FRIDAY MORNING, JAN. 28, 1870.

# THE WEEKLY BRITISH WHIG.

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### THE MADOC RAILWAY.

A very stiff opposition is being got up in Kingston against the Kingston and Madoc Railway, engineered by several causes. In the first place the continued discussion in the city papers respecting the route, at a time when only one route, the Northern, will be voted for by the people, creates dissatisfaction and distrust, lest the interests of Kingston should be sold by the people of Newburgh and elsewhere. Again, the published By-law of the Township of Madoc stipulates, that none of the $40,000 Bonus shall be expended, until after $100,000 shall have been expended along the whole line. Another, and the best reason is, there is too much secrecy and hole-in-the-corner work about the affair, as exemplified in the letter, signed "Old Hickory" of yesterday's issue. These things induce the enemies of Kingston and the Road to utter all kinds of spiteful remarks, and they encourage the Belleville newspapers to throw cold water on the scheme altogether. Read what the Hastings Chronicle says, and then judge whether a stop should not be put to all this, by locating the line of road, and bringing in the By-law at once. Strike while the iron is hot:

(From the Belleville Chronicle, Jan. 24th.)

This project, which at first was all colour de rose, now wears a rather sombre aspect, and the rivalry existing between the north and south routes threatens a disruption of the whole scheme, and consequently the addition to the list of defunct Acts of Parliament in which the same parties have been interested (as promoters) of another railroad scheme. In addition to the abortive Welle Island Canal; the Canal Company; the Gravel Roads; the Camaguiand Peterboro Railway Company; the Kingston and Newburgh Railway Company; the Napanee and Potsdam project; Marmora and Belleville Railway, 1858—and the Belleville and Marmora Railway, 1866; the Madoc and Kingston Railway Bill seems destined to share with others a quiet repose, after imparting to Kingston a sort of ephemeral enterprise. Kingston has lost an immense amount of money on all the above projects, and the "wasted capital" has been further decreased by speculations in Gravel Roads, the Nova Scotia gold mines, and the Loughborough Lead Mines, which this Railway is being built to open up, and we doubt if the people of Kingston will submit to be taxed to a greater extent, in order to bolster up the ownership the Loughborough Lead Mines, which at present are valueless, and which can only be made paying speculations by inducing the tax-payers along the route to build a railway to their works. Like the enthusiastic Freeman, who declared he did not care what colour they painted the "Machine, so long as it was red," so with the Kingston promoters of the Madoc Railway, and owners of the Loughborough Lead Mines; they do not care what route the railway takes, so long as it touches their mines, and goes north through the Countries of Frontenac Lennox. If the people of the north are wise to their own interests, they will pause before they vote any bonuses to the Railway. If they are wise, they will take the advice of Mr. Flint, Mr. Bowell, and Mr. Wood, given at the Town Hall in Madoc, some years ago, and refuse to give one dollar of Municipal funds to any Railroad speculation. The fate of Brockville, Cobourg, Brantford, and Caledonia, were then held up to frighten electors. How is it now? Again we would say to our readers,—beware.

### THE NEWS.

A project is on foot in Halifax to establish a cotton factory by a joint stock company with $100,000 capital.

Queen Victoria is suffering much from neuralgic attacks, which are attributed to a derangement of her nervous system,—and the state of her health causes anxiety.

Extensive preparations are being made in Buffalo for the great Fenian military and civic demonstration to-morrow.

The journal Le Loire has commenced proceedings against the French Post-office authorities, for the violation of the secrecy of letters, and the detention of papers.

The new terms of Confederation are now the all-absorbing topic of conversation in Prince Edward Island. They are very favourably received. When they have been sufficiently ventilated they will carry a majority at next election.

The Queen remains at Osborne. The Prince and Princess of Wales is at Gunton, in Norfolk. The Princess Teck has given birth to a son.

The Red River insurrection is attracting no little attention in England, as may be judged of from the extracts which will be found in another column. All are unanimous in agreeing that the insurrection must be suppressed.

To last dates from Paraguay (Assuncion) say that great distress exists there, and that many Paraguayans were dying of hunger in the streets, so dear was food and so poverty stricken the mass of unfortunates who have crowded into Asuncion for subsistence.

The Turkish Government has just ordered the disarmament of the squadron which was placed on a war footing two months ago. These vessels were intended to be sent to Egypt under the command of Hobart Pacha. This finally settles the result of the quarrel between the Sultan and the once mutinous Khedive.

### Latest.

EXCITING REPORT.

Paris, Jan. 25.

There is a report here this afternoon of the death of the Pope. It is causing much excitement. Many persons believe it to be true.

### FATHER LEONARD'S LECTURE.

Ontario Hall was crowded on Wednesday evening with a large and appreciative audience to hear a lecture delivered by the above named reverend gentleman on the "Catholic Church and Civil Liberty." The lecturer entered the Hall at eight o'clock, sharp, accompanied by several of the Roman Catholic clergy of this city, and was received by the President of the St. Vincent de Paul Society, Mr. A. B. McDonell, and the other officers of that Society. Mr. McDonell in a few appropriate remarks, introduced the lecturer, who was received with applause, and proceeded to deliver one of the most charming and eloquent lectures ever given in this city. He introduced his lecture by shewing the great influence the Catholic Church exercised in abolishing slavery throughout Europe, and then proceeded to define the origin of the temporal power of the Popes, who, at all times, he said, were the steadfast friends and defenders of the cause of civil liberty. He then touched lightly on the Crusades, Feudalism, and the Reformation, illustrating the position he had taken by quotations from several well-known Protestant authors, and proving conclusively that the Catholic Church was ever the champion of civil liberty. The reverend gentleman concluded his admirable lecture with one of the finest perorations we have ever heard. At the close of the lecture, Dr. Sullivan, on behalf of the audience, in a few well chosen remarks, proposed a vote of thanks to Father Leonard for his able and interesting address. Mr. Daniel Macnow, Barrister, followed—indorsing all that Dr. Sullivan had said, and adding his own meed of praise to the talents and ability of the lecturer. We believe the funds of the St. Vincent de Paul Society have been largely increased by the proceeds of this lecture, and we must congratulate them on their success.

We failed to some judge on the part of certain members of the County Council, in connection with the election of the Warden. As explained to me, the dodge was not to prevent the re-election of Mr. Shibley, but to secure it. He had a strong party in the Council, but there were some dissentients among his friends, and the delay asked for and obtained was to have all matters so arranged as to allow his election unanimously, which was done that night and next morning. Mr. Spoor, therefore, in moving the adjournment was actuated by the best motives towards Mr. Shibley.

### PRESCOTT.

Prescott has got a flourishing Curling Club and Rink.—It is to have a grand masquerade and fancy skating tournament at the Rink on Feb. 2nd.—The forty boils are still running,—unprecedented fact. The ice took on the 14th but broke up during the three two days afterwards.—At a dance in Edwardsburgh, a young man named James Flynn was severely injured by the accidental discharge of a pistol which he had in his pocket. The ball entered the fleshy part of the left thigh and lodged under the knee cap.—A couple of men named Touse and Morris got into a drunken squabble in Prescott, and Touse drew a knife and stabbed Morris in three different places, one of the wounds being about three inches in depth. Touse made his escape over the river to Ogdensburg, where he was subsequently arrested and locked up. Morris will recover.—On Monday evening last the express train from the West ran over a team belonging to Wiser & Co. of Prescott, which was attempting to cross the track at the time, killing both horses and smashing the sleigh to pieces. The driver, escaped without serious injury, having been thrown by the collision off the track. Fortunately the train wasn't thrown off the track and no one on board was injured. The horses were worth about $400.—The Prescott *Telegraph* is a good paper. It gives us these items.

### THE MADOC RAILWAY.

*(To the Editor of the British Whig.)*

Sir,—I have noticed in this morning's Whig a communication signed "Old Hickory," which, in my opinion, requires consideration, and which no doubt will prove a most salutary caution to the people of Kingston in this critical period of their affairs. There can be no question, but a considerable amount of log-rolling and wire pulling will be done to induce the citizens to vote their money away to this Madoc Road. Take my word for it, that every dollar invested in Wooden Railways is so much money thrown away. For although a Wooden Road is cheap in the construction, the cost of maintainance is however so great, that it would sink hopelessly in debt a city of double the wealth of Kingston to keep it in running order. I am aware that statements showing the cost of construction and maintainance have been published, but after all they are only statements on paper, and generally on such statements being put to the practical test, experience has taught us their value, and shown their utter worthlessness.—Suppose you had to-morrow your Wooden Road to Madoc, what good would it be? If we are to have a Railroad let us have an Iron one, with a narrow guage, such as the people of Toronto are interested in. You don't hear of them going in for Wooden Railways. Why, the man that would propose it to them would be pelted with rotten eggs. They know better. It is only sap-heads that would encourage an utopian and worthless concern like this one-horse road to Madoc. There is a model of one of those wooden concerns in the City Buildings. Examine the thing, and if you are still of the opinion that a Wooden Road is feasible, and going to enrich us all, then you are more gullible than I should suppose you to be.

The Mayor, the other evening, stated that in 1872 we would, comparatively speaking, be out of debt. In fact, that in a few years the citizens would be free from taxation. May Providence grant it. But if we are to be led away on this wild goose chase of a Wooden Railway, then the taxes in five years will be so increased by Railway subsidies and bonuses, that it would drive every merchant and mechanic out of it. As for heavy real estate holders, they would not be able to sell, and must bear the burthen as long as they are able. The fact of Kingston being out of debt, and free from taxation, will do more to add to its prosperity than any thing else. So, like "Old Hickory," I can, in justice, say to the people of Kingston, keep tight your purse strings for the present.

TROJAN.

Kingston, Jan. 21, 1870.

### THE MADOC RAILWAY.

*To the Editor of the British Whig.*

Dear Sir,—There seems to be a good deal said to certain quarters in relation to a Railroad to open up the back country, and a good many are asking will it ever pay, viewing it simply as an investment. And the answer seems to be, so far as I have heard one ventured, invariably, no. Some say that even if the road was running, it would not pay running expenses. Well, Sir, I am not going to give my opinion on the matter, for the reason that, of myself, I am not at present sufficiently acquainted with the subject to give one. But I have one way of curing our position. It may not have the merit of being so flashy as some, and it may be what some may call old fogyism; yet, I think it would be sure as its operation. Kingston was once prosperous, and that was when it was out of debt. This no one will deny. Since we got into debt we have been going backwards at a sure but slow rate; so slow by that no one has observed it until we find ourselves where we are. Now my cure would be for our City Fathers to persevere in the course adopted this last few years, sticking close to the creed of getting out of debt, and I feel confident that when that day arrives, we will soon find ourselves in the right place, with very low taxation. We will be a bright spot on the face of the Dominion, when every man who wants to start any new business, especially of a manufacturing nature, will direct it to his advantage to plant it in Kingston for the simple reason that he will have little or no taxes to pay. And when the man of labour and means will desire to plant himself, he can settle down in a place where his expenses will be light, which is a great consideration to people of easy circumstances yet moderate means. Such, Dear Sir, is my cure, and one which I feel will commend itself to any calm reflecting mind.

Yours, &c.,

A RESIDENT FOR 30 YEARS IN KINGSTON.

### RED RIVER.

THE ALLEGED GUNPOWDER PLOT.

St. Paul, Minn., Jan. 25.

A long letter appeared in to-day's *Pioneer* dated Fort Garry, January 6th, confirming the many sensational Red River stories published in St. Paul from time to time in regard to the alleged gunpowder plot. He says:

"There was a keg of powder in Dr. Schultz's house when the Canadians were arrested. One of the party wishing to save his revolver and cartridges had them up a stovepipe in an unoccupied room, and afterwards fearing some accident might happen if left them, he told his captors where to find the arms. No powder was hid in the stove, or hearth, there being a fire in each of the stoves."

He says further: "I do not know what authority Thibault or Desaulnierry are clothed with; but whatever it may be, the influence of Grand Vicar Thibault will be productive of a vast amount of good. He enjoys the unbounded confidence of the half breeds, and it is believed here his visit will conduce to the advantage and happiness of this people."

### THE ROME AND OGDENSBURG RAILROAD.

THE LATE ACCIDENT.

The Watertown Reformer furnishes the following particulars:—

On Monday the 24th inst., an accident attended with loss of life occurred on the R. W. & O. Railroad. This morning a train going North, when about half a mile this side of Philadelphia, owing to a broken rail was in part thrown from the track. One man a Mr. Taylor, of New York, jumped out just in time to be caught by the body of one of the cars, which crushed him to death. Several other passengers were more or less injured, whilst all had a narrow escape.

The scene of it commenced about one-half a mile this side of Philadelphia, when the last car was moving violently over the grading, on the left hand side, turning a complete somersault and crashing over the fence right into the woods. In this coach were Mr. Hungerford, of Adams, (not hurt); Mr. Lawyer, of Watertown, (slightly cut); Mr. Charles Clarke, of Watertown, (slightly hurt in chest and arm); a lady from Ogdensburg, seriously injured; Mrs. Bicknell, injured in the back, (not seriously); Canadian gentleman, injured severely; another gentleman, from Potsdam, badly hurt; James Cook, on way to Quebec, hurt in head and back; Albert Anderson, Ottawa, III., spine hurt; W. W. Sheare, Neoliville, hurt about the eye; M. R. Egert, Syracuse, slight cut on the head; Mary Ainsworth, De-Kalb Junction, serious hurt in back; Miles H. Doran, Morrisburg, Canada, slight cut in head; M. M. Livingston, New York city, hurt above the eye; A. Stevenson, Brockville, bruised and hurt on leg; Washington Lee, East Hounsfield, spine and waist hurt; Charles M. Cornell, Cape Vincent, head and back hurt and a few others slightly injured.

About three rods from the last car, the next one to it dashed off on the right hand side where it pulled into the bank scattering the ground and rocks in all directions. In this car was Mr. Mayo, the conductor, who with the passengers was not injured.

The engine, tender and baggage car all this time remained on the rail dragging after them the smoking car, over the ties and on the track from 60 to 70 rods when they also jerked the smoking car over and over down the embankment into the ditch, landing bottom up. In this car were two gentlemen, one of them Mr. Harris of Evans Mills, and Mr. Taylor, an agent from New York, when they perceived by the jerking of the car that something was wrong. Mr. Taylor sprung out. As he did so the car went over, a corner of it lighting on Taylor outside, and crushing him to death. Mr. Harris in the inside was thrown from the stove and was seriously hurt in the leg but happily escaped death.

### Red River Insurrection.

COMMENTS OF THE ENGLISH PRESS.

The rebellion at the Red River has been the subject of much discussion by the English press, but nevertheless excites a very languid interest in the public at large. Like most things colonial, it is too far away to come readily home to "the general" at home. The Declaration made by a portion of the settlers at the Red River is thus commented on by the *Daily News*:—

"A Declaration of Independence sometimes forms an epoch in the world's history, and sometimes affords materials for ridicule. Until the known conditions of the case shall be entirely altered, we cannot help classing the Declaration just issued by the Red River insurgents among the curiosities of literature. There is no adequate reason to justify its proclamation, and neither rhyme nor reason characterizes its contents. Just as painting with a big brush does not constitute a great painter, so employing big and high sounding words does not demonstrate the patriot.

"When the facts connected with the Red River Settlement are carefully pondered, it is difficult to imagine a justification for the course pursued by the insurgents. They were on the point of being relieved from a grievance in the way desired by themselves. A Governor was appointed over their territory who had taken the leading share in ridding them from the detested domination of the Hudson's Bay Company; and now, at the last moment, parade is made of the allegiance borne towards the Company, and a fundamental principle is discovered, according to which they were bound to declare war upon Gov. McDougall. As yet the rebellion has happily been a bloodless demonstration. The rebels have used force to get possession of stores, and have employed their authority to banish loyal Canadians from the territory, but these are the only outrages of which authentic records have been supplied. It is to be hoped that the pacific course adopted by the Government of Canada will obviate the necessity for an appeal to arms when the spring returns, and deprive the rebels of the temporary advantage which they enjoy. The policy to which the Canadian Government has given its adhesion is to the effect, that the territory around Lake Winnepeg must be prepared for settlement; that steamers shall be enabled to ply on the lakes; that roads and railways shall be made to provide access to the territory at all seasons of the year. As for the precise form of Government, this has been left in open question. The first thing to be done was to consult the settlers themselves, and this is what the insurgents are endeavoring to render impossible. The conduct of these insurgents may be very foolish; the proclamation issued in their name is a farce-comic performance; but we may charitably excuse their blunders by assuming that they are either grossly ignorant or shamefully deluded."

The *Pall Mall Gazette* concludes an article on the subject, with the following suggestion:—Supposing the use of force to be unavoidable, there can be little doubt that a very inconsiderable armed force from Canada would suffice to do what is necessary. They would find a divided population, one-half or nearly so ready to join them. The Red River settlement is easily accessible over a plain country, either in mid-winter or in summer, from the peopled part of Minnesota; the international line lies four hundred miles from St. Paul's (close to the Falls of the Mississippi), the nearest American post of consequence. It is less than that distance from Lake Superior, in Canada; but then the space between is a region of marsh and scrub, rugged, tenantless, and almost impenetrable. How, then, is a Canadian force to reach it? With American permission to march through American soil, easily enough. But how without it? Only in one way that we can conjecture. Winter in those regions lasts till April or May. While the marshes are hard frozen it is conceivable that an armed party of hardy Canadian Volunteers or Militia, with or without such aid as the British Contingent could furnish, might effect the march from Lake Superior over Canadian soil in sufficient force to overpower resistance. They could not bring artillery with them, but they would have none to encounter. But we must own that we hardly expect any such decisive resolution from the Government of Canada. And if it is not taken and acted on before the spring, the opportunity is over. And then, if no accommodation has been arrived at, everything depends—however it may suit our pride to acknowledge—on the attitude to be taken by the American Government.

The *Standard* thinks that the event, however it may turn, proves the wisdom of those who, more than six years ago, proposed the formation of a Crown Colony, to extend across British America from Canada to Columbia. Had this idea been carried out, no rebellion would have arisen on the Red River, and no difficulty would have occurred. It may now be too late, though we cannot help thinking that even now the establishment of such a colony by the Imperial Government would pacify the insurgents, checkmate the Americans, relieve the Canadian Dominion of a payment which it cannot well afford to make, and open up to colonization, not only the valuable territory of the Red River, but the vast regions of the Saskatchewan. The cession of the country to Canada was a mistake. Canada can neither govern, nor colonize, nor subdue it; and if it is not to be ultimately ceded to the Americans, probably the best thing to do with it would be to place it upon the same footing with regard to the Crown as Columbia, or as Canada itself.

The Canadian *News* says:—

We still look for a peaceful solution of the present difficulty, but it may be necessary for the Imperial Government temporarily at all events, to assume the control of the Settlement. Indeed, we incline to the opinion that the best thing that could now happen for all concerned would be the erection of the Red River settlement into a Crown colony; and we shall not be surprised to learn that this step is one likely to be taken by the Imperial Government.

### CANADIAN POPULATION & EMIGRATION.

*(To the Editor of the Glasgow Herald.)*

Glasgow, 8th January, 1870.

Sir,—I notice in a London journal, *Reynold's Weekly Newspaper*, an organ of the working classes, and which assumes to be an authority on Canadian subjects, more especially to their emigration, the following editorial remarks:—"What until recently was known as Canada East, for example, had, at the time of the Union, an excess of 250,000 inhabitants above the upper province. Now it possesses 290,000 less, being an actual decrease of 500,000 in 25 years. And yet the country of Lower Canada is considered productive, and not inferior to that of Upper Canada."

This extract is misleading, inasmuch as it assumes, because the population of Upper Canada had increased to a point that made it now exceed Lower Canada, that the latter portion of the Dominion must be decreasing in numbers. Nothing, however could be further from the fact—on the contrary quite the reverse is the real state of the case.

In 1841, the date of the union between Canada East and Canada West, the population of the former was 690,782; in 1851, 890,261; in 1861, 1,111,566, showing an increase for 1851 of 199,479; for 1861, 221,305; in all, upwards of 420,200.

It will thus be seen how erroneous the figures of the writer of the article are, and also how unfair his conclusions regarding Canada East.

How Upper Canada (now known as the Province of Ontario) progressed during the same periods is another matter altogether, and each Province must be judged on its own merits. Both have progressed amazingly; and though Ontario may have done so more rapidly, Quebec has by no means been stationary, retrograding, as the article referred to would seem to indicate. The census of Ontario was, in 1841, 465,375; in 1851, 952,061; in 1861, 1,396,091—exhibiting the population of 1841 doubled in 1851, and in 1861 three times what it in 1841, and all without any special emigration efforts of a practical kind.

When we see such visible signs of progress and prosperity in Canada, when no means were taken by its Government to direct the attention of the emigrant to its many peculiar advantages, I have good reason to believe that now, when grants of free lands are offered, and accredited agents sent to be resident in this country, to advise and assist the intending emigrant, a very marked increase indeed will take place in the population of all the provinces of the Dominion.

DAVID SHAW,

Emigration Commissioner of Scotland,
Appointed by the Dominion of Canada.

Fearful Disaster.—A fearful disaster has happened in the island of Clare. Some of the islanders, having picked up a cask of oil at sea, met at a House at Cape Clear to divide the spoil. By some unexplained means the oil ignited, and set the house on fire. Three persons, including a child lying in a cradle, were burnt to death, and the house was completely destroyed. Of the eighteen persons in the building at the time of the accident only three escaped uninjured.

Sleighing.—The weather was so fine yesterday, that all the world of Kingston and his wife (nobody else's) was out driving in the street, taking advantage of two rare accompaniments of a mid-winter season, fine sleighing, and spring weather to enjoy it.

British Mails.—It is well-known that the Cunard and Bremen Steamship Lines no longer hold the contract for the conveyance of Her Majesty's mails across the ocean. Therefore it is useless to mark letters "per Cunard Line" or "per Bremen Line," as still continues to be the practice, as they cannot be sent by these lines. However, arrangements have been made with a Line sending vessels from New York three times a week, which independently performs the postal service. Letters posted in Kingston, and marked "per Direct Line," will be forwarded on Mondays and Thursdays, at the rate of 8 cents per half ounce. Letter writers should be mindful of this arrangement. The Canadian mails will be forwarded on Fridays as usual.

Fine Ice.—Double teams are crossing from the island in numbers with hay and other heavy loads in safety. An immense crack exists midway across, and it has been found necessary to bridge it over to offer a passage across. The annual formation of this crack is a matter of interest and curiosity, and the winter is very rare indeed when it does not occur.

Obituary.—Intelligence has been received of the death of Mr. Daniel Rigney, late of the firm of Rigney & Strain, merchants of this city. Mr. Rigney died on the 5th instant, at the residence of his parents, in Gurteen, King's County, Ireland.

New Arrival.—We were pleased to learn by the *Moravian's* mails, delivered yesterday, that Lt.-Col. Shaw, of this city, the new Emigration Commissioner from Canada to Scotland, had arrived safely and in good health in Glasgow, and had established himself in his responsible office. In pursuance of one of the good objects of his mission, Col. Shaw has addressed a letter to the *Glasgow Herald* of Jan. 10th, (which we reproduce) to counteract an erroneous statement which had gone forth regarding a sister province. We feel assured that he will do much with his pen and voice towards establishing Canada in her proper post, at the head of all the colonies.

The Gaskets.—It is stated that instructions have been received by the military authorities here to vacate the hired Barracks in Princess Street, and detached buildings in other parts of the city, on the 1st of April next. Notice is to be given to the owners to that effect, it is further said.

From these instructions, people will naturally conclude that the disbandment of the R.C. Rifles is to take place, as lightly rumored, during the approaching summer. On dit, however, that the right wing of the corps will be removed to Ottawa, and the left wing sent off to Red River. This rumor has not the appearance of probability. If the veterans ever proceed to Red River, it will be in the capacity of intending colonists, armed with gifts of land from the Government, in consideration of the enterprise they will add to the settlement, and the reliant protection they will be to it in case of trouble.

In any case Kingston will retain a garison as large as Fort Henry, the Tête de Pont Barracks and the other Imperial quarters will accommodate.

### DEATH OF GEORGE D. PRENTICE.

This veteran journalist died at his residence in Louisville last Saturday, after a lingering illness. He was born at Preston, Conn., in 1802, and graduated at Brown university in 1823, after which he studied law, though he never practised the profession, and in 1828 he became the editor of the *New England Weekly Review*. Two years later he removed to Louisville, Ky., and in 1831 he took charge of the *Journal*, in which position he remained to the day of his death, with the exception of a temporary retirement a few years since with a continuance of salary. His ability soon raised the paper to a high rank, while his powers of satire and his pungent wit—which, however, principally showed itself in the low form of punning—caused him to be known all over the land. His personalities, his brief and stinging paragraphs, his sharp comments on men and affairs were for many years greedily copied by journals all over the country not highly favored with original wit, and became household words long after they ceased to be traceable to their source. Mr. Prentice was also a poet of no mean reputation, but neither his occupations nor his habits gave him much chance to cultivate that gift. He continued at his post to the last, but the great change in the political relations of the country destroyed his influence long ago, and though his savings have continued to be quoted and circulated, he has been to the younger half of the present generation little more than the shadow of a name.

### PEABODY.

ARRIVAL OF THE FUNERAL FLEET.

Portland, Me., Jan. 25.

The *Monarch* and *Plymouth* arrived in the outside harbor between 8 and 9 o'clock to-night. The fleet arrived off Cape Elizabeth about 7 o'clock last evening, and laid off in the outer harbor till morning. This morning at 9 o'clock the naval reception took place in the Harbor. The body of Mr. Peabody will lie in state in the *Monarch* until to-morrow, when the remains will be taken to the City Hall which has been draped for the occasion in a beautiful manner. The fleet had a fine passage across, meeting but few storms; the *Monarch* and *Plymouth* kept together most of the way, but were separated a few times by rough weather and densemist.

### IRELAND.

THE LAND QUESTION.

A conference upon the Land Question will be held in the Mansion House, Dublin on the 2nd of February. It will be composed of the landed gentry, clergy, members of both Houses of Parliament, and of the municipal and poor law representatives of the country. The requisition convening the conference, is one of the most numerous and influential ever published in the press of Dublin. Among the names are some of the largest land proprietors in Ireland, such as Lord Granard, Lord Greville, the Lord Mayor, Mr. D'Arcy, M.P., Mr. Bryan, M.P., Mr. McCarthy Downing, M.P., Mr. Arthur Dease, etc. The object of the conference is to strengthen the hands of the Ministry in their efforts to do justice to the tenant farmers, and to show that all classes of the Irish people are anxious for a speedy settlement of the land question.

SATURDAY MORNING, JAN. 29, 1870.

### MASONIC.

Elysian Lodge, Garden Island, No. 212.

At the installation of officers on Wednesday last at High Noon, in which Brothers Fowler, Parker, Wilkinson, Town and Noel, from St. John's and Catarqui Lodges of this city, assisted, the following Officers for the current year were installed:—

W. Bro. Robert Nancollas—W.M.
W. " Anthony Malone—P.M.
" George Cumming—S.W.
" John A. Charles—J.W.
W. " Anthony Malone—Treasurer.
" G. F. Charles—Secretary.
" Henry Bonsy—Chaplain.
" William Johnson—S.D.
" Alex. Milligan—J.D.
" Lewis Spencer—D.C.
" Richard H. Charles—J.G.
" James Johnson } Stewards.
" Saml. Anderson }
" John Hazlett—Tyler.

In the evening the Masonic Ball, given by the Lodge to commemorate its first anniversary was a decided success, as a Ball got up with such unsparing efforts deserved to be. It was held in the Mechanics' Institute, which the well colored village possesses, in addition to a Post Office, Telegraph Office, Reading Room and other public institutions. The Hall was decorated with flags and Masonic emblems, arranged very tastefully by Capt. Dix. About two hundred persons (not altogether young people) were present, and fully one-third from the city, which was well represented. The capacity of the Hall was fairly tested, and it was evident that the committee did not anticipate so large a patronage. But, nevertheless, everything passed off very pleasantly. All were enabled to dance to their heart's and sole's (?) content, while everybody was thrown into everybody else's company, and made himself very agreeable. Supper was provided at twelve o'clock, and the well arranged programme repeated afterwards. The wee sma' hours had crept in before many retired from the Ball-room. The success of the Ball will encourage the Mystic Lodge, we hope, to an annual repetition.

### THE KINGSTON AND MADOC RAILWAY.

In our issue of yesterday we published two letters advocating the abandonment of the railway scheme. We regret to see this sentiment brought forward at this time, when the townships are expecting that the city will shortly otherwise the promise made at the public railroad meeting, of contributing at least $50,000 to the enterprise. The ground taken by both these letter writers may appear to tax holders a strong one, viz., that our city is gradually but surely throwing off its load of debt, under which it has staggered so long, and that it would be nothing short of folly to saddle ourselves anew by voting a heavy bonus to the proposed railroad. This is a specious argument, but it will not hold water. Supposing it does increase our taxes, as of course it must, what then? Will not the lessening of the price of firewood recoup each householder for the additional tax imposed. What matters it that our taxes be increased one-tenth when our means for paying them will be increased one-fifth? We will be gainers, not losers by the impost. There are various other considerations to be taken into account. The building of the road will increase the value of property both in the city and country, will develop the mineral resources of Frontenac, will give employment to a number of men, and add to these the fact that all the money, or nearly all, will be spent in the country, and it will be easily seen that the benefits to be derived from the road are not visionary. The writer of one of the above letters referred to, thinks that when our city is entirely free from debt a new era of prosperity will be inaugurated, and that manufactures and settlers will be attracted here on that ground. This view is erroneous. We are now, our Mayor tells us, the most lightly taxed city in the Dominion. If the above proposition were correct we are the most prosperous. But such is not the fact, we are sorry to say. Exemption from heavy taxation we ought to be devoutly thankful for, but we want something more to make our city increase in wealth and population. This Madoc Railway would partially supply the want; and we hope that no luke warmness on the part of our citizens, or wrangling about rival routes will dash the scheme. Our City Council should take immediate action in the matter, and the townships to be benefited will not be long in following suit. We say immediate action, as there is danger lest the public interest in the road flag, and eventually subside into indifference and neglect. It will be a suicidal policy, and one we will always regret, if a chicken pating economy on the part of Kingston prevents the building of the road.

### The News.

Two revolutionary officers of high position have been executed in Cuba.

The steamship Nestorian, from Portland, has arrived at Liverpool.

Mr. Snow has arrived from the Red River settlements. He gives a gloomy account of the state of things there.

No reduction will be made in the French army this year, because of the recent troubles in Paris and elsewhere.

The Dominion Arbitrators have concluded their sittings at Halifax, and have left that city for Quebec, where their next meeting is to be held.

In the discussions of commercial questions the majority in the French Chamber have resolved that each member shall act on his own convictions irrespective of party ties.

The Spanish elections are said to be going against the monarchists. The Duke de Montpensier has been defeated at Oviedo. Several American Spanish Consulates are to be suppressed.

A tenant-right meeting at Dangarvon was broken up by the Fenians.

Miss Rye is getting rid of her children rapidly. About two a day are now leaving for different sections of the Province, and doubtless will in most cases be well cared for.

The Pope—a bad cold notwithstanding—presides daily over the Council. It is thought that the unhealthiness of Rome will cause adjournment temporarily or finally about Easter.

In consequence of the expulsion of Mr Dalway, M.P., from the Grand Orange Lodge of Ireland, the Orangemen of Carrickfergus district have thrown off their allegiance and formed a Grand Lodge of their own. Mr. Dalway has been installed as Grand Master.

It is reported that the British Government has arranged to take over the telegraph system on the 31st of January, on the payment of the £5,715,048 compensation money to the companies.

The Redfearn investigation was resumed at Ottawa gaol on Thursday. The London and Reach cases were completed and the prisoner was committed for trial for obtaining money by false pretences.

Governor Walker will issue a proclamation, calling the Legislature of Virginia together on Feb. 8. General Canby will then give up all control of State affairs.

The French sloop of war Tisor, from Port-au-Prince, reports that Salnave was sentenced to death and shot on the 10th instant.

Father Gratry will be superseded as Superior of the Order of Oratorians, on account of his letter on the Œcumenical Council.

Two companies in the States are now of daily interest, the reception of Prince Arthur, and the honors to Mr. Peabody's remains. The extracts speak for themselves.

Some escaped Fenian prisoners have arrived at San Francisco, from Australia, and been flogged.

The new tariff movement at Washington is creating some consternation. A Washington telegram elsewhere explains it.

A nation mourns Sir DeLacy Evans.

The Ina Fenian manifesto brought fresh ridicule on the Brotherhood.

The Erie Railway strike is over. The strikers have failed, and numbers are beginning to go back to their work.

The report of the death of the Pope is false. Col. d'Arby, Commander of the Antibes Legion, is dead.

The French Senate has been debating the question of an International coinage. M. Michael Chevalier and others supported the proposal.

General Doyle has been promoted to Lieutenant-Generalship.

The Bank of England specie has increased £86,000.

The small pox is increasing at New York, chiefly amongst the German population.

### WASHINGTON.

FROM ARTHUR'S VISIT—THE PRESIDENT'S DINNER.

Washington, Jan. 26.

This afternoon Prince Arthur, in company with Mr. and Mrs. Thornton, visited the navy yard. Two companies of marines were drawn out in line, a salute of twenty-one guns was fired and an English flag hoisted. Prince Arthur raised his hat in acknowledgement of the honour. The band played God save the Queen. The party were received by Admiral Dahlgreen, Secretary Robeson, and a number of both the House and Senate Committees on Naval Affairs. After visiting various points of interest the Admiral entertained his guests at his private quarters.

The President invited the Prince and others to a dinner this evening. The room was hung with evergreens and English flags. The table was elegantly adorned. At one end were the Hon. George W. Woodward and George Sterns, and at other Hon. G. S. Orr, Hon. W. E. Fame. On one side of the table were the Hon. Stephenson Archer, Mrs. Buckley, Hon. Noah Davis, Miss Sterns, Senator Bayard, Miss Orth, Senator Williams, Mrs. Grant, His Royal Highness Prince Arthur, Mrs. Thornton, Secretary Fish, Mrs Potter, General Logan, Mrs Sterns, Hon. C. M. Buckley, and on the opposite side of the table Mrs Smith, Hon. G. M. Adams, Mrs Logan, Senator Abbott, Mrs Davis, Mr. Thornton, Mrs Fish, the President, Mrs Williams, Senator Anthony, Mrs Winans, Colonel Elphinstone, Mrs Paine, C. N. Potter, Miss Nellie Grant.

### OTTAWA.

Ottawa, Jan. 27.

The Reifenstein case was again up to-day. The case stands adjourned till Tuesday next.

Prince Arthur is expected at Ottawa on the 14th proximo, to be present at the opening of Parliament. He will be entertained by Lady Young, and attend a ball in his honour at the residence of Mr. Currier, M. P., as well as balls given by the citizens at the skating rink, and by the Cabinet in the Senate Chamber of the Parliament House.

Mr. W. Weir of Montreal is here in reference to the proposed removal of the depreciated silver coin. The Government it is said, will shortly take steps of some kind to remedy the trouble.

About twenty printers arrived to day from Europe, engaged there by an agent of Mr. Taylor, Parliamentary printer, to work in his establishment.

### Wardens Elected.

Middlesex—Mr. Richard Pooley, reeve of Dorchester.

Waterloo—Mr. George Randall, reeve of Waterloo village.

Wentworth—Mr. Thos. Bain.

Lambton—Mr. James Dawson, reeve of Sombra.

Perth—Mr. James Trow, M. P.

Brant—Mr. Matthew Whiting, reeve of Onondaga.

Returned.—Mr. Stewart Mulkins, of Kingston arrived in Toronto last Tuesday morning having come direct from the scene of the troubles in the North West. Mr. Mulkins was taken prisoner by the rebels on the 7th of December and remained in confinement until the 6th of January, when he was released. His account of the affair which is published in the Globe, is particularly interesting.

The Late Captain Wilson.—We very much regret to hear of the death in London of Captain Wilson, of the Thirty Brigade, Royal Artillery, well known in Kingston as an officer of the garrison. The unfortunate gentleman was on the point of returning to Canada when he fell a victim to typhoid fever. Captain Wilson was a highly accomplished musician, and was always willing to employ his musical talents in the cause of charity and benevolence. The charitable concerts in behalf of Kingston Hospital given last winter were much indebted to his management and assistance for their success. As an officer he has left very kindly remembrances behind him. His friends are much grieved at the loss of so fine a gentleman in the very prime and vigor of his manhood.

The Madoc Railway Excursion.—The gentlemen composing the Excursion along the line of the intended Route to Tamworth, returned late on Thursday night, having spent a couple of days very pleasantly and agreeably. They went to Sydenham, thence to Verona, Bell Rock, Mosco, Enterprise and Tamworth, where they dined and slept, returning next morning via Centreville and Clarks Mills, making a detour to Petworth, and coming home by way of Harrowsmith and the Portland Road.

Drowned.—A young man, the son of G. Stanton of Marysburgh, was drowned on Friday last, while in the act of crossing from that shore to Allen's point Adolphustown, where he broke through. His body was found in eleven feet of water. Deceased was 17 years old.

The British Mails.—The mails per Direct Line will be forwarded from Kingston on Mondays and Thursdays under the new arrangement.

Temperance.—The Dunkin Bill has been adopted in the Township of Murray, by a majority of 83.

An Indian was found dead on the ice near Des Joachim, with a toboggan and bottle of whiskey beside him.

Baptiste Nadon, a farmer of Templeton, died a short time since, from exposure to the weather. He was drunk when last seen alive.

The Congressional Temperance Society has begun a movement to organize a National Temperance Society on the next anniversary of Washington's Birthday.

### Pierre Bonaparte.

Prince Pierre Bonaparte, now fifty five years of age, is a corpulent man, above the middle height, and wearing very heavy moustaches and imperial. He walks with much difficulty, from having gouty feet. Having been long in the Foreign Legion, he has all the air of a military man. During his military career he gave frequent proofs of courage and energy. His marriage in 1868, at Epieux, a property he owns in the Ardennes, made some noise, his wife being the daughter of a workman in the Faubourg St. Antoine. That union, however, lasted scarcely a dozen years of age and a daughter of four. At the present moment the Prince is in mourning for his father in law. The prisoner is still confined at the Conciergerie, and is permitted to receive his family and friends. There is a continual going and coming, and, owing to the kindness of the director, the visitors find no difficulty at all in obtaining access to the royal prisoner