

## DOMINION OF CANADA.



## MILITIA GENERAL ORDERS.

## HEAD QUARTERS,

Ottawa, 13th March, 1874.

## GENERAL ORDERS (6).

No. 1.

## MILITIA STAFF.

To be Deputy Adjutant General, Military District No. 5:

Lieutenant Colonel John Fletcher, C.M.G., Brigade Major 2nd Brigade Division, Province of Quebec, vice Lieutenant Colonel W. Osborne Smith, C.M.G., transferred to Military District No. 10.

To be Brigade Major 2nd Brigade Division, Province of Quebec, with the rank of Major in the Militia:

Honorary Captain the Honorable Matthew Aylmer, Paymaster Military District No. 5, vice Lieutenant Colonel Fletcher appointed Deputy Adjutant General, Military District No. 5.

MEMO.—The Headquarters of Lieutenant Colonel Fletcher will be at Montreal and Major Aylmer at St. John's.

## ACTIVE MILITIA.

## PROVINCE OF ONTARIO.

13th Battalion of Infantry, Hamilton.

To be Ensign, provisionally:

Quarter-Master Sergeant John Honeman, vice Griffin, promoted.

32nd "Bruce" Battalion of Infantry.

No. 1 Company, Southampton.

To be Captain:

Lieutenant John Biggar, M.S., vice Alexander Sinclair whose resignation is hereby accepted.

49th "Hastings" Battalion of Rifles.

Major and Brevet Lieutenant Colonel Mackenzie Bowell, V.B. is hereby permitted to retire retaining his Brevet rank.

## PROVINCE OF QUEBEC.

65th "Battalion" or "Mount Royal Rifles"

No. 1 Company, Montreal.

Captain Alphonse T. S. Chagnon, M.S., is

hereby permitted to retire retaining rank.

8th Battalion "Stadacona Rifles."

No. 2 Company, Quebec.

Ensign Thomas Henry Mahony, is hereby permitted to retire retaining rank.

GRAND TRUNK RAILWAY BRIGADE.

1st Brigade Garrison Artillery.

To be Paymaster:

Quartermaster Thomas Bottomley Hawson, vice Francis Pierre Pominville, deceased.

2nd Battalion Rifles.

To be Major provisionally:

Walter Wily, Esquire, (formerly Major 3rd Battalion Rifles) vice McKechnie retired.

By Command of his Excellency the Governor General.

WALKER POWELL, Lieut. Col.,  
Acting Adjt. General of Militia  
Canada.

## AN AIR SHIP AT LAST.

A VESSEL WITH WINGS WORKED BY STEAM ONE HUNDRED MILES AN HOUR.

For many years Mr. L. B. Hunt, a talented mechanic of Auburn N.Y., has been constructing a vessel with which to navigate the air, and is convinced that he has at length solved the problem of aerial navigation. The vessel is now on exhibition at the fair grounds near Auburn. The car, which is destined to carry passengers, is of wood, 30 feet long, 8 feet high and 8 feet wide. Four wire cables connect it with the engine room, 20 feet above. The car will be fitted up in attractive style, and afford accommodation to 50 persons.

The motive power of the ship is steam, one of Selsby's rotary 50 horse power engines being used. It is so constructed as to turn upright shafts, one within the other, and revolving in opposite directions. To the outer shaft are attached four wings nine feet wide next the shaft, six feet at the extreme end, and twelve long. To the inner shaft are fastened four similar wings ten feet above the other. They are made of sheet iron, slightly concave, and incline at an angle of 20 degrees. When the machinery is set in motion these wings revolve at the rate of 150 times a minute, and it is claimed by the inventor will lift the vessel, weighing about six tons, and laden with six tons more.

The desired direction is given the machine by four wings, ten feet long, acting on a horizontal shaft and revolving at a greater velocity than the lifting wings, and manipulated at the will of the operator or engineer. The whole apparatus is steered by a sheet iron rudder, parallel to the shaft of the engine, at the right of the machine, and sixteen feet long by five wide. From the car to the top of the shaft the vessel measures fifty eight feet. It has cost \$12,000.

Mr Hunt does not entertain the slightest doubt of the success of his air ship. He says he will be able to propel it safely to any point at the rate of 100 miles an hour. He is constructing a vessel of miniature dimensions for the initial trial, which will be made at an early day.

THE AUSTRIAN NAVY.—The Navy of Austria consists of the following vessels, her iron clads with two exceptions being of the broad-side type:—Ironclads: Kaiser, 5,440 tons, 800 horse power, plated with 4½ to 6 inch plates, carrying 10 9 inch Armstrong guns, and a crew of 471 men; Lissa, 6,000 tons, 1,000 horse power, 4½ to six inch plates, 12 9-inch Krupp guns, 478 men; Custoza, 7,040 tons, 1,000 horse power, 6 to 9 inch plates, 8 12-inch Armstrong guns; Erzherzog Albrecht, 5,944 tons, 800 horse power, 6 to 8 inch plates, 8 11 inch Armstrong guns; Ferdinand Max, 5,322 tons, 800 horse power, 4 to 4½ inch plates, 14 8-inch Krupp guns; Hapsburg (sister ship), Juan de Austria, Kaiser Max, and Prinz Eugen, all of 3,559 tons, 650 horse power, 4 inch plates, and twelve 7-inch Krupp guns; Drache and Salamander, each of 3,058 tons, 500 horse power, 4 inch plates, and ten 7-inch Krupp guns. Not Ironclad: Three corvettes of 500 horse power, mounting a total of 71 guns of from 10 to 7-inch calibre; 5 corvettes of from 200 to 400 horse power, mounting a total of 62 guns of from 10 to 7 inch calibre; 4 gunboats of 230 horse power, mounting four 8 inch guns each; 4 gunboats of 90 horse power and 2 gunboats of 50 horse power, mounting four 8 inch guns each; 6 paddle-wheel corvettes, mounting 26 guns in all, of heavy calibre; 4 transports (steam), averaging over twelve hundred tons each; the Lechund, 7840 tons, 230 horse power, torpedo vessel, two 8-inch guns; 2 screw yachts; 5 tugs: and 2 monitors, the Maros and Luttra (steel clad), each of 310 tons, 80 horse power, and two guns. Besides these there are still building, or recently launched, the Laudon, of 14 guns and 600 horse power, and two or three smaller corvettes.

THE WOOLWICH INFANT.—The original "Woolwich Infant," or 35 ton gun, which cracked internally at proof trial two years ago, has now been re-tubed, covered with a heavier breech coil or jacket, and lengthened to the extent of 3ft. in the chase, in the Gun Factories of the Royal Arsenal at Woolwich. In its present condition it weighs 33 tons, and is identical in contour and external dimensions with the 17 land service 35 ton guns now in course of manufacture in the Arsenal, the greater part of which are destined to be mounted on the sea-faces of Breakwater Fort, at Plymouth, to protect the entrances to the Sound. It will, however, be employed only as an experimental weapon, to determine the proportion of powder to be made use of for the cartridge of the new guns and the exact weight of projectile to be thrown, and upon the result of experiments about to be executed with it will depend many points of difference proposed to be introduced in the nature of these land service Woolwich Infants that are at present in abeyance. The increase of 3ft. to the chase of the gun, gives it a far lighter appearance than that of the sea service gun, and by no means takes away from the grandeur of its proportions. Only three grooves for rifling had been cut in the tube, as it is intended simply as an experimental gun, and moreover that number is sufficient to give rotation to the projectiles employed in experiments. The new 38 ton gun is now undergoing the process of being sighted, and having the cascabel screwed in, in the sighting room of the Royal Gun Factories. The coils, tubes, and various parts of the remainder of the 38 ton guns are in an unfinished condition, but completed as far as they can be pending the result of the experiments alluded to.

It is stated that the Brooklyn Navy Yard will probably be closed April 1st, as Congress does not favor the Naval Appropriation Bill.