firm for the navy at St. Louis. As the navy has had no hardtack contract in St. Louis the paymaster general paid no further attention to the matter.

GLADSTONE'S FAITH IN THE COMMON PEOPLE.

Unlike Peter the Great or Napoleon, Mr. Gladstone complied, throughout the whole of his life, with the moral law. Even in those episodes of his career wherein he has been most bitterly denounced, no one competent of forming a just judgment of his motives can deny that he possessed nobility of aim. I will give an example.

As events have turned out, the English surrender of the Transvaal was probably unwise. Certainly it produced in England the bitterest feeling of humiliation and national wounded pride—a feeling in which I have always shared.

After my first visit to South Africa, when the opportunity was afforded me of seeing much of those who had suffered for their loyalty to England, this feeling of shame and indignation was redoubled. Firmly believing that Mr. Gladstone had acted wrongly in the retrocession of the Transvaal, I returned to England with the conviction that his South African policy was governed by motives of political expediency. It was in that frame of mind that I met Mr. Gladstone, in a country house, on Easter Monday, 1886. I shall never forget the first serious conversation I had with him. He introduced the subject by referring to my recent visit to Africa. Believing that an opportunity had arisen not to be missed, I said to him, speaking in the interests of my countrymen and country women who had lost their all by reposing faith in England's promise that the British flag should never be hauled down so long as the sun was in the heavens, "Sir, I think, if you had been, as I have been, in the homes of those Englishmen and loyal Dutch Boers who have been ruined for no greater fault than a foolish confidence in Great Britain—I think your cabinet would not have surrendered the Transvaal."

Taking me by the arm, and with his marvelous onyx eyes blazing with indignation, he gazed out of the window at the sky and the budding trees, and spoke for nearly 20 minutes, in a low, rich voice. He raised his arm with the gesture with which a lion raises his paw, and I realized, for the first time, the greatness of the man.

What he said, in effect, was this: "We have given back the Transvaal to its owners because it was acquired from them by fraud. A small country, a mean country, a country less sure of itself, could not have done this thing. Perhaps England alone, with her 800 years of history behind her, could have dared to do this act. To have done it shows the greatness, not the smallness, of England. The common people wished it. They hate injustice; they refuse to profit by fraud. The common people are always right. They were right in Macedonia; they were right in Judea;" and then he added, with a sweep of his arm so vehement that I thought he was about to crush me, "they are right now."—Arnold White, in Harper's Weekly.

AMERICAN ARMY TRANSPORT.

Though the United States have only engaged in one "foreign" war, that against Mexico, its army inherits the best traditions of transport service of any civilized nation. For nearly a century North American migration has been conducted not by sea, but by land; and the settlement and occupation of a vast continent has been effected by a civilized population, who never hesitated to move for thousands of miles, carrying their household goods and families in the "prairie schooners," the mule wagons or ox wagons of the states. At the same time, the pioneers of trade never shrank from penetrating with trains of hardy pack-mules into unknown deserts and among the hostile Indians of the plains. Traders and settlers alike spent their lives as transport officers; it was their normal occupation in time of peace; and though the railway has now superseded the pack-mule and the wagon, the old traditions and aptitude are still maintained by the regular army in the frontier posts of the west.

Though the train has generally superseded the "prairie schooner" and the pack-mule, the art of managing the latter has been purposely maintained by the United States war department. The services of one of the most noted "packers" were, by the suggestion of Gen. Sheridan retained to teach the art to the officers and men at several posts. He received a large salary, and, later, was sent to the large cavalry station at Fort Riley, in Kansas. To this gentleman the English war office were most glad to apply for instruction during the Zulu war. He came to Natal, and there instructed our troops in the methods of packing mules for army transport. It is believed that there are at the present time in the United States, mainly in Kansas, Missouri and Kentucky, enough mules to provide transport for 70,000 men. Horses are so cheap that it does not pay to feed them on the ranches; and should bullock trains be in favor the Texas steers will be available in tens of thousands. Cuba is in parts much intersected by light railways from the sugar plantations. But, failing railways, the United States possesses not only the finest material for army transport, but the most competent drivers and packers in the world.—The London Spectator.

THE NATIONAL INTEGRITY OF CANADA.

An extract from an article published in the May Forum, on "Canada's Relations with the United States, and Her Influence in Imperial Councils," by Dr. John G. Bourinot, C. M. G., clerk of the house of commons of Canada.

Despite all the powerful influences that have fought against Canada she has held her own in America. At present a population of 5,000,000 (against 1,000,000 in 1840), with a total trade of $250,000,000 (against $25,000,000 in 1840), and with a national revenue of nearly $40,000,000 (against $700,000 in 1840), inhabits a dominion of seven regularly organized provinces, and of an immense territory, now in course of development, stretching from Manitoba and Ontario to British Columbia, whose mountains are washed by the Pacific ocean. This dominion embraces an area of 3,519,000 square miles, including its water surface, or very little less than the area of the United States with Alaska, or a region measuring 3,500 miles from east to west, and 1,400 miles from north to south. The magnificent valley through which the St. Lawrence river flows from the lakes to the ocean is now the home of prosperous, energetic and intelligent communities, one of which was founded nearly three centuries ago. A remarkable system of waterways, consisting mainly of the Red, Assiniboine and Saskatchewan rivers, extends through the plains of the territories as far as the base of the Rocky mountains, and fertilizes a region whose capability for the production of foods is probably not surpassed on this continent. The mountainous country to the north of Lake Superior is rich in gold, copper, nickel and other valuable minerals, which are already attracting the attention of enterprise in Europe and America. The gold mines of British Columbia are most productive; and the great bulk of the precious metal still lies buried in the rocks of that immense province. The coal mines of Vancouver have no rivals on the Pacific coast; while those of Nova Scotia and the territories are capable of infinite development. The treasure of