let a new era begin. To be called upon so soon again to settle a new Control question is, at first sight, somewhat awe inspiring to admit; but with all the experience of past years before us—and the experience of failure is the most valuable kind of experience to be had—with a host of excellent officers at our disposal, anxious and ready to render the most zealous assistance in the establishment of a better state of things, and with an honest desire on the part of all concerned to place the Control Service on such a footing that it will be a model to other armies and an ornament to our own, we do not believe that a thorough reconstruction of the Control Department need occupy an undue share of the time and attention of the authorities in Pall Mall.—*Broad Arrow.*

GREAT IRELAND.

Washington, March 9.—A large and distinguished audience assembled at Lincoln Hall to night to hear the interesting and instructive lecture of the Hon. A M. Waddell of North Carolina in regard to the settlement of this continent before the discovery of Columbus. He had delivered it in several of the Southern cities during the past summer, and was invited by the leading members of the Senate and House of Representatives to repeat it at the capital.

Beginning with an allusion to Vico's system of "historical returns," and giving Goethe's conception of that subject (the circular theory of civilization) in a few sentences, the lecturer said that his investigation of the subject under discussion was prompted by a passage in Humbolt's "Cosmos," which stated, as a fact, that the first voyage of the Icelanders to Greenland in 983 "was followed by voyages to North Carolina." This, he said, excited his curiosity and caused him to read everything bearing on the subject, the result of his conclusions being that Humboldt's statement was not only true, but less than the whole truth, for, in his opinion, the evidence which he was about to offer established the fact that voyages to and settlements on the coast south of Chesapeake Bay were made by a Celtic race before the discovery of Greenland by Eric the Red.

He then briefly recounted the several voyages of the Northmen to the northern part of America, beginning with Lief's voyage in the year 1000, to Vineland or New England, giving the evidences on which their real occurrence is based, including the finding of the Runic stone on one of the islands in Baffin's Bay, which attracted so much attention among the learned when Rafn's great work, "Antiquitates Americanæ," was published in 1837.

Leaving then the discoveries on the northern coast he began the discussion of his main subject, which was to prove that the country lying between Virginia and Florida was, before A. D. 1000, settled by Christians, was designated Hvitramannaland, or the Land of the White Men, and was expressely called Island it Mikla, or Great Ireland. To fortify his position he gave a rapid sketch of the wonderful literature of Iceland, distinguishing the principle Sagas which treated of these maritime expeditions, and vindicating their authenticity, particularly the "Landnamabok" and the "Eyrbigga Saga," the latter of which contains the romantic story of Bjorn, the champion of Breidavik, who was discovered in this country of Great Ireland thirty years after his disappearance from Iceland, by Godlief Gudlangson, who visited the country in 1029. Many other evidences of a like kind were produced. He then, in allusion to the old story of Prince Madoc's voyages to this continent, recited some remarkable facts going to show that the country was inhabited by a Celtic race at a very early period, and gave a very interesting account of the early civilization of the Irish race, about whom, he said, there seemed to be wonderful misapprehension even among enlightened people. Following this up with an account of the rise and fall of free government both in Iceland and Greenland, he came to discuss Columbus's voyages. So far from making any attempt to rob the latter of his glory he gave him full credit for his "discovery," and mentioned one or two curious and interesting anecdotes connected with it.

In reply to the very natural question of what became of those early settlers, he observed that his inability to answer it furnished no argument against the fact that the Irish did make voyages to this country. The same question, he said, might, with equal propriety, be asked in regard to whole races who have existed on each of the four continents; for instance, the "Mounted Builders" on this continent, whose monuments by thousands are still visible in many of the States. Analogous cases of still later date are not wanting. As an illustration, White's colony of 119 persons, 17 of whom were women, were certainly left in North Carolina in 1587. That is a fact which nobody would deny; but they were never heard of afterwards, and, although it is reasonable to suppose they were killed by Indians, still nobody *knows* such to be the fact. We only know they were there and disappeared, and that is what we know, and all we know, about the early Irish voyagers. As yet it is impossible to tell, with any degree of certainty, what became of them; it must remain a matter of speculation. But there is an equally difficult question involved in the discussion, which these doubters entirely overlook, and which is now respectfully submitted to them, viz: Where did the children with fair complexion, blue eyes, and auburn hair, found about Roanoke Island, in the year 1584, come from? The fact that they were there cannot be denied. It is as well established as any other fact of history. Of course they were not full blooded aborigines, but must have descended from a Caucasian on one side; but there is no other record of a visit by Europeans to that part of the coast before 1584, except that concerning the Scandinavians from the Orkney Islands and Iceland, who did not attempt a settlement; and these Scandinavian themselves testify to a still earlier Irish emigration.

He continued with many other evidences, and quoted Baron Humboldt's protest against "the rejecting spirit" in regard to such things. He then discussed the remains of various sorts not of Indian origin which have been found in this country, particularly the iron implements; but before going into that he called attention to the discovery of the Phœnician stone in Brazil last year, giving an account of an expedition to that country five hundred years before the Christian era.

Among the strange things discovered on the Carolina coast he mentioned that of a large skeleton of a man which was found near Wilmington many years ago, around the waist of which was a copper girdle bearing an unknown inscription. It was just such an one as meets the description of a Scandinavian warrior The evidences of mining in an early age which have been found in western North Carolina were also discussed. The lecturer closed with a recapitulation of all the points in the testimony, which, when grouped together, appeared very formidable.

The foregoing is a very brief synopsis of the facts contained in this novel and interesting discourse, which was listened to attentively by a large and highly cultivated audience.—*N. Y. Sun.*

DYNAMITE CARTRIDGES.

The *Vedette Austrian Journal* gives the following results of experiments carried out at Brettenzee, Austria, June 26th, 1873:—Dynamite cartridges, 2 lbs, in weight, were used for these experiments, being the same as those supplied to the cavalry pioneers. The tin cylindrical boxes containing the dynamite were of two kinds, one having a circular section with a diameter of 3.5 inches, the others having an elliptical section. The latter, owing to their flat shape, are more easily carried. The exact object of the experiments was to institute a comparison between their destructive effect, and that of the cartridges with a circular section. The railroad which was experimented on had been constructed with much care by engineer soldiers, the material employed, rails and slippers, was, moreover, of the very best quality.

First, a box having a circular section was placed against each of the rails of the road, at the point where two join, and each was ignited separately. In both cases the fishplates and slippers were completely torn apart, the rails were raised up and bent upwards from the middle, the total displacement being from nine to twelve inches, and they were cracked in various places. Two of the railway engineers declared that the road was sufficiently injured to throw a train off the line.

Two cartridges having an elliptical section were then tried. The first had the longer axis vertical, the second had the shorter axis vertical. In both cases, but more especially in the second one, the effect produced was very superior to that which had been obtained with the boxes having a circular section. The fishplates and a part of the flange of the rails right up to the end bolts were thrown to some distance. The experiment was renewed by placing an elliptical cartridge in such a way that the larger axis of the ellipse made an angle of forty five degrees with the rail. The result was still more suprising. The extremities of two adjourning rails as well as the fishplates which united them, were in some manner reduced to powder. Some large pieces were thrown fifty yards, others, smaller, as for instance the heads of the bolts, fell 200 paces off. Consequently, it is advisable to keep some distance off, when experiments of this kind are being made. A new attempt was then made with two cartridges placed towards the centre of the rails. The first had its generating points placed perpendicularly to the direction of the railroad; the second was, on the contrary, placed parallel to the rail. The first made a round hole in the rail, and lifted the flange, and it produced relatively but little effect. The second completely broke a piece of the rail off the some length as its own. Finally, a cartridge were placed upon a slipper 3 feet from the rail, and parallel to it. Experiments made in France had, it had been said, led to the preference being given to a similar way of placing the cartridge, but the officers present were considerably surprised at this statement. The result put an end to all doubts on the subject; for at the termination of the explosion the rail remained perfectly intact; the slipper alone was brok-