

I remember well how much that night I enjoyed eating my roast goose at a rebel's fireside, which my good friend the late Mrs. Colonel Racey of Mount Pleasant had given me, with her blessing as we left her loyal household that morning.

A gay ball at Col. Ingersoll's hospitable mansion, and it was here I first met the venerable Colonel, and a pleasant week's visit at my late friend Mr. Peter Carroll's, made a very agreeable diversion for the young soldier. As I said before, from this we went to the Niagara frontier in sleighs, having a very jolly time of it.

One of the unpleasant consequences of being engaged in the Caroline was the fear of being secretly shot by some of those who had sworn to avenge the destruction of the steamer. At one time in 1838, we were all marked men, and I remember for two or three weeks that all of us who were in or about Hamilton were in constant danger of being shot, and as night came on my friends used to ask me to stay at their houses, so as not to expose myself after dark. Then we were wholly prevented from going into American cities lest it should be known that we had been one of the party. It gives one a lively sympathy with Irish landlords and bailiffs, and others who are open to the attentions of the dynamite fraternity.

And now, in bringing my recollections to a conclusion, let me indulge in a reflection or two. These are perilous times, and England expects every man to do his duty.

There are those among the prominent journals of the day who think the military power of England is not to-day what it was at the close of the first quarter or half of this century.

It is not to be denied that modern science has done much to remove England from the exceptional advantages enjoyed by her as an insular power, and notably in the sovereignty of the seas.

The resources of civilization are great levellers. But England to-day, in her outlying colonies, like Canada, Australia and others, has made up for this, and largely strengthened herself against any European or other alliance. As I look at passing events, they are tending rapidly to that federation of the Empire that will give her irresistible force among the nations of the earth.

I am glad to say I am not among the number of those who see insurmountable difficulties in the way of Imperial Federation. The steam engine and telegraph are the great federators. To-day, Winnipeg is nearer London than Edinburgh was fifty years ago.

I see in the rough machinery of war that is now touching if not straining every fibre of the Empire, a strong manufactory of opinion in favor of Federation, and what Conservative England might have taken

years to bring about may, by the stern logic of necessity, become a matter of a few months.

The recent offers of the colonies to give aid in the Soudan, and the actual participation of our voyageur contingent in the ascent of the Nile, under Wolsley, tells England that the colonies, like dutiful children, are ready to share in the dangers and the cost of her campaigns, wherever they may be. I have long seen that the Canadian Pacific railway would be a great factor in this proposed union.

What led the American Government to aid the building of their first Pacific road? That they might have a MILITARY road across the continent, for without it they could not deal with the hostile Indian tribes, and would lose California; and look at the consolidation in a commercial, military and political light that has followed.

Four years ago our Pacific road was in embryo. This timenext year India and Australia will be nearer England than they ever were before and a great deal nearer Canada.

We recall how, in December, 1861, at the time of the Trent difficulty, our troops had great trouble in getting from Halifax to Quebec, taking some twelve days to reach the Grand Trunk railway at Riviere du Loup; and the Red River expedition in 1870, under Wolsley, that took several weeks from Thunder Bay to Winnipeg.

Now, with our Intercolonial and Canada Pacific railways, those troops could leave England and be at Vancouver in less time than it took to get from Halifax to Quebec. Here at once we see the spinal column of Imperial Federation. What may we not expect when we see the the grand portage between Asia and Europe covered by our Canadian railway 2,898 miles long, bringing Vancouver within 12 days run from England, and enabling troops from England to reach Calcutta in nearly as possible the same time as troops from England via the Suez Canal? And if, from any cause, political or physical, the canal were closed, and the Cape had to be doubled, then many days shorter than by that route. And what of the splendid commerce of the east and west? When Liverpool will find itself ten days nearer Hong Kong, and twenty-two days nearer Yokohama than by the Suez Canal. And as compared with the American Pacific road, Yokohama will be 1,100-miles nearer Liverpool by ours.

In a few months hence we shall see the representatives at Ottawa from British Columbia as near the seat of Government as those from Toronto to Quebec were in 1854; and, within a shorter time than I will venture to predict, we shall see the colonial representatives sitting in a Federal Council in London, and in closer communi-