

Now, however, the whole country is a network of railways—a most effective service. The steamship service too, is excellent, and St. John is the Canadian winterport for Trans-Atlantic steamers—the Liverpool of Canada.

The time of the Trent Affair, so called, January 1862, is well marked in the history of the Province. The landing of the Guards and other troops and their reception at St. John. It was at this period that want of full information regarding the militia of New Brunswick, was displayed by the British press, when it was said that the only qualification of a certain officer for the rank of lieutenant-colonel (2nd Northumberland) was that he possessed a picture of the battle of Waterloo, and of another commanding officer (Victoria County) that he kept a pair of trotting horses.

While yet another commanding officer of an *Infantry* Battalion (Q. N. B. Rangers) was accused of insisting that his officers should wear “sabretaches” (only used by Cavalry) in order to add to the picturesqueness of their dress.

Many remember, too, the display of ignorance at that time on the part of a certain British illustrated paper, in depicting the march of the British soldiery from St. John to Riviere Du Loup on snow shoes, led by the Red skin Indians in paint and feathers; whereas we know that the most comfortable sleighs were employed, by the late Senator Glasier and Lieut. Colonels Tupper and Newcombe, in the transport. All officers and men were well fed and housed en route.

A pleasing contrast to this British ignorance of 1861 is the British knowledge of, and interest in, Canadian affairs, in 1871, after Confederation, as well as at the present day, to which I propose to refer subsequently.

It was at that time (the Trent affair) that H. M's