

example in constitutional law or precedent would be followed by any of the new nationalities that Mr. Gladstone's utopianism, or friend John Bright's communistic aspirations might force into existence. The constitutional autonomy of the United States is not a transcript of the British constitution but a travesty of it, whose executive—the mob—would effectually silence such political *free thinkers* as the *Times* without a press law. That journal : ' its party may agitate for the restoration of the Heptarchy if they will, but the Colonies have a clear duty before them and that is to ascertain and assure their own position in the political economy of the British Empire.

The threatened withdrawal of the Imperial troops from Canada will compel the consideration of the requisite measures for maintaining those positions which are necessary for the safety of the country, such as Kingston, Montreal, and probably Halifax, although it is likely the garrison of the last named city will be merely reduced and not altogether withdrawn for very obvious reasons. It would appear that the two other cities must be garrisoned by the Dominion Government, and the more exposed position—Kingston—will, as a matter of necessity, demand the largest force, because Montreal has a large local Volunteer force available at all times, and this could be quadrupled in a very short time, and it is accessible by sea. Kingston, on the contrary, has no Volunteer force that could be readily rendered available on a sudden emergency; its only safe line of communication is by the Rideau Canal, and the class of vessels thereon are not particularly adapted for the accommodation or speedy conveyance of troops.

From all this it would appear that a strong force must be maintained at Kingston notwithstanding the local press asserts that the fortifications are to be dismantled. As a position of security insuring the control of Lake Ontario it would be bad policy indeed to leave it without a garrison for very obvious reasons, and not the least of those are the assertions of the *London Times* "That peace is so well assured it would be mere folly to take any precautions or go to any expense in defensive measures." Those prophetic announcements put forth with all the authority of a Peace Congress, apostle and prophet, is the surest possible sign that the cloud of war no larger than "a man's hand," is already on the horizon, but whether it is or not the duty of Canada is plain, and that is to be reasonably prepared for every contingency. The organs of public opinion in London may indulge in those experimental vagaries which have always trebled the cost of human life, suffering and mourning of every contest Great Britain has engaged in, but it would never do for us who have to bear the brunt of the first onset with scanty appliances to follow such silly examples.

Moreover it will be necessary to increase

and render efficient our naval force on all the Lakes, and this should be done by providing vessels of small size, light draught of water and heavy armament. The small vessels manned by forty or fifty men, schooner rigged, with engines of great power, and twin screw propellers are the best adapted for our purposes, and it is to be hoped that this session of Parliament will not be allowed to pass away without a sum of money being placed in the estimates for the purpose of defensive measures such as those pointed out.

The gallant and talented correspondent of the Review, G. W., suggests the alteration of the term "Battalion" now used for that of "Regiment," as being more convenient and more truly defining the organization. That some such change is necessary must be apparent from the fact that at any time for the same regimental division, it might become necessary to raise another Battalion and the difficulty would arise as to how it should be designated. As a matter of course it would be the 2nd Battalion of — Regiment, the existing unit being the first, as long as numerals are used to indicate a particular body of troops, the most simple form is to attach the word regiment thereto, because in actual service no such distinction as Active and Regular Militia should be allowed to exist. The simple title, Regiment of Militia, as G. W. suggests, is undoubtedly the most simple and proper. This subject of a change of designation occurs in an article reviewing "The Soldier's Pocket Book for Field Service," by Col. J. G. Wolsley, and a paragraph on musketry proves that battles will yet be decided by the bayonet. Neither breech-loaders, rapidity of fire, entrenchments, or the perfection of spade drill being sufficient to overcome the skill of a thoroughly trained strategist commanding a well organized and disciplined army. This opinion has not been held by Col. Wolsley alone. G. W. advocated the same principle in this journal before the "Soldier's Pocket Book" appeared, and it must be highly gratifying to our gallant correspondent to find his views supported by such undoubted authority. The suggestions of G. W. are always characterised by sound, practical sense, calm, matured and methodical judgment, and have the rare merit of being always perfectly practical; in fact, if he wants to get into the main top he does not try it by way of the fore stay.

In order to develop the resources of the Dominion two agents are absolutely necessary—capital and population. The problem therefore before Canadian statesmen involves the consideration of the means by which both are to be obtained. The natural solution is to be found in the capacity of Great Britain to supply both, notwithstanding the senseless hostility of the *London Times* to the measure a scheme of "Emigration" will force itself on the Imperial Gov-

ernment, and that will of necessity involve the investment of the capital.

In order to put this question in its proper light it must be premised that the consolidation of the British Provinces of North America involves measures by which thorough access to each and every portion of the Dominion can be obtained with facility. And as that portion of the British Empire which covers the eastern and northern part of North America contains some 3,000,000 square miles of area, therefore a system of railways connecting the various Provinces must necessarily be of considerable length and costly in a corresponding degree.

To connect the capital of the Dominion with Fort Garry on Red River, the capital of the Winnipeg country, will involve the construction of 1170 miles of railway, at a cost of £10,000 sterling per mile, or about £11,700,000 sterling (say \$58,500,000), and two lines of canal, one connecting Lake Huron with the St. Lawrence at or below Montreal by way of the Ottawa, Matawan, and French Rivers, the estimated cost being £5,000,000 sterling or \$25,000,000; the other at the Sault Ste. Marie, costing about £250,000 sterling, or \$1,250,000, making a total of £16,950,000 sterling, or \$84,750,000, a sum which must be expended within the next four years if Canadian statesmen will realize the full duties of their position.

The government of the United States with their country loaded with a war debt which is described by the present Earl of Derby (the late Lord Stanley) as being "a debt which measured by the interest paid upon it is heavier than that of the United Kingdom," as the people of Canada know better than his Lordship is eating into the industry, commercial and agricultural life of that country, paralysing its resources and retarding its development; yet with all those drawbacks means have been found to connect the Atlantic and Pacific to the South and will be found to connect both oceans by a more northerly route close to the Canadian boundary.

Now, the question arises if the construction of this line is profitable for the United States would it not be doubly so for Canada and Great Britain to construct a shorter and more direct route through British territory? The distance from Fort Waddington on Bute Inlet on the Pacific to Halifax on the Atlantic would be 4025 miles, while the shortest possible line through the territory of the United States will be nearly 5000 miles from ocean to ocean.

The advantages of Halifax as a point of departure for Britain or the Pacific coast are sufficiently obvious; it involves the shortest voyage and transit, and in summer by using Montreal as a port of departure the transit could be shortened some 800 miles, while a voyage in smooth water for that additional length could be incurred.

As Canada has no means of access to Lake Superior on her own territory it will be neces-