

McMAHON'S LEAP FOR LIFE.

In 1831, President McMahon, then a young lieutenant, serving with the French Army in Algeria, under the command of Marshal Bugeaud, was stationed with a small company of men at an outlying settlement, forty miles from headquarters. The Arabs, then bitterly hostile to the new colonists, besieged the small fort, slaughtered all the soldiers they could catch, intercepted all supplies, and brought the little garrison to the very verge of starvation. Capitulation was not to be thought of, for that meant immediate slaughter. Help from the marshal was not to be expected, for he was quite unaware of their danger; in fact, all hope seemed lost, when McMahon volunteered to be the bearer of despatches announcing their predicament. The commandant thought the venture perfectly useless, as the intervening country was absolutely alive with infuriated Arabs; but, being aware that help must come in that manner, if it came at all, he reluctantly consented to what he considered at the time was the desperate sacrifice of a valuable life.

McMahon, perfectly overjoyed at gaining consent to his enterprise, spent the short time intervening before his start in looking carefully to the equipment of his horse, and to his own accoutrements, and in the first hour of darkness he set out, brisk, blythe, and *debonnaire* as ever gay young soldier on parade, with bright eyes gazing on his splendor. The wily Arabs, seldom caught unaware, soon noted his departure, and followed hard and fast in his rear; but seeing that his course lay toward a broad and deep ravine, some five miles from the post, they spread out widely, hoping to outflank him when he should be compelled to turn at the brink, and so, securing him alive, learn from him under torture all those particulars concerning the French forces which they wanted to obtain. McMahon, who had in the first mile or two easily distanced them, understood their plan thoroughly, and was well prepared to meet it. He looked back and saw in the moonlight the constantly increasing crowd of white-clad warriors spreading out in a wide semi-circle behind him. He knew well how they exulted in the thought that they would wring from his tortured frame all the secrets they wanted to know, and he quickly slackened a little the headlong speed of his horse, in order to reserve its strength for the effort he had determined upon, that should, he hoped, save life and liberty. The Arabs, thinking that his horse was already failing, renewed their efforts to overtake and surround him, and by the time he had reached within a few hundred yards of the brink, their shouts of triumph were clearly audible. But Arabs, as well as other men, sometimes count their chickens before they are hatched, and so it proved they had done in this case. They had headed him almost to the brink of the dreadful chasm, and followed hard behind, certain of an easy capture, when, all of a sudden, obedient to the master's resolute hand upon the reign, the horse broke into swift gallop, and, with a touch from the spur, a flick from the glove, and an encouraging word from the well-known voice, gallant steed and gallant rider cleared the yawning gap, and, landing on the opposite side, were out of sight of the enraged Arabs before they could get the slightest chance of taking even a deliberate aim. In two hours more McMahon stood before his astounded chief, and two hours after that, refusing rest and relief, he accompanied the aid he had risked his life to procure, on its way to his beleaguered companions.

HOME RULE.

The following letter was addressed by the able and patriotic member for Meath County to the editor of the London 'Mail':—

"Sir,—In a leading article in your paper of yesterday upon the subject of Home Rule for Ireland, you write:—

"The domination of Roman Catholic sentiment in Ireland would be grievously felt by the Protestants in a hundred ways—in ecclesiastical, educational, and fiscal policy. A feud, dating its origin seven centuries back, would be re-opened, and the stern purpose of the majority would be to retort upon the minority, in a hundred disagreeable ways, the evils and ignominies they had so long inflicted. Under a Federal Government the Imperial Parliament would not only be compelled to tolerate this provocation to civil war, but in certain conceivable circumstances sustain the oppressive policy of the local Legislature. If there is anything to urge against this line of objection, it ought to be adduced by some Home Rule member."

"I am one of the many Home Rule members who were prevented from addressing the House, owing to the shortness of the time allowed for the debate and the impatience of the majority last night. Had I spoken, it was my intention to offer some remarks upon the passage which I have quoted from your article.

"I am aware that the sectarian prejudices and jealousies entertained by the bulk of my Protestant fellow-countrymen against the Catholics are the cause why but few Irish Protestants have joined in the national movement. I should have endeavored to urge against your line of objection to Home Rule such considerations as the following:—Neither in the Repeal movement nor in the Fenian movement, nor in the Home Rule movement—and these three schemes embraced all the parties of Irish nationalists, extreme and moderate—has a single case occurred (to my knowledge) wherein expression has been given by a Nationalist to hatred or evil intention towards Protestants. Neither has any Irish Nationalist ever expressed evil intention towards the Scotch or the English resident in Ireland. The universal sentiment of Irish Nationalists at all times since the Union has been of perfect religious liberty and equality, of perfect equality before the law for all races and classes, of equal freedom and right for all Irish citizens.

"In parts of Ireland where the Catholics form the majority of the population, no Protestant is ever injured or affronted on account of his religion. In the few parts of Ireland where the Protestants form the majority—for example, at Belfast, where they are two to one; at Lurgan and Portadown, where they are three to one—there is a shameful contrast. In constituencies where the Catholics form the majority, Protestants are frequently elected to corporations, to Boards

of Guardians, to Parliament. In constituencies where Protestants are the majority Catholics are never elected. It is in Protestant England, where the Catholics, who number probably over three millions, have not a single Parliamentary representative, though a tolerant spirit is exhibited in electing about a score of Jews to represent their community of perhaps a hundred thousand souls.

"Against any 'grievous domination of Catholic sentiment' the Irish Protestants may feel secure if they use their common sense in considering their numbers, their wealth, the prestige given them by their past ascendancy, their nearness to Protestant England, and the fundamental article in the proposed Home Rule constitution in their favor. Persecution in Ireland has always been of Catholics—never by them. And now on the Continent it is only Catholics who are being persecuted, and nowhere Protestants.

"I am, Sir, your obedient servant,

JOHN MARTIN.

"House of Commons, July 4."

JOHN ROACH.

THE GREAT IRISH-AMERICAN SHIP-BUILDER.

We have no reason to laud the acts, writings or sayings of John Roach, in reference to the revival of American ship-building, but simply to state some plain facts, which it seems proper to record on the page of history. Some four or five years ago an attempt was made to organize those interested in the various branches of the ship-building industry into an association, which should, by systematic and concerted action, do something practical towards awakening an interest in this direction. A few meetings were held, and the fact soon developed that nothing could be done, because everybody was afraid that his neighbor might possibly gain some advantage which the other might not share in, and the whole affair fell to the ground. Jealousy, envy and bickerings marked all conversation upon the subject, and the prospect looked gloomy. Nothing daunted, John Roach struck out boldly and alone, determined to "do or die." His every move was watched, his every act was commented upon, and even obstacles, which seemed unsurmountable, were put in his way. He headed them not, but faithfully and earnestly pushed on. He enlarged his field of operations, he expanded his power and influence, he was faithful to himself and to the great aim he had in view—the restoration of our ship-building interests. Jealousy warmed into hatred, and John Roach stood alone, untimid and apparently as stoical as a Dutch general in the time of peace. He apparently did not hear the clamor. He lived on the railroad. Backwards and forwards, 'twixt New York and Washington, he travelled, keeping his own counsel, but gathering facts that were unanswerable to hurl against his enemies, and against, more particularly, the insidious foreign enemies of our shipping interests. At last his power was felt, his influence acknowledged, his reasoning appreciated. His promises were made good in his acts. His palpable productions, his handiwork, gradually kissed the waters; his ships demonstrated that American ships could be built in American shipyards; he proved that his labors were not in vain; he showed the enemy that the navigation laws of the country could not be repealed, and that honesty of purpose, strict attention to business, and fidelity, would, in time, be rewarded. This country to to-day, and especially the ship-building interest, owe to John Roach a debt of gratitude they can never repay. He has by no means finished his labors, nor achieved the fame yet in store for him.

His aim is not the money his work will bring him; but the proudest ambition of his life is to see our fleets outnumber those of the world, and Great Britain especially. We venture to say that there is no journalist in this country to-day who has had better opportunities of watching the movements of Mr Roach than the writer, or who has been more intimate with him, or has had better opportunities of knowing the true motives which have actuated him, step by step, as he has pressed onward in his struggle—for it has been a struggle, and a terrible one. Never have we heard him chide his competitors or his enemies, but he has sorrowed because they did not act in concert with him, to share the glory, and, if you please, the profits, of this war against the foreign ship-building interests, and we have reason to know that to-day he stands ready, as he did years ago, to join heart and hand with his rivals, to work in concert for a larger, a freer, and more rapid development of the production of ships than has ever been known in this country.

At this time there should be no feelings between the ship-builders of this country—and the whole body from Maine to Texas, should be as united as the various parts of the completed ship. The man who has the best facilities for the construction of vessels certainly has a right to expect the best contracts, and he who has the best machinery for building quickly and cheaply, will, of course, make the most money. These are plain, stubborn facts, and just ones as well. But to return to the subject of these notes: whatever prominence Mr Roach has obtained, whatever success he has gained, it has all been the results of his own efforts, and none should be envious of his honors or his position, but strive to emulate his course, and, if possible, to go up still higher on the ladder of fame. We write this from a purely disinterested standpoint. It is a true record of fact.

Mr Roach had but few advantages and but few friends, and scarce any encouragement; but he has thriven amidst obstacles and discouragements, and to day may be looked upon as a man of marked success, wholly the result of his own efforts. At home he is the embodiment of all that makes a man worshipped by those who know him best. He is the best of husbands, the kindest of fathers, and the warmest of friends. In business he is sharp, quick, of wonderful perseverance, of indomitable energy, honest and square dealing, earnest and unwavering in his methods to gain his ends, and having set himself to the task of reviving our ship-building interests, it is impossible to see how he can fail.—American 'Nautical Gazette.'

A number of Edinburgh drapers have been fined in small sums for having used unstamped yardsticks.