

MISCELLANEOUS.

THE FRENCH ARMAMENTS.—The Toulon papers state that the preparations being made there exceed everything that has taken place since the Crimean war.

A MAN down East, describing the prevalence of duelling, summed up with "They fight with daggers in a room as dark as pitch." "Is it possible?" was the reply. "Possible Sir! Why, I've seen them!"

CAPTAIN COWPER P. COLES, C.B., has been making experiments at Portsmouth Dockyard with regard to the bottoms of iron ships and the disposition of their guns and armour. He states that his success has exceeded his anticipations.

The fatal accuracy which improvements in the breech-loading rifles are giving to the fire of troops of line, has led to the introduction into European armies of systems of spade-drill, for the purpose of teaching soldiers to throw up temporary defenses with the greatest possible rapidity.

We have recently seen an account of experimental intrenching at Shoeburyness, after a plan practiced at the French camp of Chalons. A parapet three feet high was thrown up in front and in each flank of the gun, the ditch in front being on the outside of the work and in flank on the inside. The labor occupied about an hour, and the result was less satisfactory than that obtained by the English fashion of intrenching the gun in a pit or parapet of the same height. In the English way the work was done in half an hour.

Few besides the practical mariners are aware of the fact that every iron ship has a magnetic history and peculiarity of her own. When built she must be swung all the way around so that the variations of her compass may be noted and regulated by placing boxes of chains ect., at proper points. It is believed that many disasters to this class of craft, which occurred when they first came into use, arose from the neglect of the above mentioned precaution. A vessel built lying north and south is thought to be less subject to the dreaded variations of the magnetic needle than one built lying east and west.

SINGULAR SHELL ACCIDENT AT VARNA.—A curious accident occurred recently at Varna, which is thus described by a correspondent on the spot:—While some workmen were pulling down an old house in the town to make room for a Government office, now in course of construction, they came on one of the shells thrown by the Russians during the bombardment of 1828, which had since remained quietly imbedded in the thickness of a corner wall, amid rubbish and mortar. No match of course remained, and the touch-hole was full of dirt. One of the workmen, an Albanian, rolled the projectile down, and taking it between his knees, began clearing it out with a chisel, when suddenly it exploded, threw down all round, wounded people, and killed the Albanian on the spot, cutting off both his legs at the hips. The unlucky man was a Christian of the Greek rite, and thus added one more to the long list of his co-nationals who have owed their destruction to Russian intervention on their behalf.

ANECDOTE OF SIR HOPE GRANT.—St. Andrew's Day was observed with true national spirit by the Scotsmen in Bombay. One of the speakers, at a public dinner held in the afternoon, said; "I think, gentlemen, we are now in a country in which it is peculiarly applicable to praise Scotch soldiers because the English army in England, as well as the Indian army in India, have had, for many things, to thank their last two Scotch Commanders-in-Chief. I allude to the veteran Lord Clyde—(applause)—and the dashing, painstaking soldier, Sir Hugh Rose, now Lord Strathnairn. (Applause). Dr Russell, of the "Times" painted in those vivid colors in which he could so well paint, all the miseries and hardships of our poor fellows in the front: but as a contrast he talked of the Highland Brigade and Sir Colin Campbell in lavender at Balaklava, Lord Raglan gave the paper containing the letter to Sir Colin. I suppose no other gentleman was ever in such a rage in this century. I may not repeat to you the language he used, but after vomiting all his Scotch vocabulary, and his French vocabulary, also—for he spoke French like a native—upon the devoted head of Dr Russell, there was a sort of light in his eye, as he said, "Lavender, Lavender! I only wish Dr. William Howard Russell could smell my auld leather breeks." [Roars of laughter.] And there was another Scotsman of note in this country—Sir Hope Grant. [Hear, hear.] I remember hearing a story about him. I remember, at a railway station in India, while waiting for a train, a man came and sat down behind me, and I began talking about subjects that would interest him, and we became immense friends. He said he admired Sir Hope Grant very much; as he went on, I gave him a glass of beer, and he went on to say, "I remember one action in which our guns were firing away, silencing the enemy's guns on the other side of the river. The bridge was intact, and the ninth Lancers were ordered to go across the river and charge the guns. Well, we trotted across the bridge, and we formed on the other side, and we charged these guns till the guns had ceased firing, and there were one or two Ghuznees, or what do you call them, at the head of the regiment. Sir Hope was riding at a hard canter, and just in front of him was a sepoy, who lifted his piece to his shoulder and covered Sir Hope. Well, Sir Hope rode on to within ten yards of the man, and called out, "Shoulder arms." The man was an obedient soldier, and shouldered arms, and the next moment Sir Hope's point was through the man's breast. 'Pity,' said Sir Hope, as he wiped his reeking sword, "he was a good soldier—he obeyed orders." [Laughter.]

The Clonmel correspondence of the *Irish Times* is responsible for the following:—"Lord Strathnairn, commanding the forces in Ireland, arrived in Clonmel on Monday morning, and inspected the troops in garrison. During the inspection of the hospital a remarkable event took place. His Lordship going from bed to bed, inquired the nature of each man's malady, giving as he went a kind word to each. On arriving at the bed of a dragoon, who had been in hospital for the last fortnight labouring under what was to be believed to be an incurable aberration of mind, caused by injuries sustained in the head from the kick of a horse, his Lordship, as usual, inquired his ailment,

and the surgeon, knowing the man's inability to account for himself, was proceeding to explain the case to his Lordship, when to the astonishment of all present, the man, fixing his eyes on his chief, who was well known to him, suddenly became conscious, and reason having, as if by magic, resumed her sway, he explained how he had been injured, which to that moment was not known, even to the surgeon. The man's recovery was so sudden and so complete that his Lordship said he could not believe his ailment to have been as stated, were it not vouched for beyond a doubt by the surgeon."

The *Gazette du Midi* has an account of what it calls a Naval Velocipede, invented by Capt. Du Buisson, commanding the yacht *Jerome Napoleon*, which belongs to Prince Napoleon of France. This singular little machine is composed of two parallel tubes of cast iron, cigar-shaped, which are connected by iron cross pieces. In the centre is a propelling wheel, covered by a house or drum, on the top of which the person using the vessel for the time sits comfortably in a sort of saddle, with stirrups. By means of these last, and of a hand crank upon each side, he gives the wheel its motion, precisely as it is given to a velocipede on shore. The novel craft can readily be propelled, against wind and tide at the rate of six miles an hour, and the *Gazette* informs us that the one which belongs to the Prince's yacht may be seen any day in Toulon roads, dashing by at that speed, and startling the uninitiated. The invention is welcomed with the highest commendation, as one of great simplicity and practical utility. In the port of Baltimore, where the cigar-shaped hull appears to have had its origin, we hope to see the idea of the ingenious Frenchman carried out, with the improvements which the fertile skill of our mechanics will doubtless suggest and apply.



GOVERNMENT HOUSE, OTTAWA.

Monday, 18th day of January, 1869:

PRESENT:

HIS EXCELLENCY THE ADMINISTRATOR
OF THE GOVERNMENT IN COUNCIL.

ON the recommendation of the Honorable the Minister of Customs, and under and in virtue of the authority conferred by the Act passed during the last Session of the Parliament of Canada, intitled: "An Act respecting the Customs;" His Excellency in Council has been pleased to make the following Regulation:

In addition to the Warehousing Ports mentioned in the Act passed during the late Session of the Parliament of Canada, and intitled: "An Act respecting the Customs;" and also in addition to the Ports named in Lists sanctioned by subsequent Orders in Council, passed under the authority of the said Act, the following Port shall be, and it is hereby declared to be included in the List of Warehousing Ports, in the Dominion of Canada viz:

Province of New Brunswick.

The Port of Dorchester.

WM. H. LEE,

Clerk Privy Council.

R. W. CRUCE.

GENERAL Commission and Lumber Agent
Office in Hay's Block, Sparks Street, Ottawa.
Reference—Allen Gilmour, Esq., H. V. Noel, Esq.,
Joseph Aumond, Esq., Hon. James Skeen, Esq.,
Russell, C. T. O., Robert Bell, Esq.
All business with the Crown Timber Office and
Crown Lands Department attended to