

THE  
VOLUNTEER REVIEW  
And Military and Naval Gazette.  
VOLUME V.  
1871.

THE VOLUNTEER REVIEW enters on the fifth year of its existence. When it was first projected fears were entertained for its ultimate success, as two efforts of a similar kind had been made and failed for want of support; but we are happy to say these fears were groundless, and that the VOLUNTEER REVIEW may now be said to be firmly established, thanks to the support it has met with from the hands of the Volunteer Force of the Dominion. It now circulates largely through Ontario, Quebec, New Brunswick, Nova Scotia, and even the new Province of Manitoba has extended its generous support. Nor is it confined to these Provinces only, but in the Mother Country, and even the United States it has subscribers and supporters. No other Journal in the Dominion has so wide and extended a circulation as the VOLUNTEER REVIEW, and therefore it offers unparalleled facilities to general advertisers. Our terms for advertising will be found liberal on application, either personally, or by letter post paid.

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No Volunteer officer can be well posted concerning the condition, movements, and prospects of the Force unless he receives the VOLUNTEER REVIEW.

We number amongst our Correspondents and Contributors some of the ablest writers on military subjects in America.

Full and reliable reports of RIFLE MATCHES, INSPECTIONS, and other matters connected with the Force appear regularly in our Columns.

#### AGENTS.

Liberal terms will be offered to Adjutants, Instructors, and others who act as agents for us in their several corps.

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REMITTANCES should be addressed to DAWSON KERR, Proprietor VOLUNTEER REVIEW, Ottawa.

#### THE VOLUNTEER REVIEW

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#### TO CORRESPONDENTS:

All Communications regarding the Militia or Volunteer movement, or for the Editorial Department, should be addressed to the Editor of THE VOLUNTEER REVIEW, Ottawa.

Communications intended for insertion should be written on one side of the paper only.

We cannot undertake to return rejected communications. Correspondents must invariably send us confidentially, their name and address.

All letters must be Post-paid, or they will not be taken out of the Post Office.

Adjutants and Officers of Corps throughout the Provinces are particularly requested to favour us regularly with weekly information concerning the movements and doings of their respective Corps, including the fixtures for drill, marching out, rifle practice &c.

We shall feel obliged to such to forward all information of this kind as early as possible, so that it may reach us in time for publication.

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Are our only Advertising Agents in that city.



### The Volunteer Review, AND MILITARY AND NAVAL GAZETTE.

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

OTTAWA, MONDAY, MAY 22, 1871.

#### NOTICE TO OLD SUBSCRIBES.

As a great number of our early subscribers in the Volunteer Force must have been promoted since they became subscribers, they will kindly favor us by sending in their present rank and proper address.

THE New York *Albion* of the 22nd ult. contains a long and ably written article on "The Best Pacific Railroad for Canada," accompanied by a well got up map of the route of the Northern Pacific Railway, from Duluth to Fuca Straits, with elaborate statistics—the gist of the whole being that, the aforesaid Northern Pacific is the only available route, that it can be built for one third the sum necessary to construct a road through our own territory, that its resources are far greater and more valuable than our proposed route could furnish, and that it would be a needless outlay of money as well as a ruinous one on our part to attempt to build our proposed railway. Following close on this able article, an elegant pamphlet of forty-eight pages, entitled "The Northern Pacific Railroad; its Route, Resources, Progress, and Business—the New Northwest and its Great Thoroughfares," has been issued by Jay Cooke and Co., financial agents of the Northern Pacific Railroad Company, and a careful analysis of its contents will satisfy any one that it has been inspired by the same mind that originated the article in the *Albion*. After a careful consideration

of them both we have decided not to go into any lengthened review on the subject matter on which they treat, but shall content ourselves with answering the objections put so prominently forward by the *Albion*. In the first place it is not true that the Pacific Railway through the territories of the Dominion will cost \$200,000 per mile, it will be built for one-fourth of that sum. Secondly, the Government of the Dominion are in as good a position financially as any company in the United States can be to construct a railway. Thirdly, throughout the length of the British Pacific it passes through a fertile country, the most barren spots of which are equal in fertility to the best land on the line of the Northern Pacific. Fourthly, we have not the slightest notion of allowing our carrying trade to pass into the hands of the citizens of the United States. Fifthly, it is our own business as to how and where we shall build the road. One thing is certain, we shall not go to the United States for the necessary capital—we can borrow in Europe without their endorsement, and we will bear our own burdens without trying to shift the load to our neighbor's shoulders. And, lastly, the abrogation of the Reciprocity treaty has taught us a lesson we should not easily forget.

We shall forever remember with gratitude Abe Lincoln, Hannibal Hamlin, Potter, and the rest of that illustrious ring, whose astute policy to drive us into annexation resulted in emancipating this country from the operations of Jay Cooke and Co.—consolidated British power on this continent, and within the next twelve years will give us as powerful a marine on the Pacific as we now possess on the Atlantic. We are obliged for the kindly interest taken in our welfare by the *Albion*, but cannot subscribe to the articles of Jay Cooke and Co's. creed as to the advantage the Northern Pacific Railway will be to Canada. In order that our readers may understand what the chief objections to this scheme are, we publish in the present issue an able letter from Dr. Hurburt on "The Northern Pacific Railway" and its belongings, which will well repay perusal. We have developed a national policy, which has been wonderfully successful; common sense dictates that we should not change it at the bidding of any party, and as a Pacific Railway is a necessity of our development we are bound to have it without being dependent on any foreign power for its existence or use.

With the rapidly increasing development of Canadian power and resources the question of immigration is indisputably bound up. Cargo after cargo of stalwart men and women reaches our shores and are absorbed without depressing the labor market; on the contrary, the advent of those large troops have had the extraordinary effect of enhancing the price of labor, both skilled and unskilled. It can only be accounted for in this way—that immigration affords facilities for the in-