

of Canada. Merchants! manufacturers! farmers!—all classes indeed are so tainted with the lucre leprosy, that they cannot be brought to believe in the wisdom of—“preparing in peace for war.”

If an immediate danger threaten, and the idols of their hearts are in peril, they will assist in packing off every able bodied man to the front within the circle of their influence, whilst they will with equal prudence stay at home themselves to take care of the main chance. So long as the storm is in full blast they will submit to some sacrifices and do their utmost to fan to fever heat the volunteer spirit, but no sooner have the clouds dispersed—the enemy beat a retreat—than the ruling passion (selfishness) displays itself in numberless instances, and disgust with the service is generated among the rank and file of the defenders of the country. True; the returning battalions may have been feted and flattered to the top of their bent, but too many also find their occupation gone—their places filled by others, and have to come out on a fresh line that they may win their daily bread. But this even is not the darkest phase of the cold calculating spirit, which damps the volunteer enthusiasm and cripples its efficiency.

In ordinary times to be a volunteer is to be a marked man. Employees don't want them, if they can get labor equally good without that drawback, which is virtually offering a premium for non-enlistment to the detriment of the service, paralysing all the efforts of officers of battalions to complete their muster rolls. The evil cannot probably be reached by any moral suasion that could be brought to bear on the employers—it is engrained too deeply in human nature, and we may add without being guilty of injustice notably in Canada, where the “almighty dollar” is worshipped almost as keenly as on the other side of the line.

Another system must be adopted; the necessity is apparent, for though the militia authorities may have plumed themselves on the numbers assembled in Brigade Camps this summer, they were little better than armed mobs, and it is truly providential that so few casualties happened. In the field they would have been more dangerous to each other than the enemy. We do not exaggerate when we calculate that at least one third of the men at Niagara were *super-numeraries*, ignorant of drill, who joined *pro tem*. for a lark, and were *non est* when the annual drill was over, so far as the Volunteer force is concerned. Many of the Companies even with the aid of such means could not muster as many privates as officers and non-commissioned officers, and the commanding officers were compelled to break them up and incorporate them with other companies. The whole affair exposed the weakness of the system, and there is singular uniformity in this respect with the reports from the Brigade Camps in all the provinces, showing conclusively that the greater portion of the money annually expended in the volunteer organization is wasted, and that although it doubtless is a very powerful political engine and furnishes quiet a number of fat offices for ministerial supporters, it is inadequate for the defence of the Dominion, and an organic change is imperatively called for.

Our experience has been bought dearly enough—but not too dear, if without delay the system be adopted for the future to the true interest of the country, by enforcing the rule already embodied in the Militia Act, that every able-bodied man in the Dominion under forty-five is liable to turn out to duty in the Militia. The change will be un-

popular we grant with that large class which has not only systematically abstained from volunteering, but has also thrown cold water in every way on the volunteer spirit. They must be taught that no man can be permitted to shirk his duties and obligations to his country in which he obtains his living—in the matter of defence, however onerous may be his private business.

Personal service the country has a right to claim from every one of her sons, adopted or native born, and must enforce it by draft or ballot, if those most interested in placing a sufficient quota of volunteer substitutes on the roll are so illiberal and so short-sighted as to make volunteering unpopular by their treatment of the willing who are placed in dependent positions. The subject is too comprehensive for a single article, with our limited space, and we shall recur to it again so soon as we can find an opportunity.—*Brampton Times*,

THE COAL FIELDS OF CANADA.

We remember years ago it was objected as a great drawback to Canada that it had no coal bed, within its limits. This was certified by the official geological survey. It was a grievous want certainly, for coal generates steam, and steam is the great motor of factories, and manufactures are essential to a country that is ambitious of self-support. Even the railway system must suffer from want of coal. Since Confederation all this has changed. What Ontario and Quebec lacked, the rest of the Dominion has supplied, and now Canada is behind no nation in the matter of fuel. On its right flank, on its left flank and in its great centre, coal and of the best quality is found in abundance. On the Atlantic coast, in Nova Scotia, at the western terminus of the Canadian railway system, are the mines of Pictou, immense in extent and of the most superior kind. Similarly, on the western coast of Newfoundland, there is abundance of coal, easily accessible. In the valley of the Saskatchewan, the heart of the Dominion, there are coal fields of prodigious dimensions, reaching a length of 1,000 miles and a breadth of 200 miles. In British Columbia, and along the Pacific coast, and, indeed, as far inland as the Rocky Mountains, coal is again found and new explorations will probably lead to the discovery of more.

There is subject for congratulation in these facts. Taking them, with other facts, in consideration, they justify the belief that this country is entering upon an era of great prosperity. There is a pushing spirit observable throughout the land which promises well for the future.

A REMINISCENCE.

RUNNING THE RAPIDS THE FIRST TIME.

In August, 1840—very nearly thirty years ago—it was deemed desirable to transfer the steamboat *Ontario*, owned by Mr. John Hamilton, from the Upper St. Lawrence to the section between Montreal and Quebec, and Capt. L. Hilliard offered to take her down from Prescott where she was then lying, to Montreal. Captain Hilliard had been prior to 1831 a boatman on the St. Lawrence, and had thus become acquainted with the channels of the Rapids, which he had frequently navigated on rafts.

Previous to making the experiment of running the rapids with his steamboat, he took soundings to discover whether there was enough water to carry her through. These soundings could only be taken from rafts, nor would the currents admit of the usual lead and line. Captain Hilliard pre-

pared a number of withs of various lengths and sharpened at one end to so fine a point that the latter would be broken upon the slightest contact with the river bed, and these were attached to the rafts which were to be used for taking the soundings. After making the passage it was found that all the withs up to six feet in length were free from breaks or bruises, while those that extended to a greater depth were bent and broken, showing that there was at least six feet of water in all parts of the channel. After satisfying himself of this fact, Captain Hilliard made a trip in the *Ontario*, and in due time arrived safely in Montreal. For this Mr. Hamilton presented him with a handsome gold watch which bears on the inner case the following inscription:—“Presented to Captain L. Hilliard by John Hamilton, to commemorate the safe arrival of the steamboat *Ontario*, in Montreal from Prescott, U. C. being the first descent over the rapids of the St. Lawrence by steam, 19th August 1840.” This watch is still in possession of the Captain who is at present in Toronto, and by whom it was shown to us yesterday.

RESULTS OF PROTECTION.—The *Boston Post* prints a conversation with Mr. Blanchard of Yarmouth, Me., one of the most extensive ship-builders in the State, and the last of three generations of successful ship-builders at that place. Mr. Blanchard sought to explain the utter decay of Yarmouth and many other once flourishing towns in Maine, and conclusion was that the destruction of these seats of industry was wholly due to the Protective tariff. In 1859 he could clear a ship of nineteen hundred tons for \$5.50. Last month he paid \$610, of which \$571 was for tonnage dues—thirty cents a ton being collected from ships whenever they return from foreign voyages, so that for this reason alone vessels are kept for years away from home. The duties on all articles of supplies are so great that as few as possible are put on board new vessels, to serve a temporary purpose, the rest being made up in the Provinces at greatly reduced cost. Builders go there for anchors, paints and many other things, among the rest copper bottoms, which, said Mr. Blanchard, showed how the Maine mechanics were protected along with the general interests of trade. The duties on articles used in the construction of ships were double their former rates, and the consequence was that Yarmouth, which formerly turned out fifteen or twenty vessels a year, now had but one on the stocks.

Warned, perhaps, by her neglect of the Suez Canal project at a time when she might have attained virtual control over that route. England now seems inclined to encourage the building of a railway along the Euphrates Valley as a highway to India. Parliament has appointed a Special Committee to examine and report on the subject, and leading men declare themselves in its favor. Leaving the Mediterranean on the Syrian coast, it is proposed to run the road along the Valley of the Euphrates, with its eastern terminus at the head of the Persian Gulf. The saving of distance, compared with the Red Sea route, would be in a straight line, 4,000 miles, and as vessels proceeding by way of the Red Sea have to make detours of 500 miles and upwards during the monsoon months, the actual gain would be sometimes more than this. The route proposed would, of course, make necessary the trans-shipment which the Suez Canal has obviated; but it is clear that for passengers, and some kinds of freight, it would on account of the marked saving of time, be preferred to any other.