

to connect Montreal and Ottawa, which, as it was alleged, would simply be a fatuous rival of the Grand Trunk Railway.

It is not my business, nor am I personally interested; to enter into that controversy; but I desire to point out to you that what has been virtually laid down in the *Times*, and required to be either explicitly defended or withdrawn, is in effect this—that because the Grand Trunk and Great Western Railways have not paid and are not paying anything like proper interest or dividends on their immense capital, any other schemes which may be held or proved to compete with them, however superior their advantages, ought to be discarded by British investors. And I also understand that a second principle of a far more perilous and general character is insisted upon by you—viz., that it is an immoral thing for the Government of the Dominion or for any of the Provincial Governments to sanction or to aid any schemes which are likely to be injurious to the interests of the Grand Trunk and Great Western Railways.

If these principles are not to be deduced from the words of your Money Article, I am in serious error, and I shall be very glad if it should turn out that I have placed a wrong interpretation upon them. In the meantime, on behalf of the Government and people of Canada, whose good faith, honor, and responsibility have been deliberately attacked in your columns, I have to ask the public to inquire for itself on behalf of what enterprises and on what responsibility they are asked to visit Canada with this drastic punishment.

The injured tone adopted in your journal would justify ignorant persons in supposing that the people and Government of Canada had concocted gigantic railway schemes which they had presented to the British public, and that now, indifferent to the interests of those who had been half ruined by these schemes, they were preparing to establish other enterprises which would throw them into the background!

But, sir, I ask that the public will first inquire—Where these vast schemes originated? Who built and equipped these railways? Who were the contractors and engineers? How much per mile did these railways cost? And, at the same time, let the question be asked and answered, How much per mile were railways managed and financed in Canada, and now paying large dividends, cost per mile, in comparison? Let the question also be asked, How much of all the vast sums of money expended on these enterprises has reached and benefited Canada, and how much has remained in England? And, again, how much from first to last has the Government of Canada itself advanced and expended in the effort to make these railways properly equally advantageous to Canadian and English interests? When these questions have been answered, if it should prove that the unfortunate shareholders, in whose interests I have no doubt you are conscientiously writing, have less to complain of Canadian Governments and Canadian people than of other persons—to be unknown—it will at least be only just that the responsibility for the misfortunes attending these schemes should rest upon the proper persons.

As regards the uncalled-for attack upon the honour of the Canadian Government contained in this direct charge published in your article of the 6th of April, I am obliged to give it an unqualified contradiction. You say, with reference to locality and necessity, "No amount of argument can, we should hope, lead sensible people in this country to put more money into railway pro-

jects in the Canadian Dominion, for, not only is there no traffic for such railways, but, supposing there were, their owners are exposed to the constant danger that a Dominion Parliament may grant a subsidy for a competitive railway to run half a mile off. In this way the Canada Southern has been built to the ruin of the proprietors of the Canada Great Western." With all respect, I am obliged to say that this charge is as ridiculous as it is unfounded. The geography of the Dominion is open to any schoolboy, and though they run parallel and near each other, it would be interesting to know at what point the Canada Southern and the Great Western come within half a mile of each other. In the second place the Canada Southern never received any subsidy from either Dominion or Provincial Governments.

In conclusion, I have but one question to ask. I appeal to you to know whether you are prepared deliberately to insist that all other enterprises in the Dominion of Canada, developing, as it now is, with unparalleled rapidity, are to rest in abeyance, are to be discountenanced by the people and Government of Canada, are not, however promising, to be aided by the capitalists of England, until the Grand Trunk and Great Western Railways are paying interest on their bonds and dividends on their capital.

I have the honour to be, Sir,

Your obedient servant,

EDWARD JENKINS,

Agent Gen'l. for Canada.

Canada Government Building, King st.,
Westminster, April 9.

Volunteer Rank.

(From the Army and Navy Gazette, April 10.)

A "Lieut.-Col. of Rifle Volunteers" writes: "As a volunteer of now fifteen years service, I do most heartily agree with the writers in your last week's paper as to the bad taste of volunteer officers calling themselves by their regimental rank when off parade, and I beg those who have the best interests of the force at heart to do their utmost to stop it. There are actually now two highly respectable commercial gentlemen sitting on the government, side of the House of Commons calling themselves Colonels, and habitually described as the honorable and gallant members, and I cannot be surprised at officers of the regular army being annoyed at it. I believe it to be the main, if not the only reason why the *entente cordiale* between the regular and auxiliary forces is not as thorough as it should be."

AN OLD RESIDENT GONE.—It is with regret that we this morning chronicle the death of an old and respected citizen of Ottawa in the person of Mr. John Lang, who departed this life yesterday evening, in the seventy-eighth year of his age. The deceased was born in Killalee, Ireland, in the year 1797 and came to Canada as a drummer boy in the 103rd regiment. He took part in the American war of 1812-14 and recounted often the daring deeds of the British army in that memorable struggle. He returned to England at the close of the war, but returned again to Canada in 1820 as a Sergeant of the staff corps. He settled in Bytown in 1841, since which date he has resided in the city. He has been identified with the growth of the city, and was well known to the older inhabitants. The deceased leaves a grown up family to mourn his loss, and a large circle of friends will doubtless pay the last tribute of respect to his memory by attending his obsequies.—*Times*, 8th inst.

CORRESPONDENCE.

The Editor does not hold himself responsible for individual expressions of opinion in communications address to the VOLUNTEER REVIEW.

HALIFAX, N.S., 3rd May, 1875.

To the Editor of the VOLUNTEER REVIEW.

DEAR SIR,—As it is evident "Fixed Bayonet's" is not in possession of a copy of Queen's Regulations, it would have been better if Tompion in answering the former's sixth query had quoted Sec. 3. par. 4. which is as follows: "A Field Marshal is to be received with the lowered regimental colours of all the force," &c. &c.

The drill season for the City corps may now be said to have fairly begun. The 63rd Rifles had their first muster on Friday evening last, but owing to rain were compelled to defer their march out. On Thursday next the 66th Battalion will parade. The 1st Garrison Artillery will also meet on Thursday for drill. The City Brigade has not taken part in the celebration of the Queen's birthday for four years, but it is intended to parade them this year with the regular troops.

The keeping open of the Military School so late in the season greatly interferes with the efficiency of the different corps, at least as regards keeping the ranks full. Men are dismissed from Annual drill in November and Captains of Companies have no chance of seeing their men again till May. In former years when the School was under the control of a commandant from the regular army, the School was open during the day only, but under the new system the drill shed being used exclusively at night, there is no place for corps to drill. A great saving of the public money might be effected if the school were opened every alternate year, and for four months instead of six. The number of cadets should be limited to forty, and none but officers provisionally appointed or non commissioned officers should be allowed to enter for 2nd class certificates. It is the opinion of the greater number of those who have lately passed, as well as of others, that the benefits derived are not commensurate with the money expended on the institution. It is true a cadet for the short or long time he may be at the School, may at least pass a sort of examination in drill but that is about all he is able to do, and it is safe to say that if the majority of those who receive certificates were allowed to enter the school the following year, they would be found nearly as ignorant as new beginners. The eight Nova Scotia members of the Wimbeldon squad have been furnished with Martini Henry rifles, and one hundred rounds of ammunition each which will be expended in practicing at the 800, 900 and 1000 yards ranges at Bedford during the month. While so much has been said about the distinctions between riflemen and other troops, it is worth while remembering that the only difference in the arms will now be not in the rifle, but in the bayonet, both branches of the service having rifles of the same length and pattern.

Yours truly,

PASSED CADET.