

making their total force 140 officers and men, under Commander Foote and Smith.

15. Our fire reopened earlier on the morning of the 20th than was intended owing to an appearance as if guns had been mounted on the city wall during the night. At 11 a. m. Commander W. T. Bate, and Mr C. G. Johnston, Acting Master, late of the Bittern, having ascertained, by personal examination, and at considerable risk, the practicability of the breach, the force particularized in the enclosed return was told off from the assault, under the command of Commodore the Hon. C. Elliott. The landing was effected at 2 p. m., and, the men having formed, were at once led to the attack (accompanied by two field-pieces in charge of Lieutenant Bushnell and Twysden), the seamen by the Commodore, Captain the Hon. Keith Stewart, and Commanders Bate and Roland; the Royal Marines by Captains P. C. Penrose and R. Boyle. The way was most gallantly shown by Commander Bate, whom I observed alone, waving an ensign on the top of the breach. The parapet of the wall was immediately afterwards covered with Marines and seamen, who, diverging to left and right had within ten minutes complete possession of the defenses between two of the gates, with the field pieces in the breach. Captain Penrose on gaining the wall, hastened to the gate on the right, on which he hoisted a small flag, to show its position to Captain Hall, who then promptly landed with the boats' crews of the Calcutta and Barracouta, and having pushed his way through the streets to the city gate quickly effected an entrance, with the assistance of Commander Fortescue, Lieutenant G. C. Fowler, my flag-lieutenant Captain Rotton, Royal Artillery, and four gunners of that corps. The gates were then blown to pieces and the archway partially destroyed, by two large charges of gunpowder. Little opposition was offered by the Chinese troops (though the guns were loaded on the parapet) beyond keeping up a scattered and desultory fire from the streets and houses, by which we sustained a loss of three private Marines killed and 11 men wounded. The wounded were conveyed to the Dutch Folly, where they received the greatest attention from Dr C. A. Anderson, the staff-surgeon, of the flagship, and Assistant Surgeon Newton, of the Bittern. I had the satisfaction of entering the city through the gate soon after its passage had been secured, and, accompanied by the Commodore, her Majesty's Consul, and a portion of the force, I visited and inspected the house and premises of the High Commissioner. We re-embarked at sunset, and the officers and men were returned to their respective quarters, my object, which was to show his Excellency that I had the power to enter the city, having been fully accomplished. Before the landing took place I assembled the officers, and urgently impressed upon them (as I had previously done by written order) the necessity of restraining the men from molesting the persons and property of the inhabitants, confining warlike operations against the troops only; and I have pleasure in bearing testimony to the forbearance and good conduct of the seamen and Marines. No struggling took place, and when the orders were given to re-embark the men returned to their boats with regularity and dispatch.—About 5 p. m. a second fire broke out in the suburbs bordering on the first one, which consumed a large number of houses.

16. At daylight on the 30th it was discovered that the breach had been filled up during the night with sandbags and timber; a few shots, however, soon cleared it again, as well as on the mornings of the 31st and the 1st of November.

17. I now judged it expedient personally to address the High Commissioner, in the hope of inducing him to accede to our demands. I pointed out that the steps which had been taken were occasioned by his refusal to afford reparation in the case of the Arrow; that the city of Canton was at my mercy; and that it was in his power by an immediate consultation with me, to terminate a state of affairs so likely to lead to the most serious calamities. His Excellency's reply consisted of a resume of his letters to Mr Parks, he defended his conduct, and intimated that he had already appointed his deputy to consult with me. (This was an officer of very inferior rank to my own.) I sent an immediate answer and informed the High Commissioner that unless I received an explicit assurance of his assent to what I had proposed I should at once resume operations. I added that the deliberation with which I had so far proceeded should have convinced his Excellency of my reluctance to visit the consequences of his acts on the inhabitants of Canton, but that should he persist in his present policy he would be responsible for the result, and would learn, when too late, that we had the power to execute what we undertook. His Excellency rejoined on the 3rd of November, and after recapitulating his former correspondence, avoided touching on the subject of our demands.

18. Fears being entertained that the Chinese would set fire to the houses round the factory to insure its destruction, a party was employed for three days in pulling down such houses as were necessary to our safety, leaving an open space between the town and the factory. One of the rows of houses, called "Hog Lane," penetrated the whole length between two of the factories, and had long been a source of disquiet to the mercantile community. The officer commanding the troops at Hong Kong subsequently sent me a company of gun Lascars to clear away the debris. Captain Thomas Wilson arrived on the 31st with 90 offi-

ers and seamen of her Majesty's ship Winchester.

19. As the Chinese boats continued to furnish supplies to our ships during the operations, I considered it of great importance to inform the public of the nature of our grievances, the more particularly as various placards had been issued by the government with a view to excite enmity against us. I, therefore, had copies of my letters to the High Commissioner printed, and Captain Hall distributed them from his boat. They were very eagerly sought for. Mr Parks also promulgated a precis of the whole affair.

20. At 11 o'clock in the morning of the 3rd of November, I commenced a slow fire on the Government buildings in the Tartar city, and at Gough's Fort, from the Encounter, Sampson and the Dutch Folly, and continued it till 5 p. m. At midnight, an explosion took place in a small boat inserted under the platform of the club-house where the seamen and Marines are lodged. It was evidently intended to blow up and set fire to the building. Fortunately it did no damage beyond slightly burning one of the sentries. All the Chinese boats which had heretofore been allowed to remain unmolested round the factory sea wall were now driven away.

21. Being most anxious to avoid the necessity of further coercive measures, I again addressed the High Commissioner on the 3rd, but, as he could not be brought to entertain the justice of our demands, I was compelled to re-open fire on the 4th and again on the 5th from one of the Sampson's 68-pounders, mounted in the Dutch Folly. It was principally directed at a fortification crowning a hill in the rear of the city, hitherto considered impregnable; but, although an extreme range, several shells burst within the works, the effects of which must have undeceived the authorities, as to their supposed securities in that strong position.

22. On the 5th instant I received information that an attack was intended to be made on our ships and the factory, and that 23 war-junks were at anchor below the Dutch Folly, protected by the French Folly Fort, mounting 26 heavy guns. Captain Hall having ascertained the correctness of the statement about the junks, I directed Commodore Elliot to take the Barracouta, Coromandel, and the ships' boats, and either disperse or capture them.—The narrow channel having been buoyed by Commander Bate at daylight of the 6th, the Barracouta proceeded, followed by the Coromandel with a detachment of Royal Marines, and towing the ships' boats. Commander Fortescue anchored his ships about 800 yards above the French Folly, and within 200 yards of the nearest junks, which were perfectly prepared for attack, and drawn up in a line of battle. As the Chinese were observed training and pointing their guns, the Barracouta was obliged to open fire from her bow pivot-gun to check their deliberate arrangements, before her broadside could be brought to bear. A most animated fire was returned instantly by the junks and fort from more than 150 guns, which was maintained with great spirit for at least 35 minutes; but when the ship was sprung, her grape and canister, with the aid of the boats in charge of Captain Thomas Wilson, which, pulling in, opened a most effective fire, soon drove the people out of their junks. The Barracouta was then enabled to give her undivided attention to the fort, and having silenced it, Captain Hall pulled in and took possession. The guns and ammunition were destroyed. Two 32 pounders in the Dutch Folly whence I had the opportunity of witnessing the engagement, greatly assisted the Barracouta by the excellence of their fire. Many of the junks being around, and others sunk by our shot, they were all consequently burnt, except the Admiral's ship which was brought off. Only two escaped, and one of them was afterwards burnt by Captain Hill. I was much pleased with the conduct of all the officers and men engaged on this service, especially of Commander Fortescue, his officers and ship's company, under the heavy fire to which they were exposed. Commander Fortescue mentions the gallant conduct of Lieutenant W. K. Bush, Senior Lieutenant of the Barracouta.—The Commodore has also brought to my notice the cool courage of Lieutenant H. H. Beamish, of my flagship, in carrying out an anchor during the heaviest of the fire to enable the Barracouta to spring her broadside.—I am happy to state that our loss only amounted to one seaman, of the Calcutta, killed in Lieutenant Beamish's boat, and four men wounded on board the Barracouta.

23. Her Majesty's steamship Niger arrived on the 7th from England; and 44 officers and seamen from the French frigate Virginie came up to the factory to protect their interests.

24. At 4 a. m. on the 8th, a bold attempt was made to destroy our ships with fire-rafts. Four were sent down with the tide; one was anchored close ahead of the Barracouta, and, but for the promptitude with which her cable was slipped, might have been productive of disastrous consequences. One raft burnt at her anchor, the other drifted clear to leeward. To prevent a similar occurrence, I caused a line of junks to be drawn across the river, both above and below the squadron. One of the junks in the upper boom was burnt by a stinkpot thrown on board on the morning of the 12th, and two fire-boats exploded alongside the Niger at 9 a. m. on the 13th. This led to all boats, with which the thronged, being ordered beyond the lines of junks.

25. Between the 8th and 12th of November the Consul received three deputations from the principal merchants and gentry of Canton who

seemed anxious to bring about a settlement of the disastrous state of affairs. They were obliged to admit that our demands were not unreasonable; but that such was the inflexibility of the High Commissioner's character they feared it would be useless to attempt to alter his expressed determination not to admit our representatives into the city. They denied the accusation made by the High Commissioner that he had been compelled by clamour to offer a reward for our heads, and loudly expressed their disapprobation at it. Even if they have the disposition to settle this dispute in our favour, I fear they lack to do so.

26. Strenuous efforts having been made, without effect, to compel a compliance with our demands, Sir John Bowring, on the 8th submitted that the next step should be the destruction of the Bogue Forts. Concurring in this opinion, I informed the High Commissioner that unless he submitted within twenty-four hours I should resume hostile measures. I waited more than the stipulated time, and proceeded in the Encounter below the Bogue Forts on the afternoon of the 11th, leaving the Sampson and Niger, with Commodore Elliott, to protect the factory. I found there the Calcutta (in which I hoisted my flag), Nankin, Barracouta, Hornet (just arrived from Shanghai), and Coromandel tender. On the following morning I sent a summons to the Chief Mandarin to deliver up the forts till the Viceroy's conduct could be submitted to the Emperor of China, pledging myself that the forts should remain uninjured, and be given back when the present differences shall be terminated. This being refused, the squadron then attacked the two Wantung Island forts from the Bremner Channelside, and they were taken possession of by the boats and Royal Marines after a considerable and ill-directed resistance of about an hour. These forts were fully manned, had upwards of 200 guns mounted, and were found stronger than when captured in 1841. The Chinese troops stood to their guns up to the moment our men entered the embrasures. The Mandarins had boats in readiness to facilitate their own escape, leaving their unfortunate followers who rushed into the water until they were assured of their safety by the efforts made to save them.—They were afterwards landed on the main.—One boy killed and four men wounded, on board the Nankin, were happily the extent of our casualties, though stinkpots were freely thrown at those who first entered the forts.—On the 13th the Annuighoy Forts, on the opposite side of the Bogue entrance, mounting together 210 guns, were similarly attacked and taken, and, though some resistance was offered, I am thankful to state without a casualty on our side.

27. The command of the river being now in our hands, I have no other operation in immediate contemplation beyond the security and maintenance of our position; and it will remain with her Majesty's Government to determine whether the present opportunity shall be made available to enforce to their full extent the treaty stipulations which the Canton Government has hitherto been allowed to evade with impunity.

28. I have to express my entire approval of the conduct of the officers and men engaged in the series of laborious operations I have felt it my duty to undertake. From the commodore, captains, and commanders I have received the most prompt and efficient assistance and their example has influenced the officers and men. I have already mentioned the officers who have brought themselves prominently into notice. The health of the men is remarkably good, and the squadron still continues in an efficient state for any further service.

29. During the whole of my proceedings I have received the most cordial support of the British and foreign communities, from their confidence that future benefit must be the result. Her Majesty's Consul has rendered me most valuable assistance, particularly from his intimate acquaintance with the Chinese language. My thanks are especially due to Commanders Foote and Smith, commanding the United States naval forces, for the good order and harmony they have so largely contributed to preserve during the present crisis.

30. I have endeavoured, as briefly as its high importance will permit, to lay before their Lordships every particular connected with my proceedings. The original cause of dispute, though comparatively trifling, has now, from the injurious policy pursued by the Imperial High Commissioner, assumed so very grave an aspect as to threaten the existence of amicable relations as regards Canton. Though I shall continue to take steps, in conjunction with her Majesty's Plenipotentiary, in the hope of being able to bring matters to a satisfactory termination, I shall be most anxious to receive the instructions of her Majesty's Government on this important question.

31. I enclose a copy of a notice I have issued to the British community by her Majesty's Consul.—I have, &c.,

M. SEMOUR, Rear-Admiral
Commander-in-chief.

Ralph Osborne, Esq., M. P., Admiralty,
London.

[Enclosed are the despatches referred to above, and lengthy correspondence between the British authorities and the Imperial Commissioner Yeh.]

Magistrates Blanks for sale at
the Gleaner Office.

Editor's Department.

MIRAMICHI:

CHATHAM, SATURDAY, FEBRUARY 7, 1857.

TERMS.—New Subscribers Twelve Shillings and Six Pence, per annum, in all cases in advance. Old Subscribers 12s. 6d. in advance, or 17s. 6d. at the end of the year. We prefer the advance price, and as it effects a large saving, we hope soon to see all our subscribers avail themselves of it. To Clubs of five and upwards, to one address, Ten Shillings a year in advance.

CENTRAL BANK AGENCY, CHATHAM.

Discount days TUESDAYS and FRIDAYS, Hours for business from 10 to 3 o'clock. Notes for Discount to be lodged at the Bank before 3 o'clock, on the day immediately preceding the discount day.

This paper is filed, and may be seen free of charge, at Holloway's Pills and Ointment Establishment, 244 Strand, London, where Advertisements and Subscriptions will be received for this Periodical.

SAVINGS' BANK.

Deposited 5th January, 1857, £550 5 6
Withdrawn 6th January, 1857 £111 1 7

WEEKLY CALENDAR.

Full Moon 8th, 7h 30m P. M.—HIGH WATER.

8th	Septuagesima Sunday	5h 33	5h 1
9 M		6 23	6 38
10 Tu	Queen Victoria married 1840	6 52	7 7
11 W		7 21	7 36
12 Th		7 50	8 3
13 F		8 15	8 31
14 S	Captain Cook killed 1779	8 45	9 3

The above Tides having been calculated with regard to the moon's horizontal parallax and angular distance from the sun, will be found to be correct, due allowance being made at times for high winds and freshets. For Richibucto, subtract, 2h 30m.—Bathurst, 2h 45m.—Dalhousie, 2h 50m from the above.

AFFAIRS OF THE NORTHERN COUNTIES.

THE Westmorland Times, received by yesterday's mail, contains the following remarks in reference to a subject which we have been agitating for some time—a Local Bank. The views of the Editor are, in our opinion, correct, and we take much satisfaction in transferring them to our columns. We trust they will be read, pondered over, and excite discussion among our population:

"Local Bank at Miramichi.—Our good friends are certainly to be commended for their enterprize and public spirit, and the only wonder to us is that a Local Bank has not been established at Miramichi long ere now, instead of their merely depending on the branches of other monied institutions. We do not pretend to meddle with our neighbours in the management of their local affairs, but, surely with the export trade of Miramichi, a Bank with a moderate capital under good management would be a great benefit to the mercantile community, besides doing a good business for itself; we would naturally suppose that the amount of Bills of Exchange drawn on England in the course of a year would be quite sufficient to warrant the establishment of an institution of this kind, to say nothing of the amount of other business in the shape of mercantile paper upon which all parties require more or less accommodation at the Banks. We hope to hear of the further progress and prosperity of the Miramichi Bank."

The same paper also contains the following paragraphs. We should not have re-printed the remarks relative to the Steamer in the Gulf, as it refers to the comments made on the subject by our contemporary of the Colonial Times, had it not alluded to another very important matter, in which this section of the Province is deeply interested—the building of the Railroad from Shediac to Miramichi. We thank our Westmorland contemporary for the hint, but he may rest assured that the people in this section of the Province, have not grown cold or indifferent on the subject, but are fully awake to the importance of prosecuting the work, and our Representatives go to the Legislature fully understanding their desires and wishes.

We have said and written a good deal of late years on the subject of Railways, and if we have recently ceased to agitate the matter, we assure our contemporary it springs not from apathy or a conviction that we do not require these means of transit, but think when the Legislature meets it will be a more reasonable time to resuscitate the matter.