

Herald puts it, to be the best form of Government in the world.

The great sin of the world is irreverence, not in its meaning as applied to sacred things, but in its extended application as applied to the whole code of morality, honor, patriotism, and time-hallowed institutions; the fast youth of the present day votes those the relics of a by-gone barbarism, and in casting off the wholesome restraints of his forefathers plunges recklessly into vice of the foulest description.

As in social, so in public life; even the British House of Commons had to listen to the nonsense of a Dilke and Herbert in favor of a system that would have swept both of its stupid advocates out of existence.

It is no doubt a very liberal idea that every man is entitled to his opinions, and so he is as long as they are his own. but the moment he presumes to impart them to others he assumes the role of a public teacher, and the good of society demands that he should not be allowed to teach so dition, immorality or error.

In this view of the case we think Lord Bury was right when he attempted to prevent Sir Charles Dilke from disgracing the House of Commons, and offending the ears of the people by his late motion on the expenses of Royalty.

The time is not long past when such a man would be degraded from the order he dishonors and expelled the House for presumption, but the age has become too liberal and he has only succeeded in making himself and citizen Herbert a little more notorious.

In our last issue our Montreal correspondent noticed that Mr. Thos. Leeming, the Queen's Auctioneer, had retired from business, and suggested the appointment of Mr. A. Booker, son of the late Lieut. Col. Booker, as his successor.

The suggestion we heartily endorse, the country owes something to the late gallant officer who led her forces so ably at Ridgeway and who suffered undeserved obloquy for simply doing his duty and doing it well, apart from all other considerations this should determine the appointment in Mr. Booker's favor, who can bring to the position business habits, energy and zeal.

SEAMANSHIP appears to be at a discount in the British Navy. The recurrence of awkward accidents cannot be explained in any reasonable way. It must follow that the ships are insufficiently manned or that the officers do not understand their duty.

The first accident to the *Lord Clyde* is copied from the *United States Army and Navy Journal* with the usual comments thereon, it is particularly annoying to find that the successful command of sea going ships is about as great a problem as the successful construction of iron clads.

"The news that the British iron-clad *Lord*

Clyde, 23 guns, was ashore in the Mediterranean near the island of Pantollaria will excite a strong feeling of sympathy among our own officers, for a sister service which seems to be under a cloud of ill-luck. The ship has been floated off, receiving some damage, which will be repaired in the dry dock of Valetta, island of Malta. The harrowing part of the affair will probably be the ordeal which now undoubtedly awaits the British navy at the hands of members of Parliament, the press, and critical correspondents."

In the latter case the most reprehensible negligence is apparent; Cawsand Bay is so well known that almost any seaman could find his way in the dark,—yet in the light of day a British ship was deliberately driven ashore by missing stays through want of smartness—a very pretty story for the marines. It would be an interesting question to get answered as to whether the want of smartness was on the part of officers or crew, we hope a court martial will find out. If sent on an important service during hostilities vessels of the *Aurora* class would be of little service. *Broad Arrow* says:

"*Aurora*, 33, screw frigate, Captain B. S. Pickard, training ship for ordinary seamen and boys, left Plymouth Sound on Wednesday afternoon under sail for a cruise in the Mediterranean. She got under way about two o'clock, and went out under all plain sail in order to exercise the crew as much as possible in sailing the ship. The wind was blowing from about W. S. W., a gentle breeze. The ship stood along the Break water, and when entering Cawsand Bay went inside a buoy which denotes 21 feet of water at dead low spring tides. When inside this buoy she attempted to go about, but owing, it is presumed, to her not being worked smartly, the wind caught the sails aback instead, and the vessel drifted ashore stern foremost. Having at that time turned the point at Picklecombe, and being in Cawsand Bay, her mishap could not be observed from Mount Wise, and the accident was made known by the crew of a coastguard boat from Devil's Point. The *Scotia* and *Trusty*, steamtugs were at once sent out, and the *Scotia* put a tow rope on board the *Aurora*. Nontempt to move her, however, was made until the tide rose, when the vessel floated and was towed into the Sound. A diver went down to examine the damages, and his report was that part of her false keel had been carried away. This will necessitate the ship being docked for repairs, and her powder will be taken out of her to day. An inquiry into the cause of the accident will at once be made, but whether before a court-martial or otherwise is not yet determined. —*Broad Arrow*.

The Department of Agriculture has issued a couple of papers on "Information for Emigrants" which will be valuable aid to such of our fellow- subjects in the British Isles as are desirous of finding a comfortable home in Canada.

Those papers contain a full description of the area of British North America, now known as the Dominion of Canada, a full account of its productions, capabilities, climate, and resources, its adaptability as a home for the industrious emigrant, rates of wages, prices of food, with every necessary

information to enable the emigrant to reach his destination in the shortest and cheapest manner.

The area of the Dominion as given in those papers is as follows:—

Nova Scotia	18,660 square miles.
New Brunswick	27,500 "
Quebec	377,045 "
Ontario	121,260 "
Manitoba	14,340 "
North West Territory	2,750,000 "
British Columbia	220,000 "
	3,528,805 "
Newfoundland	40,200 "
Prince Edward Island	2,100 "
	3,571,105 "

Total area of British America; and this is the territory the Manchester School plotted to deprive the people of Great Britain of for the purpose of keeping up an *entente cordiale* with the Yankees.

The Canadian Government with a better appreciation of its duty to the Empire has compiled the very valuable statistics from which the above has been extracted, and we hope that no expence will be spared to spread the information contained therein broadcast over the British Isles.

The arrangement of the various subjects reflects great credit on the industry, and ability of the Deputy Minister of Agriculture and statistics, Dr. Tache, a gentleman whose literary acquirements are not inferior to his great ability as a statistician.

There is, however, one matter connected with the very creditable effort now made to attract a flow of emigration to Canada, it is that the map at the head of the principal paper is wretchedly small, and that the better plan would be to issue a colored map of the full size of one of the pages.

Economy is no doubt highly praiseworthy, but in this case it will have an injurious effect, no effort should be spared to make the inducements this country offers as a field for emigration attractive, and even in so small a matter as a map appearance is everything.

REMITTANCES Received on Subscription to THE VOLUNTEER REVIEW up to Saturday, the 6th Inst:—

WATERLOO, Ont.—Capt. John Glasgow, \$2.00.
AMHERST ISLAND.—Lt.-Col. W. A. Fowler, \$2.00.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favorite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homœopathic preparation of coccoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well selected coccoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the Trade only in 4lb., 1lb., and 1lb. tin-lined packets, labelled—JAMES EPPS & Co., Homœopathic Chemists, London, England.