

the Dominion—the value of goods entered for six months, ending 30th Jano, 1871, is \$286,337; duties collected, \$15,723.

The number of vessels built in Canada during the year is as follows:

Ontario, 55; tonnage, 7,777.

Quebec, 80; tonnage, 20,061.

Nova Scotia, 146; tonnage, 44,307.

Now Brunswick, 108; tonnage, 353.

These figures will give our readers an idea of the importance of the trade and commerce of the Dominion of Canada and its steadily progressive prosperity.

"The Yankoo fishermen want the extension of the three mile limit to the Canadian Lake shores, or in other words, the same privileges with regard to our inland fisheries, as the Washington Treaty gives them upon the sea coast. To accomplish this there is to be a Convention of U. S. fishermen at Detroit shortly. Wonder what next our cute neighbors will be attempting? Give them an inch, and they will take twenty. These fishermen must have a vast amount of 'cheek.' Hadn't they better come and gather our grain harvest next autumn and claim a share of our cattle and sheep and pigs and horses."

The above paragraph which we take from the *Belleville Intelligencer* appears to be merely the natural action of the Treaty of Washington and shows the danger of conceding a single privilege to the people or Government of the United States.

It is very evident that we are at the commencement of a series of troubles and encroachments for which the conditions of that treaty will furnish a pretext, and that in the end we will be obliged to resist, the result being an appeal to arms to rectify the blunders of diplomacy.

As a matter of course the inshore fisheries involve the right of shore occupation.

In another page will be found an article copied from an *Exchange* entitled: "The Conditions of the South," the consideration of which we earnestly recommend to the *Northern Journal* and the few advocates of the Republican persuasion which flourish under monarchical institutions in this free and happy country.

The vast mass of our people need no warnings against the falsehoods or shams of the pure democracy so much lauded by the little clique of *doctrinaires* to be found in Montreal and Quebec, the beauties of the system are too apparent to need very much comment, and the Canadian farmers will be converted to Republican ideas when the Greek calends arrive, but there is very little likelihood of that consummation being arrived at one day sooner.

What a splendid chance carpet baggers would have if Canada was annexed, the beauties of their rule in South Carolina and Alabama would be repeated on a large scale, and it would furnish a splendid opening to our incipient Jim Fisks, as no doubt certain members of the genus are to be found in

our large cities whose energies are cribbed, cabined, and confined by the stringent rules of law and order only requiring democratic rule to flourish and blossom into full maturity.

MODERN science as applied to practical mechanics has changed the Art of War, not so much by the improvements effected in arms or material, as in logistics and major tactics, as far as supervision of the various movements and intelligence is concerned.

The railway and telegraph have produced far greater revolutions than the breech-loading rifle, the mitrailleuse or rifled artillery.

Experience during the last contests in Europe proves that as far as mere weapons of precision are concerned little or no difference is perceptible in the results of an actual battle between those instruments of destruction and Brown Bess of a century since, in both cases close fighting and the bayonet decided the contest, no difference of any consequence having occurred in the number of cartridges used or in the killed and wounded.

Practically then the conditions are changed by the power given—to move armies—bring forward supplies—and as it also enables a much larger force to be brought to the front to enable the General to direct operations over an area whose extent would make supervision impossible under the *ancien regime*.

As Prussian success has dazzled the understanding of most military men a synopsis of the mode by which they utilized the great powers supplied by those mechanical contrivances, and the part they played in their tactical and strategical movements will be instructive.

An able article in the *Edinburgh Review*, for January on "Railway Organization during the late war" lays down the following principles as the advantages to be derived from railways in supplying an army.

"1st—Railways enable supplies to be drawn from almost unlimited distances; formerly an army was dependent for its food upon a small circle of country from which the supplies had to be conveyed by a laborious process."

"2nd—The loss or damage suffered by supplies in transit is considerably diminished."

"3rd—The number of reserve magazines or depots which it is necessary to establish in the rear of an army as it moves forward is materially lessened."

"4th—The cost of transport is enormously diminished, and especially the number of men necessary as escorts or drivers. It has been calculated as an illustration that one day's supply for an army of 85,000 men can be conveyed 400 miles by one train in forty hours."

"The same amount of supplies conveyed by road would require 275 light carts (two

horses each) and from twenty five to thirty days on the road."

A train would require an engine and fireman, and there are four brakemen or guards, whilst each cart at least would require one driver. In the concentration of troops it is calculated that railway locomotion has increased the facilities six fold.

Railways afford facilities for bringing troops to the front without loss by straggling, war as conducted on the old principle involved long and tedious marches the loss by this means was often an important agent in deciding the success of an operation.

They also enable a general to march troops at any point and to move them during an engagement to any desired position; and lastly they enable him to dispose of his prisoners without weakening his force by detachments as escorts or guards.

In order to make all those powers of a railway available, a careful and well-trained organization of the traffic department is necessary, and this the *Review* says was prepared with great care at Berlin, but an article from the *United States Army and Navy Journal* published in another column tells a very different story as it describes the system as being entirely too cumbersome for practical utility.

The system described by the *Review* consisted of a mixed committee of staff officers and employees of the Ministry of Public Works, and it provided that "twelve full and twelve empty trains were to run daily on the single line of rail, eighteen full and as many empty on the double lines, besides six or seven goods trains."

Since the introduction of railways into Prussia, great care has been taken to make the various lines subservient to strategical considerations, every carriage placed thereon is constructed with a view to its utility as a vehicle for conveying infantry, cavalry, artillery, horses or munitions of war, provisions and general stores being conveyed on covered trucks.

Each military train contains a battalion and it required 1,300 of those trains to move the fifteen *corps d'Armee* to the Prussian frontier in fourteen days.

With reference to the use of the telegraph the *Review* says: "The direction of an army from the rear would scarcely be possible without the existence of good maps. Topography is a necessary adjunct to success."

"A topographic department is useful as a means of collecting information in peace, but in war every officer should be a topographer capable of supplying the defects of the local maps."

The Quarter-Master General's department in the Prussian service is divided into three sub departments, as follows:

1st—The supply of men, horses, provisions and military stores.

2nd—The removal of sick, wounded and prisoners.

3rd—The maintenance and repairs of rail