

equipping railroads is in proportion to the cube of their gauges. Thus the cost of a rail way 5 feet gauge would be 15³ times as much as one of 2 feet. Small cars on four wheels are compared with large cars on four wheel or six wheel trucks, and by this a saving in dead weight is made to appear. But railroad progress has cast aside the cars of four wheels, and has found economy in the trucks at the expense of the greater weight. Narrow gauge passenger cars are made, which are so low that a man can stand upright only in the centre, with seats and aisles cramped and divested of those conveniences which are furnished in the large cars, and with we know not what loss of strength and durability; and upon this a calculation is made that the cars are lighter in proportion to the number of passengers.

All this is imposture, because it is on false premises, and because the same saving can be made on the full gauge railways at the same sacrifice of comfort, durability, and running gear. Our railroad progress has gone through the small gauge, and has discarded all these features for greater space, comfort, luxury, the necessary offices for women and children, running gear that gives easier motion to the car and is easier to the track, and lastly still more spacious sleeping and dining cars. There is hardly an economical feature in the narrow gauge theory that is not a reaction in all the railroad progress than has grown upon practical experience. There is not one that cannot be applied with less sacrifice on the usual gauge than on the gauge of two or three feet.

Some of the most important of these narrow gauge economies in cars, engines and tracks, depend upon reducing the speed. The same line of economy is open to the roads of the usual gauge.—They have passed through this stage.—The public demands a high speed, and engines and cars and track, must have power and weight and strength in proportion. If the travelling public will be content to go back to a rate of ten or fifteen miles an hour with cars not more than six feet in height at the sides, with seats on as narrow a gauge as the track, with all the aisles and spaces contracted to the utmost divested of heating apparatus and the necessary offices and stripped of the compound running gear for easing the motion of the cars, they can have the economy on the wide as on the narrow gauge roads. Finally there is nothing in the narrow gauge economies save the theories, which every practical man knows to be false, namely, that the ratio of expense in doing a small business is less than in doing a large one.—*Cincinnati Gazette*.

THE INGRATITUDE OF HISTORY.

When the Prince of Wales paid us a visit, in 1860, we received him with all due honors and on his departure, presented him with a noble specimen of the dog for which the Island is noted, having first named the animal "Cabot." Doubtless this was done out of respect to the memory of Sebastian Cabot, the great seaman who discovered Newfoundland, though it must be admitted the compliment was rather equivocal. Not a single cape, bay, creek, headland, or mountain here is named after Cabot—a man whose fame is second only to that of Columbus, and who in 1497 first lifted the veil that shrouded this land from the gaze of the civilized

world, just five years after the great Genoese navigator had landed at San Salvador. We have only followed the example of England in our ingratitude towards Sebastian Cabot. No monument to his memory adorns England's Pantheon—Westminster Abbey—and no one knows where rests the dust of the bold navigator who first braved the stormy billows of the North Atlantic in search of new lands, and first secured for Britain, by right or discovery, that hold upon the New World from which such mighty results have flowed. Newfoundland was the first American land on which the Anglo-Saxon planted his foot, and was also the spot where England tried her first experiment in colonization. Sebastian Cabot, carrying letters patent from Henry VII., sighted the shores of the Island in June 1497, and pushing onward, he discovered the coast of Labrador; then turning south he made the coast of Nova Scotia, and sailed along the Atlantic shore of the continent as far south as Florida. He thus anticipated Columbus and Amerigo Vespucci in the discovery of the Continent of America; for it was not till eighteen months later that the great Columbus landed at Veragua, without, however, being aware that he then touched the shores of a new continent for the first time. And yet, in the whole of the New World there is not a single spot that bears the name of Cabot, or reminds us, by its designation, of the glory of his achievement. He got little in life but hard knocks and rude buffetings, like most of earth's great ones who labor while others enter into their labors. It is on record that the avaricious Henry VII. rewarded him for his great discovery with the magnanimous present of £10. To be sure Milton got only half that amount for writing "Paradise Lost," and "Don Quixote" was written in a prison. And what a mockery of earthly fame is implied in the fact that when nearly four centuries later, a scion of the Royal House of England, who in all probability, will yet occupy the throne on which Henry sat, visits the shores, the people present him with a Newfoundland dog having the name of "Cabot" engraved on his collar! The names of Pompey and Caesar, before which once "the world grew pale," are now borne by the poor, grinning, thoughtless "nigger"; and should the dust of Alexander "stop a hole to keep the wind away," according to Shakespeare's supposition, it is scarcely a more levelling fact than the dog "Cabot" trotting at the heels of the heir-apparent to the throne of England.

GROWTH OF CANADA.

The Canada of thirty years ago had a population of only 1,000,000, while the Canada of to-day has a population estimated at considerable over 5,000,000; the exports of Canada twenty years ago were then four millions, while those of the Canada of to-day are more than fifteen times that amount, the imports then were only some four or five millions, while those of to-day reach well up towards eighty in the scale of millions. Five years ago, Canada meant some three hundred and fifty thousand square miles of inland territory, on the 20th day of July, 1871, the name became the synonym of a dominion which scorns to estimate its area by thousands of square miles, but rushes far away up in the millions, and yet stretches out her hands to grasp for more. Not many years ago Canada had scarcely a vessel of any description afloat on navigable waters, to-day her commercial fleet stands fourth among those of the world, and threatens at

no distant day to take the second, it not the first place, while she already claims the proud distinction of having the largest shipping house of any nation.

FOREIGN NAVAL AND MILITARY ITEMS.

Sachin Kale has been fixed upon as the future Russian naval station in the Black Sea, and fifteen guns of the heaviest calibre have been ordered to Sebastopol and Kertch.

In the Austrian delegation, on the 12th instant, the Minister of War stated that he had effected all possible savings, but the equipment of 800,000 men, required by the new army law, necessitated in increasing expenditure. He announced that at the present time, he was in a position to place 650,000 men on a war footing.

It is stated in an essay on the applications of photography, in the *Edinburg Review*, that the maps which the Prussian soldiers were so liberally supplied, and which enabled them to overrun France with such facility, were produced by a process, which some years ago, Count Moltke had sent over officers to learn in England.

In the British army an officer promoted from the ranks must serve an aggregate period of thirty years in all grades, of which at least fifteen years shall have been a commissioned officer, at the expiration of which period the officer has an unqualified right to claim retired full pay, with the exception of subalterns who have no right granted them.

Since the return of the French prisoners from Germany there has been a surplus of officers in the army, in consequence of the officers coming home sooner than the men. There are now 6,000 too many. The war minister, accordingly offers any cavalry officer who may like to apply for it a year's leave of absence without pay.

The Young gentlemen of the London Naval and Military Club got on "the ram page" recently, refused to pass the accounts of the committee of management grossly insulted a professional auditor who had passed upon them, and finally voted a resolution involving a charge of fraud upon the committee, who thereupon all eighteen in number, resigned in a body.

A splendid story is told of Marshal McMahon when a colonel. During a parade he had an altercation with an officer in the ranks, who refused to obey him.—McMahon finally threatened the offender, and the latter drawing a pistol, took deliberate aim and fired. Fortunately the cap snapped. Without the slightest sign of fear, cool and impassable, McMahon said, "Give that man fifteen days in the guard house—for having his arms out of order."

It is related of the Duke of Wellington that once when he remained to "take sacrament" at the parish church, a very poor old man had gone up the opposite aisle, and reaching the communion rail knelt down by the side of the Duke. Some one, a poor owner probably, came and touched the poor old man on the shoulder, and whispered to him to move further away, or rise and wait till the Duke had received the bread and wine. But the eagle eye and the quick ear of the great commander caught the meaning by touch and whisper. He clasped the old man's hand and held him to prevent his rising, and in a reverential undertone but most distinctly said, "Do not move—we are all equal here."