soup, chickens, and wine for the invalids. The sick, and the halt, and the maimed, and the blind, offered to defend Belfast—the second city of the country, when all Ireland had to do was to hold up her finger to France and America and say our potatoes are yours, our wretched Government is yours, our fifty thousand welcome is yours, come and possess the land. Come over and make it like America, come and give us free trade and a free Parliament, come over and fill our streets with commerce, our fields with grain, come over and make us again what God originally made us, "an independent nation." All this Ireland might have said, when for England's sake she asked England's aid, and when England replied, I send you two troops of soldiers to guard your second city, and half a troop of sick men. It is impossible for me to describe how this native army, headed by the flower of England's nobility, sprung into life, armed, drilled, uniformed, as if by magic; never, perhaps, in the history of the world have we a record of such a resurrection of national life. It permeated every rank and order of society, from stately old houses, such as Leinster, Charlemont, Tyrone and Clanricard, down to the hard working mechanic, who drilled through nights that he might learn to be an Irish soldier. Episcopal dignitaries were found in its ranks, and if you went down to the courts you would at times see lawyers pleading in the scarlet and gold uniform of the lawyers' corps, and attorneys dressed in scarlet uniforms faced with green, attended by their clerks, dressed in the well known uniform of the Dublin Volunteers, a bright blue coat covered with yellow buttons, and edged with crimson trimmings.

The rev. lecturer then gave a history of the various companies and the names of them, which elicited great applause.

Of course Frenchmen were not such fools as to meet on Irish soil such an almost miraculous army as this. So France kept quiet, and the volunteers prepared, Prepared for what? For France if she came, and if not to save and regenerate Ireland. Fancy them drawn up 100,000 waiting to be inspected. Bright and glistening they stand shining in the light of a sun that shone on the most wretched country in the world; 100,000 strong now through honest volunteering, and *armed*, headed by Irish Earls, Dukes and Lords; 10,000 strong men, but political *babies* daled out political nourishment by a fitful and ungrateful nurse; 100,000 strong when England was weak and sadly humiliated by her transatlantic policy. Oh! do you not see the temptation; can you not see how the tempter disloyalty as she showed them what they might be, might have lured them on to worship at her feet. Yes, I admit the temptation was there, but a temptation refused, spurned, thrown aside, as the glad cheers of 100,000 voices welcome as leader of the army a little crooked bodied man with the tongue of an angel, and the heart of a giant. Henry Grattan, Ireland's noblest son, whose political cry was "God save the Anglo-German King, and God save Ireland." I know not how to describe Grattan. I could copy many eloquent descriptions of him, but I do not want to do that. This is my lecture, and I would wish to give you my idea of him. Be it right or wrong, I think he was politically, the purest-minded, and naturally the most eloquent and warmest hearted Irishman that ever lived. He had talents given him by God that in a day when talents were bought and sold he might have made ten talents at the expense of his country's liberty. He might have been Sir Henry Grattan, Lord Grattan, Duke Grattan, anything Grattan if he had loved his country less, and his personal ambition more. His country was indeed his idol. In the darkest hour of her history his voice rang through Ireland in burning words of eloquent hope as to her future. Never lived there so hopeful a patriot. Listen to these words of hope, in which to him was the darkest hour of his country's history, "Never will I cease to hope for my country; I see her in a swoon, but she is not *dead*, although in her tomb she is helpless and motionless, still there is on her lips a spirit of life, and on her cheek a glow of beauty."

"Thou art not conquered; Beauty's ensign is
Thou art not conquered; and in they cheeks, And
Death's pale flag is not advanced there."
Romeo and Juliet.

"While a plank of the vessel holds together I will not leave her. Let the courtier present his flimsy sail and carry the light bark of his perjured faith with every breeze, I will remain anchored here, I will adhere with hope to the fortunes of my country, "Faithful to her freedom, faithful to her fall." This mind you, was not mere talk, It was the unswerving policy of the man's life. A policy that gained a nation's love and gratitude; and which to this moment, better than marble statue or painted picture, keeps his memory green in the hearts of Erins sons, whether in America, in Canada, or in Ireland. Such was the man at whose back stood 100,000 armed men. For without Henry Grattan, the volunteers would have wanted the trumpet which sounded their fame through the world, and made them at once the terror as well as the admiration of other nations. The first cry he gave was a necessity. He saw at a glance that no patriotism could revive Ireland as long as her trade was dead; therefore he said "cry out for Free Trade and the encouragment of home manufactures" and the 100,000 voices cried Free Trade, and the cry was caught up by the nation, and ran through the land like wildfire. Mr. Grattan commenced the agitation by moving in the House, an amendment to the address of the King in the October session of 1779, in which he stated that, "The distresses of the kingdon were two fold, the poverty of her people, and the bankruptcy of the state," winding up with the somewhat ominous declaration "That as the people cannot support the King, or the King the people, we must from henceforth look to ourselves." There was a long and brilliant debate on the amendment, and it was finally carried, slightly altered from the original in these words, "That we beg leave to represent to his Majesty, that it is not by temporary expedients, but by free trade alone that the nation can be saved from impending ruin." And on the same night a unanimous vote of thanks was passed to the volunteers. While this was going on in the House the volunteers were not idle outside. They were reviewed, held meetings, passed resolutions calling on Irishmen to wear nothing English. Before long the city and county corporations took up the subject, and the following proclamation issued from Tholsel in Dublin, or what we call the "Exchange:" "That we will not from the date hereof directly or indirectly import, or consume any of the manufactures of Great Britain, nor will we deal with any merchant or shopkeeper who shall import such manufactures." A few days after the issuing of this address, a hopeless volunteer song was issued, and distributed and sung throughout Ireland. One verse of which I remember:

Was she not a fool
When she took up our wool
To leave us so much of the
Leather the leather.
It ne'er entered her pate
That a sheep skin well beat
Would draw a whole nation
Together, together.

In a week press and pulpit rang with the wants of the nation. The invitations of the aristocracy to balls were written in this fashion: "The Earl of Charlemont requests the pleasure of Lord and Lady so and so's company at Charlemont house, on such a night. Dress to be made of Irish cloth or tabinet. Lists of the importers of English goods were obtained at the Custom House, and, printed handbills were scattered through the city, and Dean Swift's sarcastic maxim "to burn everything coming from England except the coals" became the standing toast of the day. In the mean time the Government wanted money and applied for it in the usual way. To their horror "the Opposition" said no, and the volunteers outside re-echoed the sentiment. "Let the ministers announce free trade," said Mr. Burgh, "and we will grant new taxes. We are ground down already to a state of Egyptian bondage. The English have sowed their laws like serpent's teeth, and they have sprung up as armed men." The effect produced by this striking sentence, and the manner in which it was delivered, was like an electric shock. The House stood up, burst out into a long continued shout of applause, which communicated to the galleries, and from thence to the streets, where it re-echoed for long and many a minute, and the Government were defeated by a majority of 38. But the case drew near on the 4th of November, the anniversary of the birth of William the third. On that day the volunteers mustered in College Green to do honour to the memory of the Protestant king. They said nothing, did nothing, but muster. The roll of heavy artillery waggons was heard in the Parliament Houses, and that Government saw hanging round the necks of the cannon, large cards with these words on them:—

"Free Trade or else ——".

It was a significant hint, what Irishmen call a "pig's whisper." It was the virtuous resolve of 10,000 men to whom a ruined country had given the word of command. "Make ready, present, fire. Who made ready, who presented, but who shrunk from firing through an almost unaccountable affection for English rule! What but loyalty to British rule kept back Lord Charlemont with an army at his back, from walking into the Parliament, as Cromwell did in days before, and saying to his soldiers as he pointed to the Royal Mace, "Take hence that bauble." As I think of that mace, sitting quietly in my study writing this lecture on a cold night. In fact, a cold night with the hall stove out, with not an over heated pulse, with the children in bed and not a sound to disturb me, as a loyal British subject, who to-morrow would put myself between a bullet and our darling Queen. (Cheers). I say it plump and plain, a more worthless bauble never rested on brass rods, than England's mace in Ireland's puppet Parliament. And if the volunteers had been less patriotic and more Cromwillian, that birthday of William's would have seen that Mace in a very different position from that in which it was accustomed to be in. But the loyalty of the volunteers to the British crown, preserved the rule of England, and paved the way without shedding one drop of blood for better days and happier times. My Lord North took the volunteers hint, and to my mind in a very manly way. Lord North had always pursued a policy opposed to Ireland's trade; but now when he saw that his policy had been a grand mistake, he himself was the first to knock off Ireland's fetters, for in February, 1780, he introduced and carried his Free Trade Bill, allowing the export of wool and free trade with every English colony. Quick and fast now sped on the work; Ireland had free trade, but could not the power which gave it revoke it? Of course it could. I don't think it would have done so; but, it is one thing to think about it now, and another to think of it as Grattan did when he pondered over the question at Celbridge Abbey, walking up and down the banks of the river so often pressed by the foot of Swift in bye-gone days. Whatever I may think of it now is nothing; what he thought of it then is everything, and what he thought may be seen in this picture. It is the 19th of April, 1870—the streets are crowded with volunteers, and the magnificent rotunda forming the House of Commons is filled to overflowing, every member is present, the ladies' gallery filled, and the deep public gallery, capable of holding 700 people, can hold no more. For Mr. Grattan on the preceding day had given notice he would bring forward a measure regarding the rights of Ireland. And that is Mr. Grattan speaking. As a boy I have read and re read that speech. As a man I have criticized it, and the more I read it the fonder I am of it. In it he implores of England, in a day when he truly said, "That Ireland was the only nation in Europe that was not her enemy," to restore to her sister not only her trade but Parliamentary liberty to preserve it. He pictures the volunteers having once proved their loyalty, as willing to prove it again by any test save the surrender of their country's rights. He shows how Ireland as she is, is no help to England, and that if she wished to cherish the falling remnants of her Empire, she could only do so by making sister love sister, for the sake of their common mother liberty. How that both countries should have but one soul, and thus combined by equal liberty and love, a new and milder Empire might arise from the errors of the old, and the British nation, joined together under one King, might assume once more her national station, the head of civilized mankind. Mr. Grattan was beaten that night by a majority of 33, but the dawn must always come before daylight, and he bore his defeat with becoming grace. Event follows event quickly. The volunteers give up their ideas of separate companies, and Lord Charlement is appointed Commander-in-Chief. Mr. Yelverton moves in the House for the repeal of Payning's law, and is defeated by an overwhelming Government majority. The volunters held reviews all over Ireland, and finally met in Dungannon and passed resolutions against Paynings law, against closed sea ports, against a perpetual meeting Bill in favor of one King and a free Parliament. Once more France and America speak of coming down on Ireland, once more hostile fleets sail in British waters, and once more the volunteers offer themselves, without one dissentient voice to fight for England on Irish soil; rallying round their King, and leaving for the present, politics for war. Once more France backs out, once more Grattan moved and lost his declaration of Rights. The Duke of Portland comes over with private letters from Fox, "to his old esteemed friend Charlemont." Some way Lord Charlemont does not see the friendship so clearly, and at long, long last, the following letter is read in both Houses, amid ringing cheers:

GEORGE REX.

His Majesty being concerned to find that discontents and jealousies are prevailing amongst his loyal subjects in Ireland, upon matters of great weight and importance, earnestly recommends this House to take the same into their most serious consideration in order to such a final adjustment as may give mutual satisfaction to both Kingdoms. G. R.

It was a gracious message, and it was gratefully received. Mr. Grattan moved an address of thanks assuring His Majesty of unshaken attachment to his person, and stating very clearly what Ireland wanted, a repeal of Paynings law and other obnoxious acts; and on the 27th May the Duke of Portland announced from the Throne "The establishment of the judicial and Legislative Independence of Ireland." I need scarcely tell you Mr. Grattan made a splendid speech, and I need scarcely tell you I have neither time or voice to give you extracts, save and except one which I do not like to pass over.

"I found Ireland on her knees; I watched over her with paternal