

America which might be in need of their services. Were Canada threatened, to Canada we should cheerfully go; were Nova Scotia threatened, the Canadian regiments would soon be at our side. What more could Federation do for us as regards defence? What extra value would our militia require by being under the orders of the Ottawa Government? None whatever; on the contrary, the more distant we are from central authority, the more confusion consequent upon carrying out commands from Head Quarters. In Mexico's statistics of B. N. America, we find the following passage: "Allowing one-eighth of the population of these Colonies capable of carrying arms, we have a total force of 411,520; and taking one-seventh of the population as the number capable of doing militia duty, we have a force of 469,000. However, in case of emergency, 400,000 able bodied men could be called into the field, for the defence of the country." The value of such a force can hardly be overrated when we come to reflect upon the topographical difficulties to be surmounted by an invading force. In the event of a war upon the Canadian frontier, other qualities than those wherein British troops are disciplined would be required. It is one thing to manoeuvre steadily under fire, but it is another thing to make the most of Nature's gifts for purposes of defence or obstruction. In a fair, stand-up fight, it would be absurd to expect, in a newly organised militia force, that steadiness and prompt obedience which is part and parcel of a regular soldier's daily life; but, on the other hand, ninety-nine British soldiers out of a hundred would make but a poor figure, if ordered to run up a stockade at short notice. In an irregular, frontier war, the practical experience of those whose whole life has been passed in the camp and in the forest would be invaluable, and that the Imperial Government would gladly pay for such aid is, we think, undeniable. How, then, will Federation strengthen us against a possible invasion? It may be urged that an Intercolonial Railway will facilitate the transit of troops to and from the different portions of B. N. America. This is very true, but our position being stronger than that of Canada, it follows that, for purposes of defence, the Intercolonial Railway is more important to Canada than to Nova Scotia. As regards defence, we can get on very well without an Intercolonial Railway. War, between two such countries as England and the States, is not determined upon in a day, and the mere suspicion that war was at all likely would find us well prepared. The West India fleet is close at hand; we have in our midst a disciplined force large enough to form a nucleus for any amount of militia, well armed, and for the most part well drilled; our position is such that we are fully able to take care of ourselves. Canada, on the other hand, is most unfortunately situated, and is liable to be invaded at the shortest possible notice, should difficulties arise between England and the States. Our population is greater in proportion to area than that of Canada; our communication with the sea and consequently with British men of war, is open all the year round; between us and an American army there are many obstacles difficult to overcome, so long as New Brunswick remains loyal, and England remains mistress of the seas. But, it may be urged, as it often has been urged, that this argument is based on selfishness. Not so,—it is based upon, what seems to us—common sense. If we are in danger, Canada is still more in danger; if strength by union is the key stone of that vast fabric termed Federation, Canada will profit by the structure which we merely help to raise; if Canada want our fixed alliance the better to defend her frontier, let her give us the railway first, and trust to our loyalty hereafter. We are ready at the present moment to help Canada against aggression, and if such help only is

needed from us, it is Canada's policy to facilitate the transport of our militia by railway communication. If, on the other hand, Canada seeks Union merely for political reasons, the sooner the popular cry "Union is strength" be allowed to die out, the better for us all. As regards defence, an union with Canada under the terms proposed, would rather weaken Nova Scotia than otherwise. Let us have the Intercolonial Railway by all means, but do not let us confound a mere political bargain with the lofty, but unmeaning, and in our case faulty sentiment, "Union is strength." Let us do what we can towards placing our militia on a better footing than heretofore; let us show England that we can be loyal and self denying without bargaining for a railway more important to Canada than to ourselves; let us, by rejecting a scheme, which, if accepted, will entail upon us undying remorse, show that Nova Scotians have a will of their own. We cannot conclude this article without expressing our entire dissent from the opinions of those who assert that Canada is coveted by the American States. Mr. LINCOLN'S Government has enough to do without seeking for fresh sources of anxiety. At the present time, it would not be worth America's while to conquer Canada; but should American statesmen think otherwise, they will not wait until the Intercolonial Railway is accomplished. But "UNION IS STRENGTH!"—say the Federation party. It is not so in our particular case—as everyone not led away by the most transparent clap-trap, knows full well. The Federation party should adopt a better cry.

IN THE COUNTRY.

In the midst of this dreary winter, when the streets are intolerable, by reason of their slipperiness, when the neighbourhood is made miserable by roaring winds, it would be pleasant indeed to make a summer trip into the country. Reader let us go there. Imagine (if you can) that we are enjoying June weather, and we will travel together down one of the happy valleys of the Province. There may be something to croak at even there, but we shall enjoy in fancy a warm sun, fairish scenery, and if you are a pleasant companion we will try to imitate your example, and become one too. By the bye we are going to call you "Jones" instead of "reader";—it sounds less formal, and is more colloquial than the latter word. Here we are at S—, the train is only a quarter of an hour late, so we are rather fortunate than otherwise. The coach of course waits for the mail. You ask "are the mail coaches good?" We cannot answer your question *directly*. This particular coach may be better than any other in the Province, but for all that it is only a hearse, meant to carry one, and converted by the addition of seats into a vehicle supposed to carry six, eight, or nine, as the case may be. This dear reader—we beg pardon—Jones, is only natural; you must not expect too much in a young country like ours. Here is our coach. What! you say it would run lighter for an occasional cleansing? You say there is a hundred weight of mud about its wheels and body? Pah Jones! you jest; this coach does eighty miles three times a week! How could it be kept clean? We see that you are vanquished and astonished at the distance travelled. You must agree that there can be no time for more than the ordinary oiling necessary for the safety of passengers. So—so—we are of the same mind, let us get in the coach. It will start when the driver has done his chat in the house. You cannot complain of that little innocent waste of time, surely. Ah, here he comes, now we shall be off. Bump, bump, bump, but don't complain Jones; the roads are not good we admit; but the expense of keeping them up falls somewhat heavy upon the Provincial purse. Do you ask