

CONTENTS OF No. 2, VOL. X.

PORTRY:—

Sally Simkins' Lament; or, John Jones' Kit-cat-astrophic..... 22

EDITORIAL:—

Veterans of 1812..... 13
The Gunard Fleet..... 18
Fog Signals..... 18
Representative Institutions were on their Trial..... 19
Notice to Correspondents..... 20
News of the Week..... 13

SELECTIONS:—

The Comte de Paris' History..... 11
General Richard Montgomery..... 17
The War Cloud Growing Bigger..... 20
The Veterans of 1812..... 22
The Gunard Fleet..... 23
A Charming Romance..... 21
Burning of Gollath..... 21
MILITIA GENERAL ORDERS..... 21
REMITTANCES..... 21



The Volunteer Review,

AND

MILITARY AND NAVAL GAZETTE

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

OTTAWA, TUESDAY, JANUARY 25, 1876.

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.

We have for the past nine years endeavored to furnish the Volunteer Force of Canada with a paper worthy of their support, but, we regret to say, have not met with that tangible encouragement which we confidently expected when we undertook the publication of a paper wholly devoted to their interests. We now appeal to their chivalry and ask each of our subscribers to procure another, or to a person sending us the names of four or five new subscribers and the money will be entitled to receive one copy for the year free. A little exertion on the part of our friends would materially assist us, besides extending the usefulness of the paper among the Force—keeping them thoroughly posted in all the changes and improvements in the art of war so essential for a military man to know. Our ambition is to improve the *Volunteer Review* in every respect, so as to make it second to none. Will our friends help us to do it? Premiums will be given to those getting up the largest lists. The *Review* being the only military paper published in Canada, it ought to be liberally supported by the officers, non-commissioned officers, and men of each Battalion.

In our issue of 5th October, we had occasion to refer to a letter of Mr. REED, late Naval Constructor to the Imperial Government, to the *London Times* on the coasting voyage of the Russian circular ironclad *Novgorod* from Odessa to the Straits of Kerch and her station in the sea of Azov—in which the performance of that singular construction is spoken of as something extraordinary—her draught and capacity being brought into comparison with some of our own floating batteries, not at all to their advantage.

It is no doubt very complimentary to the genius of Admiral POROFF, of the Imperial Russian service, to have his successful design

so very favorably criticized by such an authority as the late British Naval constructor.

We are not aware that the gallant Admiral claims to be the original inventor or designer of circular armor plated floating batteries for to this class all such constructions, no matter what their powers in mill ponds may be truly belong, but if the admirers of the system think he is—they are greatly mistaken.

As this question has awakened some interest in naval circles, it is our pleasing duty to inform our readers that the honor of the invention and original design for circular ships of war with immersed notice power belongs to the "late JOHN ELDER, Esq., of Glasgow, head of the ship building firm of that name."

We have to thank the courtesy of Captain B. BUCKES, the talented Secretary of the Royal United Service Institution, for calling our attention to this fact, and for No. LII. of the XII Vol. of the journal of that valuable Institution, in which an elaborate description paper and a series of admirable drawings of the proposed vessel, both as respects hull and machinery, are given under the title we have quoted. This paper was read by the author before the Royal United Service Institution on "Monday, 25th May, 1868" so that it must have been published at least five years before Admiral POROFF's "circular ironclad" was heard of.

The latter is about as clumsy an imitation of JOHN ELDER's design as ERICSON's monitor is of the turret ship of the late lamented Captain CORNER COLES, R.N., and about the same space of time intervened between the invention in both cases. COLE's design for a turret ship first appeared in *Blackwood* in 1858, accompanied by an explanatory drawing afterwards modified to please naval constructors in the case of the ill fated *Capitain*. ERICSON's Monitor appeared in 1862 and quietly reposes beneath the waters of Capo Hattus—after a very short life indeed—the close correspondence in the present case is very remarkable.

Apart from this extraordinary coincidence it is evident that the "POROFF" class of floating batteries is a very clumsy imitation indeed of the ELDER design. The former presents the quick segmental curve with the parallel tangents of the midship section of an ordinary line of battle ship. Any one that inspects the drawings of the latter will be satisfied that a long fine segmental section it presents to displacement solves the problem of least resistance, and consequently of greater carrying capacity and immensely greater power as a vessel of war.

As a measure of this, it is only necessary to tell our readers that resistance to a moving body in water increases as the cube of the depth immersed and the square of the velocity of motion—that in the simple case of one vessel drawing one foot of water and another three, both moving at the rate of one mile per hour, it would take just twenty-seven times the power required to move the

former to propel the latter—and some idea of the difference between the designs of JOHN ELDER and the invention of Admiral POROFF will be obtained.

We very much regret that owing to the impracticability of producing copies of Mr. ELDER's design we cannot go into this subject more fully, but it is enough to state that every so-called improvement over which E. J. REED, Esq., C.B., M.P., late naval constructor—*Raffoles*, have been described, anticipated, and provided for as well as many other more necessary and useful unknown to the Russian and his patriotic admirer. For instance there is a mode of disposing of the capstans, cable, and anchoring gear perfectly unique, which puts it out of the range of possible accident or exposure—no mean consideration in a floating and impregnable battery such as the design really is—and it is calculated to become a mortar bed for the heaviest description of that ordnance in modern use. The only conviction that will occupy the reflecting mind on perusing Mr. ELDER's able paper would be that our naval constructors are too fond of following foreign *ignus fatuus*, leaving the true light unheeded at home.

Our ablocontemporary the *Volunteer News* in its issue of 3rd November, has an article entitled "The Inventor of Circular Ironclads, the late Captain J. ELDER, 1st L. A. V., and not Admiral POROFF, which throws additional light on this subject, and is as follows:

"Some time ago an announcement of a new form of ironclad batteries was made as to their having been invented by Admiral POPOFF of the Russian navy. Some of these vessels have been launched on the Black Sea, and claimed attention from the peculiarity of their construction, they being circular in form and designed to carry heavy ordnance. We find a correspondence in the *Times*, under the signature of 'Henry Wright, Stafford House,' claiming the invention as that of our late friend, Mr. John Elder, the distinguished shipbuilder, and one of the earliest captains in the 1st Lancashire Artillery Volunteers. These circular batteries have been given as the invention of Admiral POPOFF, but Mr. Wright dissipates that claim in favour of the late Mr. Elder as follows:

"The circular vessels now built in the Black Sea have been designated 'Admiral POPOFF's invention,' and called 'POPOFF's Monitors.' I think it is only right, for the credit of our own countryman, the late Mr. John Elder, of Glasgow, that I should ask you to record the fact that so far back as 1861 Mr. Elder explained to me this form of construction, and subsequently, I think the following year, he showed me the detailed drawings. They were laid before the Duke of Sutherland, and afterwards shown to our own Admiralty. Mr. Elder also took them to St. Petersburg and to Berlin, with introductions to the highest personages. There was one thing about these vessels Mr. Elder then anticipated which I have not seen referred to in any notice of them, and which was, that he intended the rim at the water line to be serrated. They could be made to revolve rapidly on their centres, and the speed at a given point of the periphery in a vessel of large diameter when revolving at only a moderate rate would be very great.