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The Volunteer Review,

AND

MILITARY AND NAVAL GAZETTE

"Unbribed, unbought, our swords we draw,
 To guard the Monarch, fence the Law."

OTTAWA, TUESDAY, JUNE 27, 1876.

TO CORRESPONDENTS.—Letters addressed to either the Editor or Publisher, as well as Communications intended for publication, must, invariably, be pre-paid. Correspondents will also bear in mind that one end of the envelope should be left open, and at the corner the words "Printer's Copy" written and a two or five cent stamp according to the weight of the communication placed thereon will pay the postage. No communication, however, will be inserted unless the writer's name is given, not necessarily for publication, but that we may know from whom it is sent.

WE have for the past nine years endeavored to furnish the Volunteer Force of Canada with a paper worthy of their support, but, we regret to say, have not met with that tangible encouragement which we confidently expected when we undertook the publication of a paper wholly devoted to their interests. We now appeal to their civility and ask each of our subscribers to procure another, or to a person sending us the names of four or five new subscribers and the money will be entitled to receive one copy for the year free. A little exertion on the part of our friends would materially assist us, besides extending the usefulness of the paper among the ranks—keeping them thoroughly posted in all the changes and improvements in the art of war so essential for a military man to know. Our ambition is to improve the *Volunteer Review* in every respect, so as to make it second to none. Will our friends help us to do it? Premiums will be given to those getting up the largest lists. The *Review* being the only military paper published in Canada, it ought to be liberally supported by the officers, non-commissioned officers, and men of each Battalion.

NOTICE TO SUBSCRIBERS.—It is painful to us to be obliged so often to call upon our delinquent subscribers to pay up. Early in the year every subscriber had his account sent him, five months of the year are gone by and no response made by the most of them to our just demand—our patience, therefore, has become exhausted—and an account is settled by the 1st August next, will be placed in Court for collection and interest charged from time of last payment. *This is the last call that will be made by us upon them.*

Our contemporary *Broad Arrow*, in an able article which will be found in another page, disposes of Mr. E. J. REED's advocacy of the *Popoffka's*, or Circular Ironclads, (on the construction and value of which he read an able paper before the Royal United Service Institution) in very summary fashion, viz., that of comparative speed, capacity, cost and fighting powers; in all of which it is shown they are vastly inferior to vessels of the *Inflexible* class. Our contemporary under date of 13th May, gives the following comparison of the Italian ironclad with that vessel:—

"The new Italian ironclad the *Duilio*, the launching of which at Castellamare, on Monday last, was accompanied with acclamations as jubilant as those which hailed the commitment to the water of our own *Inflexible* a few days before, must be admitted to be, despite the sinister prophecies of Mr. Reed, one of the most powerful vessels in existence. How nearly she approaches, at all events in size, our largest ironclad, is shown by the following tabular statement:—

Ship.	Length.	Width.	Mean Draught.	Displacement.	Engines.	Complement of Coal.
	Feet.	Feet.	Feet.	Tons.	Horse-power.	Tons.
<i>Inflexible</i>	320	65	21	11,200	8000	1200
<i>Duilio</i>	339	75	26	10,600	7500	1200

Likes the *Inflexible*, the *Duilio* will only carry four guns, but these will be of 100 tons each; the armament of our ironclad consisting, as is well known, of 81-ton guns. It is, however, worthy of note that the prescribed armament of the Italian ship is the heaviest she can carry, and that, in fact, when it was decided to fit her with the 100-ton guns in place of the 60 ton guns which she was originally designed to carry, it was found necessary to lighten proportionately the weight of armour laid upon her. On the other hand, the *Inflexible* is ready to take four 160 ton guns if it be deemed necessary at any future time to increase her offensive power. A new arrangement, and one peculiar at present to the *Duilio*, has been devised by Admiral St. P. n., to add to the armament of the vessel by placing at the stern in a tunnel, closed by a grated door, a rapid torpedo-boat, to be launched when it may be necessary to employ his means of attack."

On the 31st of May the *Temeraire* was launched from Chatham Dockyard, and our contemporary speaks of that event in the following terms:—

"Very different from the old 'fighting *Temeraire*,' so well known through the painting in the National Gallery, representing the wave and battle worn veteran of the long wars being tugged to her last berth, is the new vessel of the same name, which, on Tuesday last, was successfully floated out of the dry dock in which she had been built in Chatham Yard. The launch at Portsmouth, only a few days before of the *Inflexible*, prevented much attention being paid to the undocking of the *Temeraire*; but notwithstanding the want of eclat attending her birth, the new vessel is certainly one of the most remarkable ships in the English Navy; remarkable not by reason of great size or enormous weight of armament, but because in

her some novel ideas in ironclad construction have been embodied. In the first place the *Temeraire*, instead of being ship or barque rigged, is fitted with two masts only; and she is designed as a sea-going man of war, and is of over 2000 tons displacement, the employment of a brig rig must be regarded as an important innovation. The main deck battery will consist of six guns, two of 25, and four of 18 tons, and does not differ materially from the ordinary battery of a broad-side ironclad; provisions being made, as in many other ships already afloat, for obtaining bow fire from the foremost guns. On the upper deck are two more guns, one of 18, and the other of 25 tons, and these are mounted within fixed turrets over the walls of which they fire. The barbetto system is therefore here introduced in place of the embrasure principle hitherto universally employed in our navy. Whether the increased facility thus gained for obtaining a wide lateral range, will compensate for the greater exposure of the guns and their crews, is a question about which there will be much difference of opinion. For the rest, the interior of the *Temeraire* is traversed by numerous bulkheads; both longitudinal and transverse. Her hull is protected by 11 inch iron plates, and she is driven by engines capable of working up to 7000 indicated horse-power."

WE have always given Mr. PLIMSOLL credit for humane motives in his endeavours to ameliorate the lot of the merchant seamen, but were perfectly well aware that he was carrying his philanthropic ideas altogether outside the true limits. It would appear now that the excitement consequent on the sensational legislation which produced "The Merchant Seamen's Shipping Act," is bearing its legitimate fruits in the loosening of all bonds of discipline, and results in making the seamen the masters of the situation; so that it is equally dangerous for the officers of a vessel to punish or leave unpunished the idle, vicious and mutinous foreign scoundrels. Mercantile patriotism mars British shipping with—the fearful murders enacted on board the *Lennie* and *Caswell*, and shows that this evil must be at once promptly dealt with—and real statesmanship would not leave this question to the hands of any private M. P., be his abilities ever so great.

There appears to be only one mode of dealing with it, and that is, to extend the laws which govern the Royal Navy to the Mercantile Marine—indeed it ought to form an auxiliary to the British Navy, and in most instances be able to take care of itself. As a first step foreign seamen should be carefully weeded out. *Broad Arrow*, in a recent issue, has the following on this subject:—

"Our Mercantile Marine seems to be threatened by increasing dangers. It is not enough that Mr. Plimsoll has exposed the system of insuring and overloading rotten ships which in due course become coffins of their hapless crews. A peril of another description, and from an opposite quarter—which was supposed to be confined to Chinese and Malayan waters in the East, and to the Levant in Europe—has lately been revived, and the relaxation, attributable to the mistaken views of philanthropists, and the false economy of employing unreliable crews because less wages are required, has