

present circumstances may be likened, comparatively, to a huge factory situated in the centre of a prairie or desert plain of immense extent, across whose trackless wastes most of the raw material for use in the establishment in the first instance, all the exported product, and much of the food for the workmen engaged in its manufacture, have to be conveyed. Jealous rivals live on the confines of this prairie, and in case of rupture of peaceful negotiations with one or any of them, the question of how to maintain the necessary shipments of supplies of all kinds over such long lines of communication, and keep its conveyance from being transferred from the factories' own vehicles to those managed by outsiders, becomes all-absorbing and important. Another example—in a much smaller way, of course—may be cited as presenting conditions similar to those under which British trade would have to thrive during war—it is that of the early immigrants crossing the American prairies before the days of railways. Hostile Indians on all sides made their routes insecure and dangerous, the prairie "schooners" were often wrecked and captured, the difficulties met with threatened extinction to trade and travel, but the spirit of expansion and the land-hunger of our English-speaking race made itself felt, and moved the government to plant military posts and establish garrisons to ensure the safety of what was so dear to the people as a whole. The similitude is not unstriking—the prairie was the sea, the immigrant trains the ships of commerce, the military posts and garrisons, telegraph lines, etc., the warships, coaling and refitting stations, cable lines, etc., which are the necessary adjuncts of that situation if the policing of the seas is to be as successful in the event of war, as were the measures taken upon the prairies of the West for the safety of the trade and travel routes not many decades since.

At the present time it must be most gratifying to Britishers that at last the Empire, as a unit seems fully alive to the importance of this great subject; and, in addition to Naval Defence Acts, vast credits for building ships and increases in officers and men on the part of the home government, a recent spontaneous offer by Cape Colony to contribute a battle-ship to the Royal Navy may not improperly be accepted as an evidence of a similar feeling and intention on the part of "Greater Britain" beyond the seas. The subject, however, is so wide and the intrests involved so

momentous, as also our territories so dispursed and scattered over the whole globe's surface, that the protection of trade in the event of hostile menace is a task which may well engage the attention and best effort of the whole, because the very excess of territory which in peace is our pride may easily become in war an embarrassment and discomfiture. No true Briton, will, however, complain of the great responsibilities thus laid upon his shoulders by the progressive and expansive spirit of his fathers, but will rather set to work resolutely to devise ways and means to protect those freights upon the seas (the envy of his neighbors) in the event of any and all complications that may come to threaten their safe conduct. "What we have we'll hold" is indeed the concrete kernel of the sentiment that animates our people with regard to their Colonial Empire, and the same may be applied with equal truth to our wealth and commerce throughout the world. The necessity, however, for active and constant preparation is acute when we know from published plans of the Admiralties of foreign countries that in the event of war against Britain "commerce destroying" is to be prosecuted with the utmost vigor. French naval writers and public men have candidly stated their intentions of persuing this policy in the event of war, and, in the United States, the doings of the "Alabama" and "Shenandoah" in the late civil war between the States are constantly utilised to show the popular course that would be followed should hostilities at any time break out between the Republic and the mother country. "Forewarned is, however, fore-armed"; and knowing, as we do, the most likely tactics of our enemies in case of war, there seems no reason why we should not prepare to counteract these efforts in every possible particular.

(TO BE CONTINUED.)

The most valuable records of the progress of Canada, is "The Statistical Year Book," prepared by Mr. George Johnson, of the Agricultural Department. A few years ago this book came in for a good deal of criticism from the then Opposition, but it has now become the favorite reference book by which the Government quote from to show the growth of Canada.

If brevity is the soul of wit all we who are "short" ought to be very jolly.  
Why is summer the pride of the year? Why, because it goeth before a fall.