

there are any number of boat guns, expressly to make part of a force with which we are pledged to unite with England in putting down the slave trade. Our vessels have been often enough on the coast of Africa, for us all to know, that in the light breezes and smooth seas of that station, boats are often more effective than sailing vessels, in capturing slavers, and that a determined resistance on the part of an armed slaver has in several instances, beaten off boats not armed with a piece of cannon. Yet in the face of these well known facts, an American man of war is now cruising on that station without a boat gun! I am wrong; she has one, but it was presented to her by the English commander referred to above who had three in the small vessel which he commanded, and who asserted that it was sometimes impossible to take a slaver without one."—*U. S. Army and Navy Journal*, 28th March.

WARNING TO THE PUBLIC,

TACKABURY'S NEW TOPOGRAPHICAL ATLAS OF THE DOMINION OF CANADA.

This valuable work, which has employed the time of a large corps of artists for the last two years, is rapidly nearing its completion. Mr. Tackabury, the publisher, is not a novice in his profession, but is well known as the publisher of Tackabury's Map of Canada West, published at London in 1862, and Tackabury's Map of British Provinces, published in 1864, as well as a Map of Ontario the past year, showing the electoral districts, &c. The new Topographical Atlas of the Dominion, however, on which he has expended a very large amount of money, he looks upon as his crowning success. Nearly all the leading business houses have already given their orders for it, and the publisher wishes to caution his patrons and the public generally not to mistake any other work for this, as he has been informed that parties from the United States are about to send canvassers through the cities and towns to solicit orders for an American Atlas, with a new title, change of publishers' names, and a map of Canada on a small scale added, and offer it as a Canadian production, at \$16. Do not mistake these works for Tackabury's New Topographical Atlas of the Dominion which shows the lots and concessions in Ontario, Quebec and Manitoba, and is to be furnished at the uniform price of \$12. 4

Colonel Stoffel is about to be tried before the second Council of War on the charge of having, on the 22nd and 27th of August, 1870, destroyed, burned, or torn despatches intended for Marshal MacMahon. The punishment imposed for this offence by the military code, even where there are extenuating circumstances, is from two to five years' imprisonment, and degradation from military rank.

The Steamship *Nile* was lost on her last voyage from Hong Kong to Yokohama. All her passengers were drowned. Among them were the Japanese Commissioners to the Vienna Exhibition.

A TORPEDO DETECTOR.

Captain Harvey, R.N. the inventor of the towing Otter torpedo, lays it down as a primary rule in his tactical instructions for the use of the weapon that an attack upon ships by torpedoes should always be made, if possible, under the cover of night. It is evident that such a rule supplies with much greater significance when an attack is made upon ships lying at anchor in a roadstead than under other conditions, and it was with reference to those, most probably, that Captain Harvey arrived at his conclusions, and also only in relation to the torpedoes of the present, which have to be taken to the enemy, and not to those of the future, which we are promised shall be fired from a tube fixed below a vessel's water line, and which will thus take the form of submarine artillery. The naval torpedo committee have given the subject of attack by torpedo boats at night upon ships at anchor considerable attention and have proved by experimental practice that in the majority of instances the torpedo attack upon the ships must be successful, and that the only effective protection would be some means of searching with lightning quickness and distinctness the surface of the water to a considerable distance around the ship. To supply this want effectually, Mr. H. Wilde, of Manchester, some time since submitted to the Admiralty a proposition for the use of one of his electromagnetic induction machines, fitted with a proper apparatus for projecting the beam of light produced upon distant objects. One of these machines has been fixed on board the *Comet*, twin screw gun vessel at Portsmouth (one of the short and light draught-boats carrying one 18 ton gun on a raising and lowering platform, on the Armstrong Rendell plan), and was tested during the nights of Thursday and Friday, under the supervision of Captain Boys, commanding the Excellent gunnery establishment, and members of the Naval and War Office Torpedo Committees with the most complete success.

On Thursday the *Comet* left Portsmouth harbour for eastern entrance to Spithead from the Channel at about 8 p.m.; but half an hour before leaving a first experiment was made with the machine and its projector lens in throwing the beam of light round the upper part of Portsmouth harbour. The results were startling. The gunnery ship *Excellent* with her tenders and the boats alongside and at the boom-ends, the long lengths of the sea wall enclosing the dockyard extension works, the mud-banks—it being nearly low water, the *Asia* and the vessels about her, and, further away into Fareham creek, her Majesty's yacht *Victoria* and *Albert*, the *Glutton* monitor, and the few men of war boats moving about between the ships at the time, all stood out with wonderful distinctness as the electric light touched them. But, beyond all the others, the *Glutton*, in her French grey paint, given her as an invisible dress at certain distances by daylight, shone out in weird splendour. It needed no subsequent experiment to prove that a vessel painted in neutral colour must stand out very much more distinctly under the influence of the electric light than another vessel at the same distance, and painted with the ordinary black coating of our broadside ironclads. When the *Comet* subsequently left the harbour, and had taken on board the members of the torpedo committees off Southsea, she steamed to a position off Woking and the east end of the Isle of Wight, and anchored, attacks being then made upon her by two steam pinnace torpedo

boats, from the directions of course unknown on board the *Comet*. When the boats had been away a certain time, the electric fire was brought into play, its beam sweeping the surface of the water, and in each instance discovering the torpedo boats before they could lessen a mile's distance between them and the *Comet*. Discovered at such a distance, their attack, of course was considered to have utterly failed.—*Times*.

MR. CARLYLE'S KNIGHTHOOD.—According to a German paper Mr. Thomas Carlyle, the Sage of Chelsea, has formally accepted a German order of merit. Long ago he boastingly declared his contempt of the world's honour, but still he was a hero worshipper, particularly those of the German race; and the star of the 'Order of Merit,' worn till his death by the Italian poet Manzoni, has been conferred upon him by the German Emperor; and an exchange says: 'From the hands of a German Kaiser such distinction must be worth, to Carlyle, more than the oldest English Dukedom. The Emperor William has been the 'able man' who fulfilled Carlyle's predictions. He is the modern Frederick; he is the impersonation of what perfectly disciplined prowess, machine like armies, perfected engineering of war, can do. When Sedan occurred, Carlyle, roared a gruffly eloquent rhapsody of exaltation. He scoffed at the civilization of the Anglo-Saxon; and pointed, with withered finger, to the triumphal car of the modern Caesar. The 'Order of Merit' was surely deserved by this ancient defender of Prussian despotisms and herald of Prussian victories.'

The review of the troops which composed the Ashantee expedition came off on Monday at Windsor with great *clat*. Her Majesty, assisted by H. R. H. the Princess of Wales and the Duchess of Edinburgh, conferred the Order of Commander of the Bath upon Sir Garnet Wolseley. Complimentary resolutions to the troops were also passed that evening in both Houses of Parliament.

London, April 1st.—The *Times* acknowledges the existence of a financial panic in London, and attributes it to the effect of those with which New York and Vienna have been visited, combined with the depressing influences of the Indian famine. It says the check to trade is probably as severe as in any former instance.

A select committee of the House of Commons have refused to take action on the course of the Lord Chief Justice of England in fining and imprisonment Mr. W. H. Walsley, M.P. for Peterborough, for contempt of Court. Their evident opinion on the case is 'Served him right.'

The report that Henri Rochefort and Pascal Grousset had escaped from the penal colony at New Caledonia is confirmed. A despatch from Melbourne, of the 20th ult., says that they, with Goudo and Bulliero, and two other convicts, had arrived at Newcastle, New South Wales.

The Archbishop of Cologne has been arrested at the instance of the Government for violating the ecclesiastical law of Germany.

REMITTANCES Received on Subscription to THE VOLUNTEER REVIEW up to Saturday the 1th inst.

Barrat's Rapids, O.—Lieut.-Col. G. Shepherd, [to March, 1873, 2.00]
Meical, O.—Capt. J. Hanna, to March, 1871, \$1.00
London, O.—Capt. Thos. O'Brien, to April, 75 2.00
Sault Ste. Marie, O.—Capt. J. Wilson, to Feb. 75 2.00
Agamem, Q.—Lieut. John Jowsey, to May, 1871, 2.00
Franklin, Q.—Lieut.-Col. R. Rogers, [to September, 1871 2 00]
St. Stephen, N.B.—Captain John B. B. to [March, 1871, 1 00]