

feeling of hostility to England" entertained by a portion of the Irish population of the United States cannot, unfortunately, be gainsaid, but if some feeling antagonistic to the North was manifested in Canada during the civil war it was not productive of any offensive act, while many Canadians served in the Union armies, and Canada was, a year or two after its cessation, harried by hostile bands which the United States government disturbed itself but little to keep in check, except in the honorable instance of Col. Wheaton of the U. S. 20th Regiment, who in 1871, took upon himself to oust the Fenian invaders of Manitoba from the Hudon's Bay Fort, just within our border, near Pembina. These things are however past and gone. England having been in the wrong in the Alabama case, submitted to arbitration, and cheerfully paid an amount which, it is notorious, was in excess of actual damages. If Americans choose to remember with bitterness the irritations of that period it cannot be helped: magnanimity in regard to occurrences not a quarter of a century old can indeed scarcely be expected from a nation which still delights to dwell on the provocations of the revolutionary war of more than a hundred years ago. But when the *Globe* assumes that "in the minds of too many Englishmen and their Canadian descendants, there still lingers a remnant of the feeling of the pre-revolutionary days, that the United States can be bullied into doing what these Englishmen desire," and that "they have overlooked the lessons of the revolutionary war," it speaks not according to facts but as it is prompted by its proclivities, and stands plainly revealed as the enemy not only of British connection but of Canadian nationality. As a matter of fact there is not, we believe, a cultivated Briton all over the world who does not deplore the obstinacy of old George the Third, and who is not sincerely convinced of the justice of the cause in which the United Colonies took up arms. That England had not a single general of capacity to place in the field was perhaps a Nemesis. The one man of more commanding ability (Sir Guy Carleton) whose superiority might possibly have made a difference, was appointed too late, and it is perhaps better that it was so, as the struggle would most likely have been prolonged and further embittered had any great success attended the British arms. The uncultivated Briton, if he ever thinks of the subject at all, is probably of the same opinion. But in neither case would the Englishman of to-day regard the great Republic with any feelings but cordiality and respect, were it not for the frequent outbursts of popular American antipathy and aggressiveness which he simply cannot reciprocate. When the *Globe* descants on "the Canadian attitude over the fishery question, the fierce and vicious attacks upon the President and Government of the United States * * * while the whole treatment of American Fishermen has been calculated only to excite hostility," it is easily discernible that what the *Globe* would consider becoming to Canada would be the eager surrender of every Canadian right, at the slightest intimation from America that our doing so would be agreeable to her. Whether a man may reconcile it to his honor or principles to take the oath required by a legislative assembly, to maintain the existing institutions of his country, and at the same time advocate its delivery over to a foreign power, is, under the peculiar circumstances of Canada, a matter for his own conscience, but it does seem to us that a newspaper which pursues a course dictated by these tendencies, is not a Canadian but an American sheet, and would find its more fitting habitat across the border line.

NAVIES AND NAVIES.

The recent exposition of the New York *Herald* of the ridiculous facility with which Halifax and Bermuda could be wrested from the grasp of England and Canada by the irresistible Navy of the United States, would be one of unusual depth and lucidity were it not for the omission of an important prelude to the operations, viz., the administration of a strong narcotic to the British Government, Horse Guards, and Admiralty, and the Canadian Departments at Ottawa. As it would be desirable that all these authorities should be fast asleep when the gallant American expedition sets about its preparations, this omission cannot but be regarded as a serious defect in the scheme. Bermuda is so vulnerable and accessible, and at so vast a distance from England (they usually go by the Cape of Good Hope and on round Cape Horn to get at it) that the sedative might not *prima facie* appear to the sanguine American to be a necessity. Nevertheless, we counsel him to include it in his programme. But it is sorry work to joke while the whole man, inner or outer, is quaking and trembling with fear. We recently gave a very authentic account of the American Navy of 17 or 18 new ships, of which only two or three are as yet at sea. But it is of no consequence that the British North American and West India Squadron, on its present peace footing is, numerically and in weight of metal, almost equal to the whole United States Navy afloat. We have read, marked, learned and inwardly digested the tale of the "General Armstrong." It has made us very sick and tremulous, and we are wholesomely impressed with the capability of one American schooner to defeat a British seventy-four, a frigate, and a sloop, or their equivalents of to-day. No doubt two or three schooners would do it all. Yet it may not be entirely beyond the bounds of possibility that a force might exist which would be sufficiently preponderating to overmatch even American heroism. A week or two ago, we received the October Navy List, and (although nothing can quite still our perturbation) we could almost be persuaded to take some courage from it. It happened that we had not analyzed a Navy List for 18 months. These have been months of extraordinary activity in the British Naval and Private Yards. Not only have an unusual number of ships of remarkably new and powerful types been launched and completed, but all the later vessels exhibit a notable fresh departure in the relation of horse-power to tonnage. Two years ago the figures representing horse-power and tonnage bore something like an average proportion to each other of about three-fourths or possibly four-fifths of the former to one of the latter. In the newer ships of all classes

the horse-power is largely in excess, the figures given in the list indicating alterations in the engines of older vessels, as well as an immense preponderance in those lately laid down. The result of analysis is as follows. There is a new classification First, "Armored Battle Ships," in three classes. Of these there are 48 sea-going vessels. 26 of the first-class, 15 of the second, and 7 of the third, and it is notable that four of the largest old iron-clads averaging over 10,000 tons each, are relegated to the third class, while five more, of similar dates, are withdrawn from the seagoing list altogether. Of brand-new ships of the first class, nine—the *Rodney*, *Anson*, *Benbow*, *Howe*, *Nile*, *Trafalgar*, *Victoria*, *Sans Pareil*, and *Warspite*—the average of tonnage is 10,557, of horse-power 11,555. One only of them is as small as 8,500 tons, and she is, more correctly speaking, a first-class cruiser. More minute detail would show extraordinary size and power in particular ships, but we have not space for it. This fleet of sea-going iron-clads is altogether independent of about a dozen which have been placed in the "Coast Defence" list.

There are 10 Cruisers of the First Class, all new, two of which, the *Blake* and the *Blenheim*, are of 9,000 tons, with the enormous motive power of 20,000 horses each. The Second Class contains 24 ships, 17 of which are new within the last two years, and the remaining seven are very powerful vessels. Every one of them has horse-power largely in excess of tonnage, five of them in the proportion of 9,000 to 2,900.

The Third Class of Cruisers comprises 42 ships, of which the *Canada*, *Comus*, *Emerald* and *Tourmaline* are specimens, except as to motive power, which, though in excess of their tonnage, is not so in so marked a degree as in the numerous newer vessels of the class. Some new ones, like the *Serpent*, show a proportion of 1,770 tons to 4,500 horse power. Total Cruisers—76.

There are 27 vessels rated as Sloops (Commanders' Commands) These range from 950 to 1,170 tons, with horse-power mostly a little superior to tonnage, though some of them will no doubt be shortly laid aside. Five of them, however, are new, with a tonnage of 1,150, and 2,000 horse-power, and three others are of 950 tons and an average of 1,260 horse-power. Of the larger class, the *Buzzard* is a fair specimen.

Two "Gun Vessels," of 950 tons and 1,500 horse-power, might be added to the Sloops, being also Commanders' Commands. These are indicative of a new class.

There is a crowd of Gun-Boats of three different classes. The Third Class, of 1 gun, with a fair horse-power, is exclusively for coast defence. The Second Class is of the *Mallard*, *Wrangler*, and *Forward* type, about 450 tons, and the same horse power. There is a considerable number of these, but they are obsolete, and their replacement is in progress by a new First Class, 26 of which are building or recently built. Some of them have already been at sea. Seven of these are of 735 tons, with 4,500 horse-power; two of 525 tons and 3,000 horse-power, fourteen of about 800 tons and 1,200 horse-power, and two of 715 tons and 1,000 horse power. This is a great improvement in the Gun Boat line.

As there are a good force of troop ships, and a lot of swift vessels ready to be chartered, it may, perhaps, be safely assumed that the narcotic would not be a superfluous item in the *Herald's* light-hearted programme.

REGULARS AND MILITIA.

Lt.-General Sir John Ross is, we take it, not younger by more than five or six years than the late Commander of the Imperial Forces in Canada, Lord Alexander Russell. Sir John, however, although like Lord Alexander, a Rifle-Brigade man, and so little distant from him in standing, is yet an officer of another, a newer, and as we think, a better school. It is somewhat of a characteristic of officers of Lord Alexander's type to entertain feelings of indifference to the Militia. Men of a newer school know that in times of emergency they must not only have Militia under their command, and that there are many circumstances in which the aid of that body either in England or the great Colonies, would be of vital importance, but they have also not failed to grasp the fact that a few weeks with the colors suffices to make them more than fairly good soldiers as to discipline and detail, and perhaps more than equal (at least in Canada) to regulars in certain resources which are the outcome of an intelligence fairly educated, and of the nature of the business, agricultural, mining, or maritime lives they lead.

Both officers and men of the Militia Brigade of Halifax may congratulate themselves on the friendly and appreciative feeling manifested by the present distinguished Commander of the Forces towards the body to which they belong. Of its genuineness and cordiality, we fancy those Commanders of Militia Battalions who enjoyed the General's hospitality after the recent manoeuvres, entertain no doubt. Nor is it confined to such occasions, nor even to the General alone. It is known that it was matter of considerable regret to Sir John that the accident from which he was suffering prevented his inspecting the Aldershot Camp in September for Sir Frederic Middleton, who was busy elsewhere; and it is especially satisfactory to learn that Major-General Goodenough, R.A., who was recently sent out on duties of inspection connected with fortifications and ordnance, has ordered (of course with the sanction of the Lt. General) every appliance of the ordnance corps to be utilized for the better opportunities of instruction of the H. B. G. A., and that officers of the Garrison will, during the winter, give weekly lectures, mainly intended for the benefit of our Volunteer Militia. Every assistance to the Force which may be asked by the Deputy Adjutant General of Militia is not only accorded with the utmost promptitude, and with hearty good-will, but has more than once been anticipated. This state of things is eminently creditable to the Imperial Military authorities, and very satisfactory to our deserving national Forces.