

the Nelson river, for part of the imports and exports of the North-West, and that the route connecting the Assiniboine and Red River of the North, through Lake Winnipeg with the Saskatchewan coming from the West, and with the Nelson river which flows into Hudson's Bay, must be rapidly improved, having this end in view.

For military reasons the opening up of these means of communication become matters of necessity. We cannot, and should not allow a reason to exist for such an impediment as was placed in our way by the United States, in closing their canal at Sault Ste. Marie last spring. There must not be any doubt in the future as to our right to pass Sault Ste. Marie with troops, if at any time it became necessary to send troops that way. Our only safe course is to construct a canal at that point; to complete the road from Thunder Bay to Fort Garry; to hasten the construction of our Intercolonial Railway north of Lake Superior; and to lend a helping hand in improving the route Westward, from Hudson Bay by way of the Nelson river and Lake Winnipeg as a military necessity.

If we are in earnest in our desire to cement the destinies of all these Provinces and to develop the resources within our grasp, there is room for a Dominion policy, which will require the united energies of the foremost and best statesmen Canada can produce to carry out.

The construction of railways through the great prairie districts in the Western States has, as a rule, been made in advance of settlement. The State has aided in the construction of trunk lines by grants of land and a bonus in money, per mile constructed. To make the land grants available, the railway companies have through the maintenance of emigration agencies in the old country at their own expense, secured emigrants who became purchasers of and settlers upon the lands, thus aiding in constructing the railway and afterwards in forwarding the produce of their industry to market, affording ample traffic for the line. It is, therefore, fair to suppose that the same measure of success which has attended the construction of such railways in the United States will also, under similar circumstances, result to us in the construction of the Canada Pacific Railway.

The great advantages resulting to the State from following this course are first, the rapid settlement and development of the country, and second, the contribution in acres of land and dollars in money in aid of construction, can be calculated with certainty before the work is undertaken.

Mr. Alfred Waddington, the zealous advocate for the construction of a Pacific Railway, having expended much time and money in preliminary explorations, says:

"The 'Canada Pacific Railway' presents the shortest line of route between Europe and Asia, whilst it passes over the most favorable ground in the world for a railroad. The grades and curves are easier, the altitudes infinitely less, the climate more temperate than on any of the other routes across the American continent, and the line is nearly free from snow, thus enabling it to be worked with regularity, rapidity and economy. Timber, ballast, and water carriage in every direction furnish the greatest facilities of construction; coal is abundant both at the terminus and along the road, and the country traversed offers a succession of fertile lands and water communications unrivalled in North America, and presenting such inducements to settlers as Canada has hitherto never had to offer. These will soon

create a local or way traffic, which, added to that of the treasures from the East, the general through traffic and the many other advantages of the route, will make the 'Canada Pacific Railway' beyond a doubt the best paying line across the American continent.

"Settlement and civilization will follow the road step by step, as fast as it advances and its results acquire more and more importance, till it would be difficult to say what amount of population the opening up of such an extensive and fertile territory, aided by all these advantages may attract; - at the end of a couple of years, probably not less than ten or twelve thousand settlers annually. In the adjoining State of Minnesota, the population has increased in the last eighteen years from 5000 to 500,000; and on the Illinois Central the sale of lands more than paid the cost of the road.

"On the North side of Lake Superior, at Neepigon Bay, close to which the proposed route passes, traces of valuable copper and silver ore are abundant, and are believed to extend through the hills that form the divide between that point and Winnipeg river. In the plain of the Saskatchewan, beds of coal crop out on the projected line of road, near the Touchwood hills, 400 miles west of Fort Garry, and again 400 miles further west, near Long Lake, in long. 113 degrees. These will become invaluable, both for the use of the railroad and the future inhabitants of the plain, where wood is scarce. In British Columbia, the road traverses the celebrated Bald Mountains, which are known to be rich in gold, silver, copper and lead ores; and here construction of the railway will no doubt lead to important discoveries.

The location of the route of the proposed Pacific Railway has not been decided on, and although that must depend entirely upon the result of practical surveys yet to be made, and the public interests to be served by the construction of the Railway, we may, for purposes of estimate, give the distances, as stated by Mr. Waddington, as follows:—"From the junction of the Mattawan and the Ottawa (the proposed starting point), to the summit of the Yellow Head Pass (limit of British Columbia), at 2062 miles, and from the summit of the Yellow Head Pass to Waddington Harbour, at the head of Bute Inlet, at 446 miles, or say 2507 miles in all.

(To be continued.)

#### BRUTALITY IN THE U.S. NAVY.

The New York Sun gives the details of a horrible outrage committed on the frigate Congress at Key West, where a sailor, after undergoing other severe punishment for some slight infraction of discipline, was placed in double irons, a line made fast to his wrists and rove through the eyebolt in a beam above, and then hauled taut until the man's arms fairly snapped in their sockets. He ere he remained for some hours until cut down exhausted. The operation was repeated on the second day and says the account:—

On that day, while writhing in agonies indescribable, and uttering cries which could be heard from truck to keelson, he gathered all his strength, and, with one convulsive effort, sought to free himself from the terrible punishment. With the muscles of his face rigidly set, and with his teeth closed like a vice, he threw his whole weight backward on the tautened line, but it would not give. Something else did, however. The man's right arm turned backward over his shoulder, and with a shriek which almost

palsied the hearts of those unwilling witnesses, the poor fellow fainted away.

The man was then turned over to the surgeon by the commanding officer, and the dislocated arm set; whereupon the commanding officer ordered him to duty. The surgeon protested and explained the necessities of so serious a surgical operation. The officer then vented his spleen on the surgeon by ordering him to watch constantly by the injured man's cot until he could report him again fit for duty. This is technically known in the navy as "quarantining a surgeon," and is not an unusual method pursued by the Line in its attempt to depreciate and degrade the staff.

The Hercules broadside iron-clad ship has just had a narrow escape from partial if not total destruction. The vessel recently went out into the Channel to have some shot and shell practice. On the 14th instant the crew had been at quarters all the forenoon, and had finished the day's practice within five rounds at dinner time. The magazines were closed and the unconsumed ammunition (about 200 lbs of powder) was placed in charge of the sentry on the half deck, so as to be in readiness for the men after their meal. The lamp trimmer brought up two lanterns with lights burning; and while the sentry was hanging up one, the ship gave a lurch, as there was a good deal of sea on; the other lantern was capsized, and the naked light fell on top of the powder cases. Fortunately one of the officers happened to be close at hand. He rushed across the deck and in an instant extinguished the candle and so probably saved the ship and many lives.

There are two large French paddle wheel steamers lying safely moored within about one mile of Southampton pier. The names of them are the 'Europe' and the 'Emperor.' Alongside these vessels lies quietly but watchfully a British man-of-war, with her ports open and her guns ominously peeping out. These vessels contain a considerable amount of the rich and valuable property of the Parisian storekeepers and the rich classes of France. The jewellery and other valuables, consisting of articles of value there deposited for safety. It is reported that the Crown jewels and some of the money belonging to rich individuals are deposited in these vessels for security. The vessels look particularly clean and smart, and have been selected for this special purpose as being the superior in the mercantile navy of France.

A Connecticut ruralist, whose load of hay was found to develop several heathy boulders remembered that he "drov putty close to a stun wall" on his way to market.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favorite. The CIVIL SERVICE GAZETTE remarks:—"The singular success which Mr. Epps attained by his homoeopathic preparation of cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well selected cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which saves us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the Trade only in 4lb, 1lb, and 1lb tin-lined packets, labelled—JAMES EPPS & Co., Homoeopathic Chemists, London, England.