

The next experiment was the firing of an improvised torpedo (made from an old oil can), by Lieutenant Commander Higginson and Lieutenant Davenport, at the request of the Secretary.

The experiments in the inner harbor were concluded with the firing of three ground torpedoes placed in connection with circuit closers. This was done to illustrate the operation of circuit closer or breakers and to show the use of a Circuit Indicator, designed by Lieutenant Converse, by whom this experiment was conducted. With this important and ingenious apparatus (the Circuit Indicator of Lieutenant Converse) the test circuit is always complete, and any fault in it is at once indicated. When a circuit closer is bumped, the contact is indicated and the firing current automatically switched on the torpedo in connection, all other circuit closers being thrown out temporarily, so that they may not be affected by the explosion. The instrument worked with admirable precision.

The three remaining experiments were performed in the outer harbor. The first of them was the explosion of 65lbs of dynamite against a very heavy raft representing a floating obstruction. The raft was strongly built, but was completely shattered by the explosion, and the fragments were thrown high into the air.

Following this, came the explosion of 100lbs. of liquid nitro-glycerine, 35ft from the surface in 60ft. of water. By this, a very large body of water was thrown out. At considerable depths, the peculiar effect of nitro glycerine is of great value.

The last experiment of the day was the blowing up of an 80 ton schooner, which had been anchored over a torpedo containing 300lbs. of powder and 200 of dynamite. The torpedo was about 12ft. beneath the surface as may be easily imagined. the vessel was completely torn to pieces.

It was a source of gratification to Captain Breese and the officers under his command, that no delay or mishap had occurred during the experiments. It was much to be regretted that Captain Simpson and Commander Mathews are both out of the country. Their presence at such a time at the station which owes so much to their exertions, would have been especially pleasant.

The following day (September 3rd), the U. S. S. *Despatch*, commander Rodgers, the new torpedo boat *Alarm*, lieutenant F. M. Barber, and the *Nina*, Lieut. R. B. Bradford, took part in the experiments. The *Alarm*, on board of which was Admiral Porter, blew up an old schooner with her bow torpedo, exploding also torpedoes from her two side bars against the debris remaining. Later, she fired, simultaneously torpedoes from her three bars, while close aboard the *Despatch*. In addition, she fired her 15 inch gun as well as her Gatling guns. The *Alarm* displayed her peculiar advantages as a torpedo boat by the ready manner in which she can be turned and steered. Her Fowler wheel enables her to turn with extreme quickness. Thus, while enveloped in the smoke from the discharge of her 15 inch gun, her course can be completely changed.

The hulk was well broken up by the *Alarm*, so that the *Nina* did not find much to operate against. However, she exploded a spar torpedo against the largest piece of the wreck left floating.

These explosions were witnessed by the Secretary and his party from the *Despatch*.

It had been intended to have a contest between the *Despatch* and a schooner handled by the lieutenants belonging to the class. The *Despatch* was to tow a Harvey

torpedo, which the schooner would try to avoid. A short time before, in a trial with the *Nina*, the schooner succeeded in evading the torpedo. The *Despatch* being a much faster vessel than the *Nina* would probably be better able to strike the schooner. This plan could not be carried out, since as there was no wind the schooner could not be manoeuvred. A.

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will take place at the Company's Principal Offices, 530 Locust Street, Philadelphia, in the State of Pennsylvania, on Wednesday, November 24th, 1875, and

#### THE WINNING NUMBERS

will be advertised in this Journal and the principal Philadelphia and New York newspapers of Saturday November 27th.

#### THE PRIZES

will be forwarded in drafts, greenbacks, or by post office order per registered letter by Monday's morning mails, November 29th, or if preferred prizes can be sent by express, or in any other manner purchasers may select providing same be signified by them when forwarding orders for pocket books.

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P. S.—Drawing absolute on Wednesday, November 24th. No postponement in the remote contingency of any number of the pocket books remaining unsold a slight reduction not exceeding \$5000 may be made proportionately from the prizes. 41n.42

## MAIL CONTRACT.

TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon,

On Friday, 5th Nov'r, 1875,

for the conveyance of Her Majesty's Mails, on a proposed Contract for four years SIX times per week each way, during winter season, between CARILLON and OTTAWA (South shore), from the close of navigation, 1875.

Conveyance to be made in suitable vehicles. The Mails to leave Carillon on arrival of mail from Vaudreuil and reach Ottawa in seventeen hours afterwards.

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The contract may be terminated or reduced on the opening of the Northern Colonization Railway.

Printed notices containing further information as to conditions of proposed Contract may be seen, and blank forms of Tender may be obtained at the Post Offices of Ottawa, Carillon and all intermediate offices on route.

T. P. FRENCH,

P. O. Inspector.

Post Office Inspector's Office, }  
Ottawa, 4th Oct., 1875, }

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