

is simply to get refused, in order thus to have a grievance ready to be produced at the right moment. With this grievance rankling in their bosom they will bide their time, preparing themselves for the struggle, and fomenting the irritation of the English, who will chafe under the necessity of doubling the strength of their colonial army, now 330,637 regulars and 172,600 paid volunteers without counting the 63,000 men on service in India. They would also be compelled to re-garrison those colonies, such as New Zealand, Australia, and New South Wales, which had been left to take care of themselves. The United States in short, aim at stripping Great Britain of her continental possessions in America and the adjacent islands, and not by means of war on a great scale, but by a piratical war directed not against the fleets of England but against her merchant shipping. Can Europe look on with indifference while this ably conceived scheme is carried out? Above all, if the Alabama claims be admitted and receive an official sanction, so as to be henceforth recognized as a canon of international law, the position of a neutral already difficult enough, would in all future wars, become even more irksome and dangerous than that of a belligerent. Besides the United States would soon themselves be the victims of the new theory, for Bismark is already at work and an official inquest has been opened upon the question of American neutrality during the last war. No State would be at liberty to shape its own policy in the event of war.

But in war between America and England the question would grow to gigantic proportions. At the present time the British possessions may be said to belong commercially to the entire maritime community. Every flag may traffic there on the same footing as the Union Jack. The British colonies bring Europe, Asia and Africa into contact with the continent of America. The gate is open, the way is free, and if the Cerberus of protection keeps watch and ward on American ground, there is at least no prohibition. But if these British possessions fell into the hands of America, the ocean seaboard will be thenceforth closed to the commerce of the world. The sea will be American less than the land. And as ambition feeds on conquest we ask what will be the fate, in the other hemisphere, of the colonies of Spain, Portugal, Holland, and France when those of the Leviathan of the sea shall have been swallowed up? The suit which the United States is now bringing against England is therefore a matter of the deepest interest for all Europe. If England is crushed all Europe is crushed with her. Free trade will succumb, and protection lord it over the American continent. The Merchant Navy of Europe will be no more. No hunts can be set to the consequences of the triumph of America over England. The principle of commercial legitimacy will have found its Henry the Fifth. We think therefore, that Europe should take up a resolute position in the matter. Great Britain is powerful enough to bear the brunt of the war, materially speaking. She has ships, men, money, experience, pride and pluck. But the moral support of Europe would make her doubly strong and multiply her means of action. Let the Old World unite in resistance to the audacious pretensions of the New, as in a State all parties forget their differences in the face of the enemy.

The following letter which we take from the *Witness* puts the case of the main issues affecting our Military Organization very plainly before the public. It is, as the

writer truly states, between the *Ballot* and the present system the chief difficulty is to be found. We are of opinion, however, that the real solution of the problem will be found in a *poll tax* by which gentlemen who desire or rejoice in exemption must pay for the privilege, and it should be of such an amount as to make it a consideration. The ballot will force into the ranks three classes not wanted, the *incapable* or cowardly—the unwilling—and those who would be better employed at other business.

In any case short of invasion none of these classes should be allowed to serve; no positive good could arise from employing them and the ballot will be no remedy if they are exempt.

The true course appears to be that of paying those who will serve liberally, and foster a martial spirit at the same time.

We do not argue with the writer in his estimate of what has been already effected or its money value, the facts are against his assumptions although existing evils and their consequences are fairly pointed out.

(To the Editor of the *Witness*.)

SIR.—Having two or three friends in the volunteer force, I am in the way of hearing something now and then about military matters; and conversing with one of these friends the other day, I asked if there was to be a draft for the militia this year, and was informed that nothing was known as to the intentions of the Government; but if they depended on volunteers for the annual gathering this summer, they would be mistaken, as it was felt to be a regular farce that year after year the same men should be dragged out, and a parcel of lazy fellows left at home, who only laughed at those who were fools enough to go."

A few days after, I was speaking to a country volunteer officer, and asked him what his opinion of the ballot was. He replied that it would be very welcome, as then all would have their share, instead of as now—a few willing men having to do all the work; and it being very often an actual matter of turning out, personally to oblige their officers, having in fact to be coaxed to go.

Now sir, here are two accounts, both substantially agreeing, and showing that the present system is all wrong. Either let us have a business-like force, or give up this child's play, and cease mulcting the country of a very large yearly sum which does no good. Can it be expected that officers will continually go on exerting their personal influence to bring out men for a big military spectacle?—for this is what it amounts to; anything like the rigid discipline necessary to get real work done, being an utter impossibility with men who do not really feel they are soldiers, but who, on the contrary go out with a vague idea of having a "good time."

Surely this sort of nonsense ought to be put a stop to, and the people of Canada made to feel that every man must contribute his share towards the country's defence; and that no nation can with impunity neglect cultivating the art of war, any more than a gold train could safely pass through a long line of country without a strong escort. Our national honor is our gold. Let us be prepared to defend it at all hazards, and to maintain a dignified tone to those who may be disposed to treat us with any want of respect; and to do so we must have

organized a thoroughly effective force. We have the material, than which no better exists in any country. Let us then utilize it.

If the ballot is put in force, commanding officers will go to the annual training this year with full ranks, and with men who will feel that it is no holiday masquerade, but a serious duty which their country has called on them to perform.

I remain yours truly,
Montreal, March 30, 1872. T.

OCEAN STEAM LINES.

The following is a complete list of the lines and number of vessels running from American ports to Europe in 1872, showing also the date of the establishment of each line.

1860. Allan Line (British), twenty steamers from Montreal and Quebec to Liverpool.

1860. Allan Line (British), four steamers, from Baltimore to Halifax and Liverpool.

1856. Anchor Line (British), eighteen steamers, from New York to Londonderry and Glasgow.

1856. Anchor Line (British), twelve steamers, from New York to Marseilles, &c.

1871. Baltic Lloyd's (German), five steamers, from New York to Copenhagen and Stettin.

1840. Cunard Line (British), twenty four steamers, from New York to Cork and Liverpool.

1865. French Line, six steamers from New York to Brest and Havre.

1855. Hamburg Line (German), fifteen steamers, from New York to Hamburg.

1855. Hamburg Line (German), three steamers, from New Orleans to Havre and Hamburg.

1851. Inman Line (British), sixteen steamers, from New York to Queenstown and Liverpool.

1866. Liverpool and Great Western (Guion Line), ten steamers, from New York to Queenstown and Liverpool.

1866. Liverpool and Mississippi Line (British), six steamers, from New Orleans to Liverpool.

1866. Liverpool Southern Line, (British) eight steamers, from New Orleans to Liverpool.

1866. London and New York Line (British) four steamers, from New York to London.

1869. London Line (British), four steamers, from Montreal and Quebec to London.

1864. National Line (British), twelve steamers, from New York to Cork and Liverpool.

1856. North German Lloyd's Line, fourteen steamers, from New York to Southampton and Bremen.

1856. North German Lloyd's Line four steamers, from Baltimore to Bremen.

1866. North German Lloyd's Line, three steamers, from New Orleans to Havre and Bremen.

1871. White Star Line (British), six steamers, from New York to Queenstown and Liverpool.

1872. American Steamship Company, four steamers, from Philadelphia to Liverpool.

During the season of 1872 there will be 24 steamers running from Montreal and Quebec, 142 from New York, 4 from Philadelphia, 8 from Baltimore, and 20 from New Orleans. This immense fleet of ocean steamers, is almost exclusively owned by foreign capitalists, to the exclusion of American vessels. Philadelphia is the lowest on the list, and should be the highest. The Delaware should be the building yard and commercial port of the continent.—*Exchange*.