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### ENGLISH NAVAL POWER AND ENGLISH COLONIES.

Anything that relates to the greatness of Britain, and especially anything that is calculated to impress upon the mind an adequate idea of her immense naval power, must be deeply interesting to Canadians. There are very few of us, of course, who are entirely uninformed upon this subject. Our people read from time to time of the great number of war vessels possessed by "the mistress of the seas,"—at every festive board throughout the empire may be heard the thrilling strains of "Rule Britannia," and "Hearts of Oak;" and seldom, indeed, do we hear a festive harangue into which is not introduced the hackneyed but grand old lines:

"The flag that's braved a thousand years,  
The battle and the breeze."

But when we meet in American literature a tribute to the tremendous naval resources of the British Empire, the phenomenon is too striking to be passed over with a mere nod of hearty assent.—In the *Atlantic Monthly* we find one of the best articles upon this subject we have ever read, and from which we will take the liberty of culling a few facts, which we have no doubt will prove deeply interesting to a great majority of our readers. England possesses unrivalled facilities for naval production. From end to end, and from side to side it is one vast workshop, which receives every new invention, and seizes upon every appliance elicited by progressive science; and the ruling idea throughout is, Britain must remain supreme upon the Seas! Whether she turns her attention to the clothing of the world or the building of navies, there is no out-measuring her mechanical skill and activity. We are told that in 1857 England had 300 steam ships of war, carrying 7,000 guns, besides which she had as many more sailing ships, carrying 9,000

guns, an equal number of gunboats, besides a powerful navy connected with her East Indian Colonies—a total of 900 vessels and 20,000 guns! "What tremendous elements of naval power," says the writer, "are these! One does not wonder that the remark often made is so nearly true,—that if there is any trouble in the farthest port on the globe, in a few hours you will see a *British Bull-dog* quietly steaming up the harbor, to ask what it is all about, and whether England can make anything out of the transaction." Were these vast naval resources only employed in defending the spot of ground which now forms but the heart of the British Empire, they would be found far too great for the object desired, but Commerce is the great motive power which makes England what she is—without it she would sink into hopeless mediocrity. To protect a commerce which reaches to the ends of the earth, war ships are necessary. North, East, South, West, the noble watch-dogs must put boldly out to sea—they must cross the stormy Atlantic, plough the far Pacific, double the "Cape of Good Hope," and strike into almost unknown waters far beyond. This is what is required from the navy of Great Britain, and this is what is done.

And then comes a point of absorbing interest to British Columbia. Spread far and wide, as the ships of England are, and exposed to every vicissitude of battle and storm it is necessary that they should be able to find some friendly ports open to them, where repairs could be made, provisions secured, and most important of all, perhaps, coal laid in. Is this necessity met? Hear the writer in the *Atlantic* on the subject:

"The sagacity of England was never more clearly shown than in the foresight with which she has provided against such an emergency. Let war come when it may, it will not find England in this respect unprepared. So thickly are her colonies scattered over the face of the earth, that her war-ships can go to every commercial centre on the globe without spreading so much as a foot of canvass to the breeze.

"There is the Mediterranean Sea. A great centre of commerce. It was a great centre as long ago as when the Phœnician traversed and passing through the Straits of Hercules, sped on his way to the distant and then savage Britain. It was a great centre when Rome and Carthage wrestled in a death-grapple for its possession. But England is as much at home in the Mediterranean as if it were one of her own lakes. At Gibraltar, at its entrance, she has a magnificent bay, more than five miles in diameter, deep, safe from storms, protected from man's assault by its more than adamantine rock. In the centre, at Malta, she has a harbor, land locked,