

several peculiarities of construction in order to make her engines the most powerful in the world, but she proved a bad failure. The *Paritan*, another of this class, was launched but she was a blunder. Two were sold to France, it is well known what the bargains were. Four are building on the stocks with two turrets, each armed with fifteen inch guns, they are stated to be badly decayed.

The Secretary of the Navy states that it consists of 179 ships of all classes, and in all conditions. These are calculated to carry when in commission for service 1,300 guns exclusive of howitzers and small cannon-ades.

"Of these remaining on the Navy list, 20 are sailing ships, and the remainder side wheel steamers, or sailing vessels with auxiliary screws; 53 of them armed with 601 guns, are in service, attached to the various fleets and stations as regular cruisers, dispatch boats, hospital, store, receiving, and practice ships, these, with the tugs and small vessels in use at the various navy yards and stations, make the force in commission for all purpose of naval service.

Of the remainder 6 are nearly ready for sea, and will join the various squadrons as soon as the crews can be enlisted and organized; 52 are monitors, one of which is now in commission, the balance being laid up at the various stations, but principally at League Island, where, in the fresh water of the Delaware, their iron bottoms deteriorate with far less rapidity than in the salt water of the other stations; 17 are under repair at the various yards; 13 are on the stocks, never having been completed and launched, and the balance of those whose names are on the list are laid up in ordinary.

Of these last a very large proportion, including, as a general proposition, almost all those built of unseasoned white oak, are unfit for use, and cannot be repaired with advantage.

It is evident that Great Britain need not fear so contemptible an antagonist at sea, and the Canadian people will deal with their land efforts. A war of blockade would starve them out in a year; their only hope would be in an European complication which the imbecility of a majority in the British House of Commons might allow to paralyze the efforts of the nation—the great Yankee nation was created by such foolery—and England is paying the penalty now of the folly of her political Charlatans.

The visit of the Grand Duke Alexis may have more to do with the present complications than appears at first sight, and even the Cataclysmic imbroglio may have been a studied piece of Bismarckian statecraft of the Washington politicians.

Our neighbors of the model Republic have always been distinguished for astuteness, and in their public and national transactions not particularly over-burthened with honesty, whether negotiating a treaty for universal peace, and as a precedent for future statesmen of how easily "the last argument of kings" can be avoided, in theory at least or floating the stock of a doubtful railway enterprise on the British market, their

capacity for over-reaching is only equalled by their unblushing impudence and total want of veracity.

This latter phrase of their character has been beautifully exemplified by the assurance with which they have pushed the prospectus of the Northern Pacific Railway before the people of Great Britain.

Its history is a curious study of the national peculiarities of the Yankee, exhibiting all the phases of enterprise, cunning, selfish greed, and dishonesty, but all rendered subservient to the interests of the individual projectors.

The Northern Pacific was designed to run from Superior City, at the extreme western end of Lake Superior, originally laid out, in a locality marvelously resembling the City of Eden which the late Charles Dickens has immortalized in "Martin Chuzzlewit," the enterprise had a rival in the St. Paul and Pacific Railway, starting from St. Paul on the Mississippi, as both projects had a common terminus and for some 200 miles of their course, across the continent, run within 50 miles of each other, they were amalgamated under the same company.

The terminus of both roads was at some point on Pungat Sound, and the promoters of the Northern Pacific in their memorial to Congress for land grants, stated that the greater part of the territory through which it would run was worthless for settlement which is a fact as it is a part of the Great American Desert lying wholly within the United States and as barren as Sahara.

Their next plea was that the railroad by placing the traffic of the British North Western possessions under their control, would compel annexation, an event which the Washington politicians are most anxious to hasten by every means.

Under these pretences the project was well received, the land and privileges sought for granted, but at this point it became necessary to float the stock on the London market, and the prospectus was altered to suit circumstances, annexation was withdrawn and the advantages to the Dominion substituted, a connection with the system of railways traversing Canada was to be made at Sault Ste Mary at the foot of the Lake Superior, and a short line of seventy miles from the frontier at Pembina to Fort Garry would largely develop the trade and resources of that portion of Her Majesty's Dominion, and it was not necessary to build any railway further North. The worthless land had become the most fertile in the world.

Within the last week or so some clever fellow in England spoiled the nice little game those gentry were playing by exposing through the *Times* the false pretences; and insidious manoeuvres of the promoters of the Northern Pacific, and that as a scheme it would be made subservient to filch the money from the pockets of the English capitalist to build a railway which would

then be used as a lever to rob Great Britain of her most valuable possessions, and that tremendous efforts were made to direct attention from the Canadian Pacific Railway as being an unnecessary work, and it is said the writer has fully effected his object by awaking the attention of British capitalists to the true objects which Jay Cooke & Co. have in view.

If the English moneyed interest requires safe investment for capital it will pay many times better to invest it in the development of the resources of their own territories, especially as by so doing they increase the area of production and consumption, and secure for themselves a market where no hostile traffic can effect their manufactures.

Whether they will be wise in time or not it is the plain duty of the Canadian people to be the builders of their own Pacific Railway, the writer in the *Times* referred to intimates that the construction of the Pacific Railway would be undertaken by the Canadian Government, if so, his letter has probably been inspired by one of our own Statesmen who understand the magnitude of the interests at stake and are prepared to meet the emergency.

The Canadian Pacific Railway would furnish the shortest route across the continent from the Atlantic to the Pacific Ocean by over 600 miles, an advantage in railway travel of so decisive a character as to throw all other into the shade, but it would actually lessen the distance. The trans-continental traffic would travel between the Pacific and British Isles by over 1,000 miles compared with the Northern Pacific, and as self-development is our true policy its construction is a necessity thereof.

Throughout its whole length it will run through the richest agricultural country in the world, diversified with forest lands of incalculable value, and with minerals the indications of which show their extreme richness.

Gold, silver, iron, copper, and coal are to be found in abundance, the copper and silver ore of the Lake Superior regions are beyond comparison the richest in the world. British Columbia furnishes gold in abundance. The largest bituminous coal field in the world is to be found in the Valley of the Saskatchewan, and no other country furnishes such quantities of pine as the Ottawa Valley.

The Canadian people do not wonder at Yankee covetousness, but they are determined to develop the resources of their own country without foreign interference.

The political horizon is by no means clear, the muddle made of the Washington Treaty by the Whig radicals is sure to result in either war or a further humiliation for Great Britain; in either case, our duty to ourselves, is clear, we should make preparations for any eventuality.

It has been our opinion for a long time that the great cities and towns of Canada should