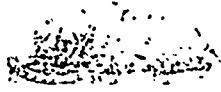


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The Volunteer Review,

AND

MILITARY AND NAVAL GAZETTE.

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

OTTAWA, TUESDAY, DEC. 30, 1873.

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.

PUBLISHER'S NOTICE

The end of the present month closes Volume VII. of the VOLUNTEER REVIEW and during the year we have made out and forwarded accounts to nearly all our Subscribers in arrears for Subscriptions to the REVIEW. Some have promptly paid up their indebtedness—who will please accept our thanks—but by far the larger number have paid no attention to it—to those we give notice now, that if their accounts are not settled before the 1st of January next, we will be under the painful necessity of handing them over to a Lawyer for collection.

The following account of a voyage by one of the monitors, the type of *Invincible Annadas* that Mr. CHAMBERS and the ex chief constructor of the British Navy, Mr. REED, were destined to build at an expense of £10,000,000 (ten millions) sterling to the British taxpayer will be perused with interest by such of our readers as have followed the course of our

remarks on the war ships of the future. It was evidently time for England to retrace her steps. The United States in her hour of need, notwithstanding her invincible iron-clads of a *new type* finds she really possessed a lot of unsea-worthy tubs not one of them capable of riding out half a gale, and as a consequence totally inefficient for any purpose except "to drown brave men like rats in a hole."

In the description of the *Manhattan* we have an accurate idea of how the *Devastation* will behave in a gale of wind and the best use she can be put to is to moor her inside Plymouth break water where she may be exhibited as a specimen of Whig Radical imbecility and the folly of the British people in trusting the Government of the country as well as the best interests depending on its army and navy to a schoolmaster, assisted by a set of traders and lawyers. The comforts of the *Monitor* system must be very enticing to seamen.

A correspondent of the *New York Times*, writing from on board the *Powhatan*, Nov. 28, gives the following interesting accounts of the accident to the monitor *Manhattan*, which compelled her to put back to the Delaware breakwater. She will probably return to Philadelphia for repairs. The correspondent says: We are back again within the capes of the Delaware, just outside the breakwater, and in sight of Lewes. At 7:45 p. m., Wednesday, with the monitor *Manhattan* in tow, we dismissed our river pilot and passed out to sea, the weather being fine and the night starlit. The monitor had behaved very well in coming down the Delaware Bay, rolling and pitching little and steering with readiness, and during Wednesday night there was no trouble in getting her along. But yesterday morning a fresh wind sprang up from the southwest, proving quite squally at times, and at 5:15 a. m. the *Manhattan* signalled to the *Powhatan* to slow down, so as to equalize the strain upon the two towing cables. At 8 a. m. the wind from the southwest was stronger and more squally, and the sea could be seen breaking in floods over the bows of the monitor and sweeping her whole deck. Green seas struck square against the turret and dashed over into it. (We learned afterward, indeed, that these hurled the men from the wheel and left her uncontrolled.) Meanwhile she made bad weather, not minding her helm readily, and rolling and plunging very uneasily and heavily. We observed that the men of the *Manhattan* were engaged in clearing her boats, as if preparing for an emergency. We could see, too, that her ventilators had been washed away. The wind was almost dead against the course we were pursuing, and although the *Powhatan* braced it with ease, it was very evident that it was too much for the monitor. At 8:05 a. m. Captain Beaumont signalled to the *Manhattan* the question: "Are you leaking?" "Commander Yates signalled in reply: "We are leaking under the turret chamber, but pumps are going and clear her nearly as fast as she makes." After observing the labored movements of the *Manhattan* for some time further Capt. Beaumont gradually put the *Powhatan* before the wind, to ease the monitor, and at 9:20 changed the course to north, north-east. At 9:50 a. m. the commander of the monitor signalled: "Cannot

go ahead to sea; bilges are not free." The *Powhatan* signalled back. "Inform me when you can continue on passage without danger to yourself." The reply from the monitor was: "I understand; I will let you know as soon as I can." At 10:20 the *Manhattan* signalled: "There will be serious trouble if we go ahead to sea; we take in water." *Powhatan* inquired, "Where would you take in water, going head to sea?" The reply was, "Over and under turret chamber." The *Powhatan* had by this time changed course to due north, off Chincoteague Bay. At eleven o'clock the *Manhattan* signalled, "Think it advisable to return to breakwater." *Powhatan* responded, "We are bound there." About five minutes after the *Manhattan* signalled, "We have found a place where we can see daylight under the turret." There was now no doubt about it that the monitor should be got out of the sea as soon as possible if we wished to save her. Nevertheless, at 12:45 p. m., Captain Beaumont inquired, "If the wind moderates, and hauls to the westward, will you be in condition to proceed on our passage south?" Commander Yates replied, "The condition of our bilges is such as to make it impossible." At 2 p. m. we sighted Cape Henlopen, the weather being overcast and squally, with the wind still from the southwest. At 3:30 p. m. stopped to take a pilot on the *Manhattan*, and at 5:15 p. m. cast anchor just outside the breakwater, within Capes May and Henlopen. We cast off the hawsers by which we towed the monitor, and sent men in boats to assist in taking them aboard; but it was found impossible to take on one of them, which was buoyed and set adrift, to be taken up to-day. The monitor steamed slowly to a position inside the breakwater, and there anchored.

Immediately after we anchored Captain Beaumont took a boat and went aboard the *Manhattan* to learn her condition. He found her leaking badly everywhere. Officers and men were all wet from head to foot, and their bedding, etc., was soaking. The water had flooded everything and was still pouring in. One of the supply engines of the boiler was disabled, and the bilge-pumps were choked with chips and shavings left there by the workmen of Cramp & Son, the contractors who had repaired the vessel. All but one of her ventilators had been washed away, and one immense flood that poured into the turret had carried away the log book. Some of the 450 pound shot in the turret had become loose, and rolled about, to the danger of crushing everything that came in their way, and it was found impossible to secure them. When it was found that the leakage was so bad, Commander Yates, just before the *Powhatan* changed her course before the wind, ordered the boats to be cleared, and distributed life preservers expecting to go down within twenty minutes. But the decision of Captain Beaumont in changing his course, and thus easing the monitor, saved her. While the sea was breaking at its worst over the bow of the *Manhattan* and against her turrets, rushing in both under and over, Assistant Engineer John Lowe, and a seaman, with great daring, ventured down with a cable, which they succeeded in adjusting around the base of the turret on the outside, to aid in keeping out the water. Meanwhile blankets and clothing were packed on the interior of the base of the same purpose. It is not at all likely that the *Manhattan* in her present condition will be ordered to Key West. If she