

When subsequently, in England, markets were established, and towns arose, and the "gentlemen" built themselves houses therein, these were only for temporary wants. The country seat continued to be so much the principal consideration, that it actually gave rise to an architecture of its own, with a wider range than is to be found in any other country. Thus, from the earliest times in England a peculiar country life has been developed, and the true house of the gentleman is his country-seat, not the town-house which he has built in London, for the most part within such limited horizontal dimensions that the several living rooms are stacked in tiers one above another. The English gentleman, in contradistinction to his fellow on the Continent, passes the greater part of the year, even the winter, in the country; to London he goes merely for business, or to meet friends, or for such amusements as are to be found only where men congregate. In spite, therefore, of the colossal size to which London has attained, it is not to be compared with capitals on the Continent, where the house of the gentleman is in the capital, and the estates he owns are merely regarded as possessions to be occasionally visited.

It under the name of the capital of a country we understand the focus of its life and the development of its civilization, we must in the case of England, apply the term to a far wider area than the limits of London would offer.

Geographers may be perfectly right in describing London as the capital; but in a politico-strategical question such as this, I should say that the whole island of Great Britain, or at least England proper, is the capital of all the countries which are governed from the British throne.

London has so overflowed into the surrounding country, that it would puzzle the geographers themselves to define its true limits; and if they were to fix the limit today, it would be wrong again (and so much the better for the Marquis of Westminster) to-morrow. I have thought it right to notice these facts, because London must be regarded with other eyes than any continental city, and because, as a rule, books on the art of fortification speak of capitals under merely military conditions, and do not allude to the bearings of national culture and of politics on the question.

Besides the gentlemen's country-seats, manufacturing establishments have been set up which appear gigantic compared with those on the Continent, and are, in fact the main source of England's power and wealth, agriculture and breeding of animal being as nothing in comparison. These mines of wealth are so valuable that cannot be a matter of indifference whether they go on, or be occupied by the enemy and come to a standstill.

The argument that the stoppage of the factories would create a starving proletariat class, of which the Government would find it to disembarass itself when peace was regained, is alone sufficiently weighty to cause any great extension of the fortifications to embrace these establishments. We thus come involuntarily to the sea, and as the coast forms a line, having in front of it that great wet ditch, I affirm my conviction that the circuit of the fortifications of London is nowhere else to be sought than on the line of the coast, and that any funds designed for the defence of London should be employed to perfect the fortification of the coast.

England, whose insular position makes her differ so vastly from every continental

nation, should draw advantage from these circumstances. She can do so all the better from the possession of a high developed network of railways, while the distances of the coast-line from any army stationed centrally are, in comparison to other countries very small, and the country so thickly populated that a sufficient number of combatants ought to be soon got together to throw against an enemy attempting to land with good prospect of success. If such a force can be brought at once on the spot, a moderate number may prove quite sufficient. For landing an army is an operation which, to be successful, should not be in the least impeded by the enemy, even though weather and coast are favourable.

If we consider successful instances of landing, as in 1840, near Beyrout, and in the Crimea in 1854, we should not forget that these landings were not in the least disputed by the enemy; while on the other hand another case in 1840 shows that three hundred troops, without any guns, were able to prevent the landing of the crews of three men-of-war (the *Benbow*, *Carysfort*, and *Zebra*), mounaing together one hundred and twenty-four guns. The risk of being forced to retire by the smallest resistance is the reason why naval officers of experience are so careful in selecting places for disembarkation. This in particularly the case when the disembarkation is on a large scale, for then there is more time for bad weather to come on, and the danger arises lest the party landing should be obliged to break off their operations, leaving the troops already on shore to their fate, when they would probably be soon thrown into the sea by superior forces. This is the reason why different points of the coast are of every different importance to the defender with respect to a landing. Small bodies of troops could land almost anywhere, but entire armies only where the locality is peculiarly suitable. Moreover the advance of the fortification of London to the coast would enable the Navy to take an active part in the defence, which it could hardly do were it withdraw from the coast. In 1870-71 the crews of the French Navy undoubtedly took a stirring part in the defence of the forts of Paris; but how much more service would they not have rendered if Paris had lain upon the sea, when they could have made use of their armed ships, and would have been acting on an element, and in localities which they knew.

(To be continued.)



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A. WALSH,
ED. B. CHANDLER,
C. J. BRYDGES,
A. W. McLELLAN,
Commissioners.

Commissioners Office,
Ottawa, Dec. 4th, 1872.

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