

great capabilities it possessed for acquiring and diffusing information. He wished to call particular attention to one point, namely, the subject of the proposed medals. He thought the amount of good which might be done, and the help which might be afforded to the Government by picking the brains of the whole army on such a subject as that which had been chosen this year could hardly be exaggerated. This subject of recruiting was one the difficulty of which could not be exaggerated, and if those who had proposed the subject would pardon him he would venture to add a few words to the title they gave. They gave as the subject, 'The best mode of providing recruits and forming reserves for the British Army, taking into consideration its varied duties in peace and war.' He thought they should have added, 'And the necessity of buying them as cheaply as possible.' Those words not being added some ambitious and clever candidate might have written, 'Pay more for them,' and been certain of getting the prize. It was impossible for anyone, in office or out of it, to shut his eyes to the fact that we had two masters, one being efficiency and the other economy, and that the line had to be drawn between the two. The line having to be drawn between them, with a proper consideration for both, was a reason why the subject would always be one of great difficulty and great anxiety. He hoped that in making these few remarks he might not be precipitating the cry which was always raised on the part of economists of, 'Here is a Conservative Government that has only been in for a year, and bang goes sixpence.' For their kind expressions as regarded himself he begged to return his very best thanks.

"The proceedings then terminated."

We are pleased to see that an effort will at last be made to enlighten the public on the merits of the system under which the British Navy has been reconstructed by Mr. REED.

In the British House of Commons on the 15th March last, Captain PIR asked the First Lord of the Admiralty whether it was a fact that, besides the *Active*, built on the same plan as the *Volage*, there were about thirty armoured and about the same number of unarmoured ships of war built according to the design furnished by the late Chief-Constructor of the Navy; whether the seagoing qualities of the greater number, if not of all, of these sixty ships had formed a serious ground of complaint by many of our most distinguished officers in Her Majesty's Service, besides that of Captain FAIRFAX, commanding Her Majesty's ship *Volage*, just published; and whether he would consent to the appointment of a committee to inquire and report whether the ships designed by the late Chief Constructor of the Navy could be considered as safe and efficient seagoing men of war, worth a place on the "Navy List" of Great Britain. Mr. HUNT: The subject of the hon. and gallant member's questions cannot, in my opinion, be properly dealt with by a simple categorical answer. They involve much controversial matter, and are in effect an attack upon the professional ability of a gentleman who for some years held a responsible post at the Admiralty, and now occupies a seat in this House.

I would suggest to my hon. friend, if he thinks that the matter requires the attention of the House, that he should bring it forward in a way that would allow of his giving the grounds for the opinions he appears to entertain, and that would afford the hon. member for Pembroke an opportunity of taking part in the discussion. Captain PIR thereupon gave notice that he would to-morrow move for a committee to inquire into the seagoing and other qualities of the vessels designed by the late Chief Constructor of the Navy, Mr. E. J. REED, C.B.

The effect of the above will be to institute a searching investigation into the *heroic treatment* "the Navy has met with at the hands of Messrs. CHILDERS, GOSCHEN and their colleagues. It will most probably establish the principle that Naval architects in the future will have to acquire their practical knowledge at sea.

In another column will be found an article from *Broad Arrow* of 20th March on a cognate subject, "the administration of the army"—in which our contemporary appears to be exercised in mind because the present Secretary of State for War has not been able as yet to restore order in the elaborate system of disorder bequeathed to the British people by that ornament of the nobility of England—Lord CARDWELL.

There was a time when malfeasance of office was visited with impeachment and its consequences, and it is to be regretted that modern sentimentalism is too favorable to modern egotism, impudence, and presumption to permit it to be applied to the authors of *heroic treatment* and political charlatans, whose ignorance has placed the best interests of the Empire in danger, and whose despotical efforts only succeeded in filling the ranks of her army with JOHN BRIGGS's *residuum*, the sweepings of the streets and her gail birds.

If the capabilities of the authors of any revolution is to be judged by the total collapse of the whole system they established, then Lord CARDWELL was deserving of the Dukedom of Presumption and his coadjutors Marquis and Earl of Incompetence and Ignorance. Such would be the fitting titles of men whose measures are the laughing stock of the military authorities of the civilised world, and who can fairly lay claim to the distinction of disarming England and leaving her naked in the face of her enemies.

Under the caption of "Torpedo Experiments" *Broad Arrow* of 27th February has the following paragraph:

"A torpedo experiment, totally different in character to previous operations, took place on Wednesday afternoon at Spithead against the hull of the *Oberon*. One of Whitehead's fish torpedoes, containing 200 lbs. of gun cotton, was employed, and on the port side of the vessel a wire netting, about twenty feet wide and forty feet long, was sunk vertically, the object of the experiment being to test the resisting properties of this material. The torpedo was discharged at about 100 yds. from the vessel,

and exploded, it is supposed, on coming in contact with the netting, throwing up a spiral column of water to a height of two hundred feet. One of the tugs in attendance had on board a steam fire-engine capable of throwing one thousand gallons of water per minute. But on boarding the *Oberon*, it was found that neither the services of the engine nor those of the pumps on board were required, as beyond the displacing of some moveable gear, the *Oberon* remained uninjured. The netting, however, was much torn and twisted where the torpedo had struck. The *Oberon* was afterwards towed into harbour."

We think this shows very clearly the full value of the weapon as well as the part it is likely to play in future Naval operations.

We understand that General SELBY SMYTH will proceed by Quebec to Prince Edward Island about the latter end of this month, to inquire into the reconstruction of the Island Militia. After visiting the various camps in Ontario in June, it is believed the General proposes proceeding to Manitoba and thence through the North-West Territories to British Columbia and Vancouver's Island, to inspect the condition of the Militia in those Districts, and possibly may have an opportunity of acquiring some knowledge of the Mounted Police force enroute.

It is believed the General will be accompanied by Captain the Hon. M. STAPLETON, A.D.C., and by Captain F. WARD, A.D.C., to His Excellency the Governor General.

THE *London Gazette*, April 9, contains the following official memorandum which is of interest to Canadian readers:

War Office, Pall Mall, April 9—Memorandum—The Queen has been graciously pleased to approve of the 100 (or Prince of Wales Royal Canadian) Regiment of Foot having inscribed on its regimental colour the word "Niagara," as formerly granted to the old 100th, the Prince Regent's County of Dublin Regiment, in commemoration of its distinguished conduct at the capture of Fort Niagara by assault on Dec. 13, 1813.

Canada and its Railways.

The following communication, addressed to the Editor, has been published in the *London Times* :—

SIR,—As the remarks which have appeared in the Money Article of several recent issues of the *Times* have relation to the general interest of the Canadian Government and people far more wide than those therein directly adverted to, I must ask you in all fairness to permit me, as the representative of Canada, to offer a few words in remonstrance against the tone and bearing of those remarks. I should have asked this opportunity at an earlier date but that I have been seriously indisposed.

As my concern with the subject is only in relation to its general bearings, I am sure that your courtesy will permit me to withdraw it from the financial corner of your newspaper into your other columns.

The immediate subject or cause of the animadversions which the writer of the money article has made upon Canada was, I believe, the prospect of an appeal to the British public for funds on behalf of the railway