

will thus be seen that the number of guns on each side of the main deck has been reduced from fourteen to seven, every alternate port having been altered to suit the heavier ordnance, and to give increased room for the working of the guns, as well as additional space for elevating, depressing, and extreme training. This has been the slowest, most difficult, and most expensive part of the work, and it is understood that every port which has been operated upon has cost upwards of £250. The whole has had to be performed by hand labour, and when it is stated that the 5½ inch armour, the framework of the ship, and the 10 inch teak backing, have all had to be cut through by hammer and chisel after drilling, the exceeding difficulty of the task will be apparent. When, too, all this had been accomplished, the ports have had to be reframed in order not to weaken the ship in any way. These important alterations have necessitated others of a scarcely less formidable character. The magazines have been enlarged to provide for the greater amount of powder which will be consumed by the larger guns, and new shot and shell racks have been fitted for the storage of the larger and heavier projectiles. Extensive alterations have also had to be made in the shell room in order to accommodate the different sized shells. The accommodation, again, in the admiral's cabin having been greatly encroached upon by the turntable gun under the poop, it has been found necessary to provide the navigating officer with a cabin on the maindeck, in order to find room for the steward, whose old quarters have been annexed to increase the admiral's dining room. The *Minotaur* will be supplied with new boilers, a new screw propeller, and larger chain cables, and will also have gangways erected above the hammock nettings on the starboard and port sides to communicate between the poop and the fighting-bridge. The hydraulic gear has been removed, and in its place the ship with Forester's steam steering apparatus, the same as was fired on board the *Devastation*, care being taken to utilize as much of her old steering gear as possible. The great advantage of Forester's patent is that it can be worked from the bridge, and would consequently be of immense service in action. It is not expected that the *Minotaur* will be out of the Steam Basin before a couple of months at the soonest.

The *Cologne Gazette* predicts an unpleasant sequel to the artillery experiments with Krupp's cast-steel guns and the new steel-bronze pieces, which have been lately concluded at Vienna. Herr Krupp, the head of the firm of Essen, is at present at Vienna, with a view of obtaining reparation for very gross abuse of his patent right, of which the Austrian War Office is said to have made itself guilty. The *Cologne Gazette* intimates that if voluntary reparation should be refused, Herr Krupp will appeal to the public tribunals. When Herr Krupp, in 1872, at the special request of the military authorities at Vienna, consented to supply the Austrian War Office, gratuitously, with some of his new cast steel hooped field pieces, he expressly stipulated that the construction of all articles lent—barrels, breeches, carriages, and everything else—should be kept strictly secret. Herr Krupp has since met the wishes of the Austrian Military Department in every possible way. He has given it, without charge, everything that it required—pieces amounting altogether to a half-battery, with all the necessary equipment. He now complains that his stipulation has

not been kept, and that the Austrian government has made free with his patent both for imitation and also for communication to other parties. The steel-bronze guns invented by General von Uchatius turn out to be substantially nothing more than imitations of the Krupp barrel. This fact has been officially admitted by the Austrian authorities in an article published in an official print. The Austrian Minister of War, General von Koller, has in fine, spoken and written openly of the alleged obligation as non-existent, treating the secrecy hitherto observed only as a voluntary consideration on the part of his government which need, even as such, not be observed beyond the borders of the empire. Finding the highest authorities in the empire arrayed against him, Herr Krupp has addressed his complaint personally to the Emperor, keeping as observed, proceedings at law in reserve should his appeal to the monarch fail.

REVIEWS.

THE ALDINE.—The October number of this valuable Art Journal has been received. In point of artistic execution it is equal to any of its predecessors, and well sustains the high literary and art reputation it has earned for itself. It is sold only by subscription, and can be obtained of the *Aldine* company, 18 and 20 Vesey street, New York; or at Toronto, No. 55 and 57 Yonge street, at 50 cts. per number.

The *British Quarterly Review*, for October, republished by The Leonard Scott Publishing Co., 41 Barclay Street, N. Y., contains as follows:—Religious Art; The Atomic Theory of Lucretius; The Poetry of Alfred Tennyson; The Etruscans and their Language; The Boarding-Out of Pauper Orphans; Modern Necromancy; Isaac Casaubon; Contemporary Literature. The periodicals reprinted by the Leonard Scott Publishing Co. (41 Barclay Street, N. Y.) are as follows: *The London Quarterly*, *Edinburgh*, *Westminster*, and *British Quarterly Reviews*, and *Blackwood's Magazine*. Price, \$4 a year for any one, or only \$15 for all, and the Postage is prepaid by the Publishers.

Vice-Admiral Thomas Furber (retired), died on the 23rd ult., aged ninetyone. He entered the Navy in August, 1795, and was present at the capture of Demerara and St. Lucia. He was wrecked in the *Undaunted* on the Morant Keys in 1786, and afterwards served in the *Vanguard*, the flagship of Sir Horatio Nelson. In the action of Copenhagen, 1801, he had charge of the signals on board the *Ardent*, and he greatly distinguished himself in several cutting-out expeditions in the West Indies, 1802-4. In March 1809, when first lieutenant of the *Lively*, he was sent home with the despatches relating to the fall of Vigo and Santiago. He had not been employed since 1825. The death is also announced of Lieut-Colonel George Frederick Paschal, formerly of the 70th Regiment, and one of the few remaining Peninsular and Waterloo officers. Colonel Paschal, who was in his seventy-eighth year, entered the army in 1812, and served in the Peninsular from 1813 to the end of the war in 1814, and afterwards at Quatre Bras and Waterloo.

A railway collision took place on Thursday last near Sherbrooke between a Grand Trunk freight train and the International passenger train. No one was seriously injured. Both engines are badly smashed. Passengers and baggage were transhipped while the delay lasted.

The Radical organ of Paris, in commenting on the result of the late vote on the Electoral Bill, declares that the friends of universal suffrage are beaten, but not despairing; that the great object may still be won, and what has already happened ought to stimulate the adherents of that most salutary Legislative reform to greater exertion than heretofore.

The 13th battalion annual matches are to come off to-morrow. No member of the battalion will be allowed to take more than two prizes, but may select which two he will take. This method will increase the number of prize winners, and give a chance for a larger number of good shots.

A despatch from Rochelle says the crew of the British ship *Lenni* mutinied on the 31st of October, killing the master, mate, and boatswain, and made good their escape.

The steamer *Fanny* was coming down the upper Mississippi loaded with pig lead. As she was going over a shoal place the pilot gave the signal to heave the lead. The only man forward was a green Irishman. "Why don't you heave the lead?" "Is it the lead, yer honor? Where to?" "Overboard, you blockhead?" The Irishman snatched up one of the pigs of lead and threw it overboard. The mate, in endeavoring to prevent him, lost his balance and fell into the river. The captain, running to the deck, asked: "Why don't you heave the lead, and sing out how much water there is?" "The lead is heaved, yer honor, and the mate's gone down to see how much water there is."

DOMINION OF CANADA.



MILITIA GENERAL ORDERS.

HEAD QUARTERS,

OTTAWA, 12th November, 1875.

GENERAL ORDERS (29).

No. 1.

Military College, Kingston.

To be Commandant, with rank of Lieutenant Colonel from 16th September 1875:

Major Edward Osborne Hewett, Royal Engineers,

By Command,

WALKER POWELL, Colonel,

Adjutant General of Militia
Canada.

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