

ONE EFFECT OF THE GOVERNMENT'S TREATY POLICY.

The action of our Parliament in enthusiastically accepting the Treaty of Washington has aroused in the Mother Country a strong desire to establish a Federal Zollverein, in which all the colonies should be represented. That scheme has often been propounded and discussed, but never before earnestly advocated by an influential portion of the British Press. While the policy of the Gladstone Ministry has been thoroughly anti Colonial, other nations have been striving for Union. The British people are beginning to see the necessity of welding all the members of the Empire into one united body. It is calculated, not wildly but with a fact basis, that before the end of the century, towards the close of the present generation, the United States will have a population of 100,000,000 souls. Russia has already a population of 75,000,000. She is now contemplating a railway to India, and in a few years will stand on the Himalayas.

Opposed to either of those two powers, the "tight little islands" without Colonial aid would have to give up the profession of arms and trust to their ability as carriers while their coal lasted. They could only fight Russia by way of a Canadian Pacific Railway. By the side of the tremendous military powers on the Continent, swelling annually, the British Isles would cut but a lamentable figure. These facts have created no small anxiety in England. The Manchester School, who would have Great Britain renounce her own flesh and blood, are falling into disfavor. Canada's action on the Treaty of Washington, exhibiting, as it did, her strong regard for Imperial interests, has silenced those who questioned the usefulness of colonies, and show that with a Legislative union the welfare of the Empire would be benefitted. The London *Economist*, discussing in a late issue of the acceptance of the Treaty by the Dominion Parliament, says:—

"There is another side to the question, and one that we should not lose sight of. The population of the Canadian Dominion is but little more than a tenth of that of the United States. It would clearly, therefore, be a mockery to bestow on it an independence it could not defend. The Canadians settled in America on the faith of protection from us, and shuffle as we may we cannot escape from the obligation. Nor, in truth, do we believe that the people of England would attempt to shuffle. If Canada, whether it were called Dominion, Kingdom or republic, were invaded in overwhelming numbers, this country could not and would not stand tamely by and see it conquered. Even on the most selfish grounds, therefore it is not our interest to sever the connection with her. If it be objected that we are here assuming an unfriendliness on the part of the United States which does not exist, we might content ourselves with pointing to the history of the last ten years as evidence that, either by naval over-zeal or official remissness, disputes may in the most unexpected ways, arise at any moment.

"To any one who will think the matter out, indeed, it must appear evident that federation with Canada is the only means of escaping the risk of war always impending over us at present."

English journals never penned such words as the above until we proved last session that our boasted loyalty was not of the lip alone.

HOW THE MILITIA IS APPRECIATED IN BRUCE—INTERESTING PARTICULARS.

KINCARDINE, June 19.

This morning the 22nd Battalion mustered here—414 officers and men, Colonel Sprait commanding. Two magnificent standards, worth four hundred dollars, composed of the richest silk, fringed with gold lace, each staff surmounted with a golden crown, supporting a lion, were presented to the Battalion by Mrs. Sprait on behalf of the ladies of Bruce. In the presence of a large assemblage of admiring civilians, Colonel Sprait responded in appropriate terms. The battalion enthusiastically cheered their fair benefactresses and the people of Kincardine for their hospitality. Thereupon they embarked for Windsor on the gunboat Prince Alfred, to attend their annual drill.

PROSPERITY OF THE DOMINION.

A glance at the annual reports of the Trade and Navigation returns of the Dominion, will reveal a most satisfactory exhibit of the prosperity of the country. In a very few years Canada has risen from the eleventh to the sixth position in this respect among the nations; and is fourth as a Maritime power. In 1868 the Trade of the Dominion was \$129,553,194, and in 1871 it had risen to \$161,121,095, or an increase of \$31,557,901, or nearly twenty-five per cent. The "paid up Bank Capital," which on the 30th June, 1868, was \$29,729,048 had risen on the 31st March, 1872, to \$43,248,389, being an increase of \$13,419,341, or nearly 46 per cent. in less than four years whilst the "Bank Deposits" between the same dates had advanced from \$31,752,775 in 1868 to \$69,810,008 in 1872, and within the four years had, within a fraction, *actually doubled!*

Again, taking the returns, of the Savings' Banks as distinct from the ordinary banking institutions of the country, the balances have risen from \$1,483,219 on the 30th June, 1861, to \$2,441,293 on the 31st March, 1872, or an increase of \$958,074, being upwards of 64 per cent. in less than four years; whilst in addition to the ordinary Savings' Banks show that the balances grew from \$24,588 in June, 1868, to \$2,988,140 in March, 1872, that is to say that they multiplied themselves about 14 and two-third times, or in other words about 14 66 per cent!

Coming next to the "Revenue" account of the country, it appears that the expenditure from revenue on new public works, fairly chargeable to capital, has been since 1st July 1857, no less than \$8,081,803, whilst the increase of the debt has only been \$1,967,876, so that Revenue has provided during that period for an extension of the public works of the Dominion to the handsome amount \$6,114,027.

So again in the year 1870 71, there has been expended in the extension of public works the sum of \$3,640,248; whilst in the same year the debt of the Dominion has, nevertheless, been actually reduced by the important figure of \$503,224!

But the comparison of the revenues of the years of Confederation are even still more satisfactory, for, whereas the revenue of the year ending 30th June, 1867 68, was \$13,687,028, that ending on that same date for the financial year 1870-71, was \$19,335,560, showing an increase of \$5,647,522, and an actual surplus of income over all the charges of the year of no less than \$3,712,479.

IRON BOATS ON THE MISSISSIPPI.—Parties in Dubuque, Iowa, are building, for a firm of St. Louis lumber dealers, an iron boat, the hull of which is 145 feet in length, breadth of beam, 26 feet; depth, 4½ feet. The entire hull is to be of iron, including deck and guards. The hull will be divided into eight water-tight compartments. There will be tanks in it, by which it will be practicable to sink the boat to the draft required in five minutes or in about the same time to raise her to her original draft of water. The contract requires that she shall draw but eighteen inches of water when completed, with water and 24 hours' fuel on board. In short, she is to be a regular Clyde built iron vessel. No rivets will be seen; on the contrary the exterior of the hull will present a perfectly even and smooth surface. Mr. Hopkins, a practical builder from the Clyde, Scotland, will superintend construction. He built the iron steamer Clyde recently at Dubuque, and also an iron barge. The power is to equal to twenty by thirty inch cylinders, to propel Dowler Birdseye's shoal water propeller, which is the invention of Captain John Dowler, an Illinois river steamboat man. The one under contract is to be able to tow up stream two thousand five hundred tons weight at a speed of four and a half to five miles per hour. The same parties will soon begin the construction of two other iron steamboat hulls for the same firm, one larger and one smaller than the one now building, and all to be furnished with the shoal water propeller aforesaid. They will be fully employed in the Upper Mississippi during the navigation in towing rafts. When navigation is suspended, they will tow in the lower river.

TRAFALGAR AND WATERLOO.—One of very few remaining officers who were present at Trafalgar has just died at Paignton, aged 82—the Rev. Henry Bellairs, a descendant of the ancient family of Kirkby Bellairs, Leicestershire. He entered the navy when 14 as midshipman and received two wounds at the battle of Trafalgar. From ill-health he left the navy, but subsequently received a commission in the 15th Hussars, together with his brother, the late Sir Wm. Bellairs, and served at Waterloo, thus taking part in both England's greatest battles. He subsequently entered the Church, and became rector of Bedworth, Warwickshire, of which county he was a magistrate.—*Vol. News.*