

able to rely on the whole of the 40 previous minutes which events proved were available, the time was not enough for any great engineering or carpentering work to stop the leak or to devise and carry out any plan for saving the ship beyond what was done, but each minute after the first ten or so intensified my anxieties and responsibilities a hundredfold, and I knew not the moment at which our labours might terminate perhaps for ever. In conclusion, it is due to myself and to my officers and ship's company to state that on my ordering the crew a second time to the pumps on the suggestion of the chief engineer, I was acting entirely against the advice of the principal officers (except the chief engineer, which had been given to me shortly before; but this advice was not repeated at the moment, for we all felt it was our duty to go down with the ship rather than the smallest shadow of a reflection should ever be thrown on our conduct or efforts to save our nobleship. We now leave the case in the hands of this honourable court with complete confidence that we shall be held to have acted judiciously before the accident and becomingly afterwards.

After being in deliberation for three hours and three quarters the court adjourned till Wednesday, when a further deliberation of four hours took place; the Deputy Advocate then read the following finding:—"Having heard the evidence which has been adduced on this enquiry and trial, the court is of opinion that the loss of the *Vanguard* was occasioned by the *Iron Duke* coming into collision with her off the Kish Bank, in the Irish Channel, at about 12.50 on the 1st September inst., from the effects of which she foundered; that such collision was caused—firstly, by the high rate of speed the squadron, of which these vessels formed a part, was proceeding whilst in a fog; secondly, by Captain Dawkins, when leader of his division, leaving the deck of his ship before the evolution which was being performed was completed, as there were indications of foggy weather at the time; thirdly, by the unnecessary reduction of the speed of the *Vanguard* without a signal from the vice admiral in command of the squadron, and without Her Majesty's ship *Vanguard* making the proper signal to the *Iron Duke*; fourthly, by the increased speed of Her Majesty's ship *Iron Duke* during a dense fog, the speed being already high; fifthly, by the *Iron Duke* improperly steering out of the line; sixthly, by the want of any fog signal on the part of the *Iron Duke*. The court is further of opinion that the cause of the loss of the *Vanguard* by foundering was a breach being made in her side by the prow of the *Iron Duke* in the neighbourhood of the most important transverse bulkhead, namely, that between the engine and boiler rooms, causing a great rush of water into the engine room, shaft alley, and stokehole, extinguishing the fire in a few minutes, the water eventually finding its way into the provision room flat and provision rooms through imperfectly fastened watertight doors, and owing to leakage of 99 bulkhead. The court is of opinion that the foundering of the *Vanguard* might have been delayed, if not averted, by Captain Dawkins giving order of immediate action being taken to get all available pumps worked instead of employing his crew in hoisting out boats, and if Captain Dawkins, Commander Tandy, Navigating Lieutenant Thomas, and Mr. David Tiddy, carpenter, had shown more resource and energy in endeavouring to stop the breach from the outside with the means at their command, such as hammocks and sails; and the court is of opinion that Captain Dawkins should have ordered Captain

Hickley, of the *Iron Duke*, to tow the *Vanguard* into shallow water. The court is of opinion that blame is imputable to Captain Dawkins for exhibiting want of judgment and for neglect of duty in handling his ship, and he showed a want of resource, promptitude, and decision in the means he adopted for saving the *Vanguard* after the collision. The court is further of opinion that blame is imputable to Navigating Lieutenant Thomas for neglect of duty in not pointing out to his captain that there was shoaler water within a short distance, and in not having offered any suggestion as to the stopping of the leak on the outside. The court is further of opinion that Commander Tandy showed great want of energy as second in command under the circumstances. The court is further of opinion that Mr. Brown, the chief engineer, showed want of promptitude in not applying the means at his command to relieve the ship of water. The court is further of opinion that blame is imputable to Mr. David Tiddy, of the *Vanguard*, for not offering any suggestions to his captain as to the most efficient mode of stopping the leak, and for not taking immediate steps for sounding the compartments and reporting from time to time the progress of the water. The court adjudges Captain Richard Dawkins to be severely reprimanded and dismissed from the *Vanguard*, and he is hereby severely reprimanded and so sentenced accordingly. The court adjudges Commander Goldie Tandy and Navigating Lieutenant James Cambridge Thomas to be severely reprimanded, and they are hereby severely reprimanded accordingly. The court adjudges Mr. Robert Brown, chief engineer, and Mr. David Tiddy, carpenter, to be reprimanded, and they are hereby reprimanded accordingly. The court imputes no blame to the other officers and ship's company of H. M. S. *Vanguard* in reference to the loss of the ship, and they are hereby acquitted accordingly."

CORRESPONDENCE.

The Editor does not hold himself responsible for individual expressions of opinion in communications addressed to the VOLUNTEER REVIEW. The real name of the writer must invariably accompany each communication to insure insertion, but not for publication.

(FROM OUR OWN CORRESPONDENT.)

MONTREAL, 12th Feb., 1876.

Thanks to the energy and perseverance of our worthy Deputy Adjutant General Colonel Fletcher, and strongly backed in the Council chamber by Alderman George Stephens the claims of the Volunteers for services rendered at the "*Guibord*" funeral on the 16th November 1875, have at last been liquidated, and there is also a slight probability, that the pay due our citizen soldiers for two days attendance under arms, when called out during the elections some six years ago, may, likewise be favorably considered by the present corporation.

A very old and respected officer of the Reserve force has just paid the debt of nature, I allude to Lieut. Colonel Rodier whose decease took place on the 3rd instant. Colonel Rodier held the appointment of Mayor of Montreal at the time of His Royal Highness the Prince of Wales visit to this country. Colonel Rodier had attained the ripe

age of 79 years and is much and deservedly regretted as a loyal subject and true gentleman.

The 5th Royal Fusiliers were lately inspected by their new commanding officer Lieut. Colonel Crawford and turned out for the first time with arms and in uniform.

The 6th Fusiliers furnished the Guard of Honor on the occasion of the departure of His Excellency the Governor General from the City.

The revised Infantry Sword exercise for 1875, is almost a *fac simile* of that produced and published by Lieut. Col. McLeod Moore late H. M. 69th Regiment when that officer was stationed in Ottawa in charge of Penitentiaries a few years since, Colonel Moore was a pupil of Angelo's, and was considered one of the best Swordsmen and singlestick play or in the British Army, his system, of only four cuts and Guards (similar to the present cavalry exercise) has been adopted in the new practice. Of this more anon.

X.

DOMINION OF CANADA.



MILITIA GENERAL ORDERS.

HEAD-QUARTERS,

Ottawa, 11th February, 1876.

GENERAL ORDERS (3.)

No. 1.

MILITIA STAFF.

Storekeepers Frederic Lampson, at Quebec, and Samuel Pope, at Montreal, having respectively the relative rank of Captain, to have the Honorary rank of Major.

ACTIVE MILITIA.

SCHOOLS OF GUNNERY.

Recommendations for admission.

The Schools of Gunnery being chiefly intended for the instruction of officers, non-commissioned officers and men of the Canadian Artillery in the drills, duties &c., pertaining to that branch of the Service—Officers commanding Batteries of Artillery are requested to exercise care and judgment in the selection and recommendation of the