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NEWS OF THE WEEK.

The *Times* says that if the fifth claim for losses by transfer of the United States Commercial Marine to the British Flag be persisted in England will declare a reference to the Geneva Board of Arbitration impossible.

The Queen will leave for Germany on 26th inst. and return on 16th April.

The Commission appointed to investigate the loss of the *Magaera* severely censures the whole Admiralty Administration, a department which the Whig Radicals have completely disorganized and destroyed.

The case for the claimant of the Tichborne Estates and title has been withdrawn by his counsel, the claimant himself being arrested and lodged in Newgate on a warrant granted by the Lord Chief Justice for perjury, bail fixed at £50,000 sterling. It is said the Marquis of Bute and his sister, Lady Rivers will become his securities.

The *Court Circular* gives currency to a rumour that the Imperial Government contemplates recalling Sir Edward Thornton from Washington, and sending out another Ambassador.

Affairs in France are still in a critical state: Poyner Quartier, Minister of Finance has resigned; the portfolio has been offered to Casimer Periere, but he has declined accepting it.

Louis Blanc endeavours to retard the bill of pains and penalties against his friends of the International, and a great uproar was created in the Assembly, because the Provisional Government would give no explanation relative to the cause of the resignation of the Minister of Finance. Another Ministerial crisis is imminent.

The German Ambassador to France has been summoned to Berlin for the purpose of reporting to the Government of the Empire his opinions respecting the stability of the Government of France.

It is reported in Berlin that the Kaisers' decision on the San Juan case will be adverse to Great Britain.

A conference of Evangelical and Catholic clergy has been held in Rome on the question of the Papacy of the Apostle St. Peter.

In the event of any complications Germany is bound to defend Italy against France.

The Prince of Servia is about to marry a Russian Princess, an event which Slavonic organs declare will be the first in a series having for its object the driving of Turks out of Europe.

Spain has appointed Rear Admiral J. Palode Barnarbe, in command of the South Atlantic Squadron, Ambassador to Washington. This event has created considerable consternation in the United States as the rear admiral is well known to be no particular friend of the Yankees, his duties bringing him in direct contact with their intrigues and intermeddling in South America. The Cabinet at Washington has been in secret session as to whether they would receive or reject him, if the latter they may be made to feel that Spain will not stand on trifles, and that she has a naval force capable of doing some mischief; she is not likely to be fooled by big talk like John Bull's imbeciles.

The snow blockade on the Pacific Railway has only been raised to give place to disastrous floods washing away the track and doing a large amount of damage.

Investigations are going on before the House of Representatives as to the complicity of Government in the sale of arms and munitions of war to France during the contest of 1870. Mr. Fisk admitted such had been the case but it had been stopped and "that they had no power to prevent their people from selling arms to whom they pleased"—those are the people who howl about neutrality. Judge Barnard, and Mayor Halo, of New York, are on trial for fraud connected with the Tammany ring.

The New Brunswick Legislature was opened on 28th February. The maritime provinces have been visited by heavy snow storms.

Advices from Fort Garry speak of the splendid weather they are enjoying there. Mr. Moberly and party engaged on the Pacific Railway survey had reached Edmonton House on the Saskatchewan in safety.

It is stated that a change has been made in the Executive Government of Manitoba.

The *Canada Gazette* announces a general thanksgiving for 15th April.

Captain Edmund Wilson R. N., has published a pamphlet, entitled, "Our Future Ironclad Fleet," which he dedicates, "by the permission," to Admiral Sir Thomas Symonds K. C. B. One of his chief points is that steam power *must always be subservient to sail power*, and he predicts the coming of a time, when any admiral commanding our "Ocean ironclad fleet" will feel proud in conducting it, under almost any circumstance, *without expending a pound of coal, unless when engaged in action.* In this view, however, Captain Wilson may expect to find some of the highest scientific naval officers opposed to him, and so far as our own judgment goes, no view can be more detrimental to the efficiency of the Service and the perfection of our ships than one which bases its claims to attention on the saving of coal. It is a maxim amounting almost to an axiom with those who are acquainted, though ever so little, with machinery, that when you have once adopted it for any purpose whatever it must be carried out in all the perfection of mechanical detail of which it is capable, or it will fail to work either economically or efficiently. At present the authorities engaged in naval construction seem to be of divided mind as to the extent to which the principle of converting our ships into machines of war should be carried, and we already owe the loss of the *Captain* to their lack of scientific insight and determination. If the proprietor of a mill had muddled his time away trying to make a combination of sail power with steam power, he would have ground very little corn, and neither his sails nor his steam would have shown to advantage as a motive force. But the British Admiralty is attempting something quite as foolish with our ships of war. The time has come when this state of muddle in the official intellect must give place to something like scientific intelligence and consistency. Either we must go back to the days of our old wooden walls—to the time when it was the pride of the British seamen to man the yards and spread sail with a rapidity of execution which left him without a rival among the navies of the world, or we must part company forever with these pleasant traditions, and make the machinery of the present day as perfect as our forefathers made theirs. We want, if possible, to get rid of the very notion of a ship with all its misleading nomenclature, and substitute for it that of a machine. When this is clearly apprehended we shall hear less about the saving of a few tons of coal by using sail, and a great deal more about the speedy means of converting our seamen into stokers and engineers, and our officers into practical mechanics. We have much more to say on this subject which we must reserve for another opportunity.—*Broad Arrow.*