

jointing. Inside the turret, the inner end of the bolt struck by the shot was found to have driven in and fractured the inner skin or iron lining, the inner end of the bolt with its nut breaking off and lodging upon one of the trunnions of the starboard gun. A score or two of rivet-heads were also shaken off from the skin plating, and there can be no doubt that had the men belonging to the guns been in the turret at the time several lives might have been lost, and many of the men wounded. One of the inner and one of the outer frames of the turret walls were broken, the timber backing immediately behind the shot's blow was bulged inward a good seven inches, and the inner skin was burst open by the end of the bolt driven in by the shot, to a depth of 4ft. 6in., and helped to make matters at first sight look very ugly indeed inside the turret. Still, with all the immense striking force of the shot, there was no thorough penetration. The piece of fractured lining was cut off by the engineers of the ship in very short space of time, and then, steam and hand power being successively applied, all the machinery at its base for turning it, as well as its central bearings, was found to be not in the least damaged, and the turret revolved with the same facility as it did before the shot was fired.

In the opinion of all the officials present the turret, with its guns, was perfectly fit to go into action. No portion of Scott's machinery was injured in any way. The kid, the rabbit, and the hen looked dazed, but they had sustained no visible harm.

The second shot fired at the turret not only most effectually did the work it was intended to do, but also as effectually did the work which had been laid down for a third shot intended for the glacis plate, and saved the trouble and time which would otherwise have been taken up in inclining the *Glutton* for this part of the experiment. The mark upon the turret upon which the gun was trained for the third shot was on the lower ring of armour plating, between the gun-ports, and eighteen inches above the bottom of the plating and the glacis plate. The shot was lower than intended, taking the glacis plate in its entire breadth, making a deep indentation and cracking the plate through but doing no material damage to the underneath deck-plating or beams. From the plate the shot struck the bottom of the turret plating, penetrated to a depth of fifteen inches, and then rebounded broken up on to the deck in front of the turret. No damage whatever was done to the interior of the turret or to any of the gun fittings or their slides. There was simply the hole the shot had made in the armour plate to a depth of fifteen inches, and that was all. The inner skin of the turret was not even bulged. This was thought quite sufficient as establishing in the most indisputable manner the free working of the turret under the heaviest fire without much danger of being jammed or of damage to the gun slides. The three unwilling occupants of the turret had also suffered no injury. The ports were next unplugged, and, with Mr. Goschen and other members of the Board present, the guns were loaded with full power charges and shot, and fired out to seaward over the breakwater. The carriages and gear were found to work in the most perfect manner, and this test brought the trial to a conclusion.

BRADDOCK'S FATE.

A correspondent, after giving an account of the planting on the 29th ult., by Mr. Murdock and Mr. King, of sundry selected

trees at the grave of General Braddock, in Fayette county, Penn., adds the following interesting historical sketch of events and incidents connected with Braddock's expedition and death, and the customs of that period.

In connection with Braddock's grave we cannot resist the temptation to give some historical incidents derived from Andrew Stewart. About the year 1802, Stewart's father lived about two miles east of Braddock's grave, on what is called "Braddock's Old Road"—the military road. Being Supervisor of roads, he went with some hands to repair the road, taking with him Stewart, then a boy ten or twelve years of age. While the men were at work on the east bank of Braddock's Run, Thomas Faucette (born in 1712, and died in 1816, aged 104 years, and who was with Braddock's army at the time of his defeat and death), on old mountain hunter, then living on the road less than a mile east of Braddock's grave in a cabin, some of the ruins of which are still visible, come along with his rifle on his shoulder, a hunting-knife in his belt, dressed in a blue hunting shirt, bearskin cap and buckskin pants, standing straight as an arrow, about six feet four in his moccasins. Faucette said:—"Take care, men, or you will dig up Braddock's bones. We buried him here where he died, right on the bank of this run. We dug away the bank and drove the baggage-wagons over the grave, so that the enemy could not find the grave. I will show you the spot. The water his washed down nearly to the bones. Dig down here a foot or two and you will find them." The men did so and found the bones.

"Braddock," said Faucette to the work men, "was a brave man, but to save his men I shot him." "Why so," we asked. "I will tell you. My brother Joe and I were fighting behind trees, when Braddock came riding along and struck Joe, saying, 'You coward, stand out and fight like a man.' Considering him our worst enemy, I turned round and shot him instead of an Indian. When Washington took command he told us to *tree*. We did so, and the remnant of us were saved."

In confirmation of Faucette's story, history says that it was thought at the time that Braddock was shot by one of his own men and it was upon this occasion that Braddock, when Washington advised him to let the men *tree*, said: "High time, when a Virginia buckskin undertakes to teach a British General how to fight."

Stewart further says that the bones were reinterred at the foot of a large white oak tree, except a few which his father took home and afterward sent by some Western merchants going East, with directions to put them in the museum at Philadelphia. The merchants, Stewart says, then traveled in companies, armed with pistols, to protect their money, consisting of Spanish dollars. Each pack-horse carried two or three thousand dollars in small leather bags. The merchants would carry back on the same horses, iron, salt and other merchandise for the supply of the Western people, the whole in a year amounting perhaps to not much more than one "iron-horse" now takes over the mountains in a single train. Slaves from Virginia were driven through Uniontown in those days, corralled together like horses for the Western market. This may seem strange to young ears, but there are many old persons still living who witnessed it.

The *London Times* describes a novel and experimental railway which has just been constructed at Aldershot Camp. It is of eighteen inch gauge, and upon the "suspension" principle patented by Mr. J. B. Fell.

It is to be worked by a locomotive engine specially designed and built by Messrs Manning, Wardle & Co., of the Engine Works, Leeds. It is to meet military as well as other requirements that the "Narrow Gauge Suspension Railway" has been introduced. It can be made and worked at a much less cost than any other form of railway, and is capable of carrying the whole of the traffic of branch or mineral lines. The whole railway consists of a continuous structure, formed of wood or iron; a single row of pillars stand at regular intervals along the line, the lower ends of the pillars rest upon wood sleepers and are steadied by transverse diagonal struts; holes are dug in the ground, the pillars placed in position, and the earth well rammed down. The length of the pillars varies according to the contour of the ground, for their upper ends must range with each other, so as to carry the superstructure; this is formed by two longitudinal beams of wood (or iron) placed side by side, with a space between them, bolted to, strutted from, and supported by the pillars. The railway will thus be sometimes only 3 feet above the surface, while in crossing valleys or ravines it may be from 20 feet to 30 feet high from the ground, and it may have curves or gradients as on any other railway. These longitudinal beams form continuous "sleepers," and carry four rails; two on their upper surface, and two on their outer sides; the surface rails are of iron, these carry the train, and may be of any desired gauge from eight inches to eighteen inches; the side rails are of wood (or iron), nailed along near the lower edges of the beams, so as to be below the level of the carrying rails. They are peculiar to this system, and act as "guides" for the horizontal wheels of the wagons and carriages. Where sidings occur, or shunting is required, the switches are formed by making a twenty foot length of the railway to pivot on one end, while the other end, resting on a pair of rollers, travels from the main line to and from the siding. The carriages are suspended below the axles, by which arrangement the center of gravity is brought very low, and they are furnished with horizontal wheels running against the "guide" rails above described, whereby the equilibrium of the carriage is maintained, and it is rendered almost impossible for it to leave the rails. A committee of Royal Engineers having been appointed by the War Office to investigate the system, reported so favorably that an experimental locomotive line of eighteen inches gauge, about one mile in length, has been made at Aldershot Camp. All the details appear to have been carefully considered, and if the result is as satisfactory as anticipated it is intended to make several miles of this railway in and about the camps at Aldershot, and in leisure times the soldiers will be exercised in taking down and putting it up again for military transport service.

The slave trade is as yet far from being extinct. Between July 1, 1869, and January 1, 1872, the English squadron off the east coast of Africa captured twenty-four regularly equipped slavers. On these vessels were found over seven hundred negroes. The slavers have largely forsaken their old hunting ground on the African coasts, which are carefully guarded and very dangerous, and find easy and uninterrupted pursuit of their nefarious work in the south seas. The reports which come from them are simply appalling, and have aroused the attention of the English Parliament to the necessity of immediate action.