

This state of feeling has not been brought about by the action of any of the political parties that divide public opinion in England, but by the success attending the development of the Federative principle under a Constitutional Monarchy in Canada, and the persistent efforts of a few enlightened and patriotic Englishmen, aided by prominent Colonists who understand the meaning of the phrase, for which their fathers fought and suffered a *United Empire*.

But perhaps what has tended to place this subject most prominently before the British people, is the action of a society of which only little indeed is known by the people of these Colonies. *The Royal Colonial Institute*, under the Presidency of His Grace the Duke of Manchester, has done royal service, and more in the cause of the Empire, and also in the cause of the English working-man.

To say that Canada owes to the enlightened action of the society a great part of her present prosperity is merely to repeat a self-evident truism, but the near and distant future will be influenced in no ordinary degree by the vast fund of information which it has been, and is now placing before the people of Great Britain, and we look to it as a far more efficient agent in directing the tide of emigration towards Canada, than the cumbrous and costly machinery devised by our own Government.

We have been led into the consideration of this question by a series of valuable papers, for which we have to thank the Honorary Secretary, C. W. EDDY, Esq., comprising a large volume of the "proceedings of the Royal Colonial Institute for 1870, containing a valuable historical and statistical paper on "Practical Communication with the Red River District." Another on "Self-supporting Emigration." "The Constitutions of Australian Colonies." "On the Colonial Question." "On the relations of Colonies to the Parent State." "On the opening of the Suez Canal route." "On the physical and economical aspect of Natal." "On the Physical Geography and resources of Nova Scotia and New Brunswick," and on "Colonisation."

The other papers contain a lecture by Mr. W. F. LYNN, "on the advantages of the far West of Canada, and of the States for settlement," and a most valuable paper by Mr. C. W. EDDY, "on the Natural distribution of Coal," as well as a report of the annual banquet of the Royal Colonial Institute from the *London Colonial News*, and a discussion before the Fellows of the Institute, on "the true causes of the decline of the American Commercial Marine."

Our space precludes the idea of doing more than barely noticing the vast amount of work achieved by this Institution in so short a space of time, and we have not told the half of it, but its members do not confine their exertions to the lecture-room.

Outside means are utilised, and the glory of

English literature, its inimitable Reviews, Magazines, and Periodicals, are pressed into the service by these energetic gentlemen. Thus in "the *St. James' Magazine*," for June, we have an article on "A United Empire," by that eminent literary man, who is an honor to British America, R. G. HALBURTON, Esq. "A Raid and a ride in Canada, illustrated," and other articles.

Literature of this kind are more valuable than gold, and the *Royal Colonial Institute* will do more service to Great Britain by practical statesmanship than all the doctrines the folly of her people have elevated to place and power.

A VERY judicious and sensible article appeared in the VOLUNTEER REVIEW of the 22nd, on *Horse and Field Artillery*. Our correspondent has graphically described the real state of affairs in connection with our Artillery service.

The Canadian officer cannot afford the time requisite to acquire a strictly technical education, nor can the country afford to set apart a sufficient number of its young men, and pay them for attention to this important subject alone.

Taking our present force at 45,000 men, and allowing what we ought to have, a *demi* battery of three guns to every battalion of 650 bayonets, making seventy battalions, we should have at least 35 field batteries—each battery commanded by a Captain and three Lieutenants—making 140 officers. A similar establishment of Horse Artillery, and eight brigades of 440 gunners each, for Garrison Artillery, with 24 regimental, and three field officers to each brigade, so that the officers necessary to command our Artillery service, would muster 496 individuals, whose time should be devoted exclusively to acquiring a full knowledge of the technicalities connected therewith.

The political economists are already making grievances out of the employment of the small and singularly effective staff that controls the force. The addition of such a number of permanent officers would give occasion for grave cause of complaint, and it is very doubtful if they could in any way tender the force more effective.

In order to work out the problem of an "Armed Nationality," military science must be brought to the firesides of the people, and in our case must be mastered at leisure, therefore a sub-division of its parts, as pointed out by our correspondent, must be effected first in organisation, and secondly in practice, while the mode of instruction must be popularised, so as to be easily comprehended.

Of the whole Artillery force in the Dominion, we are confident that not a dozen officers could afford the time necessary to acquire a thorough technical education, and the attempt to impart it will be a failure, not from inaptitude, but from the force of

circumstances, and principally because they can make more money by employing their time at any other pursuit.

At the same time we do not agree with our correspondent, that the organisation of the Schools of Gunnery is either a mistake or a failure, notwithstanding any *local occurrence* in the A Battery. At the first inception of any idea or organisation irregularities will arise, against which all human prevision is powerless, but these gradually effect their own elimination, and such will be in the case referred to.

We hold that those schools should educate in the best and most scientific manner officers which should become the *local instructors* of our brigades, and that is the aim of these organizations, as well as the chief object kept in view by the Adjutant General at their first inception.

The organization of our whole military force is yet in its infancy; it has been so far a great success, and we have no doubt the Gunnery Schools will add materially to the future prosperity of the Canadian Army, not by attempting too much, but by judiciously preparing well trained officers for each branch of their own speciality, and enabling the country to develop the Artillery to its proper strength.

Complaints have been made of the hardships entailed on the existing force by concentrating the brigades for *annual drill* at Kingston. Most of the members are tradesmen, consequently the call at the busiest season of the year is a grievous loss to themselves and employers.

Would it not be possible to train these men at their several head-quarters, and at such times as would entail the least possible loss to the country. We think it could, and moreover that it could in no way interfere with their efficiency.

We publish to day a list of the Royal Navy, as it existed in March last. The pressure on the columns of the VOLUNTEER REVIEW, by the republication of the Adjutant General's Report, and other important local matter, prevented its appearance at an earlier period.

The *Pall Mall Gazette* appears to think that the *armour plated wooden ships* of the fleet are hopelessly defective. They constitute, however, a very small class indeed, and their withdrawal altogether would not affect its efficiency in any way. The following is the extract referred to:—

"There is reason to fear that all our wooden armour-cased ships are hopelessly defective. The *Ocean* and *Zealous* it is known are in a very bad state, and now the *Prince Consort* has to be added to the list. She is a ship of 4200 tons, carrying twenty-four guns, was launched just ten years ago, and cost £242,000. Five months ago she was docked at Keyham for repairs, but after thorough examination it is found that to make her thoroughly seaworthy would involve the expenditure of one-third of her original cost. This the Admiralty think