

the last period of the First Empire. The number of the old companion in arms of Napoleon I., at the hotel, is about 940, and of that number more than 150 have lost a limb, and a few are blind. There is one who has lost both the fore-arms, and who, furnished with two hooks adapted to the stumps, uses them with much dexterity to supply the place of hands. About 60 wear the military medal, and nearly 200 are decorated with the cross of the Legion of Honor. Among the latter, several have received the distinction, under the present Emperor as a reward for services rendered to the first. Among the old members there are thirty whose services date from the first Republic. One of them, a sailor in 1793 on board the *Scipion*, has been a resident since 1806. He was blown up with the vessel, and so dreadfully injured that it was found necessary to cut off both his legs, he is now ninety-two years of age."

#### "THE LAST OF THE CARDIGANS."

James Thomas Brudenell seventh Earl of Cardigan, who led the ever memorable charge of the "Six Hundred," died at his seat in Northamptonshire, England, on the 28th ultimo, in consequence of injuries received by a fall from his horse. He was born in the year 1797, and was consequently in the 71st year of his age.

At various periods of his life Lord Cardigan's name was brought before the public in conjunction with several unfortunate affairs, and the 11th Hussars, which regiment he commanded for number of years, was kept constantly in hot water in consequence of his quarrels with his officers and the unusually severe discipline he maintained. His duel with Capt. Harvey Tuckett, (who had challenged the Earl of Cardigan for having attempted to seduce the Captain's wife,) and the "black bottle" affair, were matters which not only occasioned a considerable amount of scandal in military circles, but also among the general public.

In consequence of the duel with Captain Tuckett, the Earl of Cardigan was tried before the House of Lords. The trial took place in Westminster Hall before one of the most brilliant assemblages ever seen in England, but the prosecution broke down on technical grounds.

Lord Cardigan then went back to his regiment, and in a short time the 11th Hussars (Prince Albert's Own) became renowned not only for their splendid horses and gorgeous uniforms, but as being one of the best disciplined light cavalry regiments in the world. In 1848 the Duke of Wellington wrote a letter to Lord Cardigan, in which he congratulated him on being Lieutenant-Colonel of the "first cavalry regiment in the service."

In 1854 the Earl of Cardigan was promoted to the rank of Major-General, and embarked for the Crimea as commander of the Light Brigade, his brother-in-law, the Earl of Lucan, being in command of the whole cavalry force. On the 25th of October, when Capt. Nolan brought the order to Lord Lucan directing the Light Brigade to make a demonstration against the Russians posted in the valley, the Earl of Cardigan drew his sword, and with the exclamation "Here goes the last of the Cardigans," put himself at the head of the six hundred, and rode with them into the Valley of Death. How well he

rode, how his example fired all hearts and helped to animate that noble band of heroes, men now living in Canada can tell.

"Plunged in the batteries' smoke,  
Right through the line they broke"

and foremost among them was the "haughty Earl," on his famous chesnut with the white heels, which had so often carried him across the grass counties.

In 1855 the Earl became a Knight Commander of the Bath, and a Lieutenant General in the British army in 1861. He entered the army in 1864 (when 20 years of age,) as a cornet in the 8th Hussars, but soon afterwards exchanged in the 11th, which regiment he joined in India. He was admitted to be the first cavalry officer in the service, the Murat of our Army in fact. He was the beau ideal of the Guy Levingstone school, handsome, brave, haughty and impetuous, and one of the best horsemen within the four seas. With much in his character of which it is impossible to approve, he was not by any means deficient in generous and manly traits.

He first married a daughter of Admiral Tollemache, whose previous marriage with Major Johnston was dissolved, and after her death the daughter of Spencer Hursey De Hursey, Esq., became the Countess of Cardigan. We believe that he leaves no children, and was, as he himself said, the "last of the Cardigans."—*Hamilton Spectator*.

#### A NOVEL GUNBOAT.

A gunboat named the *Staunch*, built for the Admiralty, upon the proposition and plans of Mr. George Rendel, of the firm of Sir William Armstrong & Co., has just been completed, and tried at sea off the mouth of the Tyne, with the Admiralty inspectors and a numerous party of officers on board, including some members of the Ordnance Select Committee. A correspondent of the *Pall Mall Gazette* gives the following account of the boat:

The vessel, though wholly insignificant in appearance and cost, represents some very novel principles. She is only 70 feet long and 25 feet beam; her draught of water when loaded of 6 feet, and her displacement 150 tons. She has twin screws driven by two pair of condensing engines of 25 horse power (nominal) combined, giving her a mean speed of 7½ knots. Such being her dimensions and power it is hard to suppose that she can be in the least degree formidable. She carries, however, as heavy a rifled gun as any in the navy, and to all appearance carries it most efficiently.

The gun, a 12½-ton 9 inch Armstrong, is mounted in the fore part of the boat in a line with the keel, and fires through the bullwork or screen over the bow, which is cut down and plated something like that of a monitor. Thus placed, it is easily worked in a rolling sea, and its change of position by recoil does not appreciably affect the trim of the vessel. At the same time, to provide for heavy weather, it is made capable of being lowered into the hold, so as to relieve the little vessel of its deck load, and enable it to carry the weight as cargo. Machinery is also employed for the purpose of working the gun, by which means more than half of the ordinary gun's crew can be dispensed with. It is in these mechanical arrangements that much of the interest of the vessel lies.

The operation of lifting and lowering is

performed by simple but powerful machinery. During the recent trials the gun, with its carriage and slide, and the platform carrying them—weighing in all 22 tons—was raised and lowered in a rough sea, with the boat rolling 11° each way, in from six to eight minutes. When the gun is lowered the gun-well is closed and the deck left perfectly clear, but in a few minutes the gun can be again brought up ready for action.

For working the gun small capstan heads on deck are used. These are turned by machinery from below, and instead of the gun tackles being hauled by a large gun detachment, one man on each side has merely to take a turn with his rope round the nearest of the revolving capstan heads. The capstan, upon his tightening his end of the rope, draws the rope for him, and on his slackening his end frees it. Thus the gun is run in or out, or trained right or left, with great ease and precision. In the same way shells are run up out of the shell room, and other analogous services performed. The simple method of economising manual labour has been already applied in many ways, such as for drawing trucks and moving heavy weights in railway goods stations, in conjunction with hydraulic machinery. With such assistance, during the trials of the *Staunch*, the 12½ ton gun was easily handled by six men instead of sixteen, and with extra charges of 56½ lb. of powder and 285 lb. shot.

It must be observed that very little, if any, training is requisite with the gun of the *Staunch*. The vessel is so small as to be a sort of floating gun carriage. Her twin screws enable her to turn rapidly in her own length. Her helmsman is placed just behind the gun. The gun therefore can be laid by rudder right or left with far more ease and speed than any gun of similar weight otherwise mounted.

During the recent trials, with the engines driving reverse ways, the vessel made the full circle in her own length in 1½ minutes. With both engines going full speed she made by the helm a complete circle in seventy five yards diameter in 2½ minutes.

The *Staunch* is wholly unarmed. Her strength and security lie in her great gun and her diminutiveness. And she must be considered as one of a flotilla of similar vessels. Sixty such could be built at the price of a single armoured frigate, and ten of them, acting from different points, doubling in their own length, escaping into shallows, sheltering under forts, would drive off or render a good account of any hostile vessel venturing to attack our harbours. Primarily they are intended for harbour defence; but the power of lowering the gun and carrying it as cargo would afford great security for these vessels at sea, and enable them to be sent from harbour to harbour with safety. There can be little doubt, also, that if occasion arose their usefulness might be extended beyond the purposes of defence—as for instance in bombardments.

Gunboats of the *Staunch* class would effect a saving not only in money and men. They would save time also. No class of boats could be built, equipped, and manned more rapidly. They would further save in cost of maintenance, for they might be run up on slip ways and kept in perfect repair for any length of time, and when required, be launched and supplied with gun and crew ready for service at a few hours' notice.

The *Staunch* is now to be sent round to Portsmouth, where she is to be attached as experimental gunboat to the gunnery ship *Excellent*.