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## The Volunteer Review,

AND

### MILITARY AND NAVAL GAZETTE

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

OTTAWA, TUESDAY, JANUARY 18, 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.

The *Toronto Nation* of 5th November has an article entitled the "Veterans of 1812," which we republish as the period approaches when Parliament will reassemble and the further recognition of the services of those gallant soldiers must come before it in a tangible shape. As there are a number of officers yet alive who do not need nor would apply for any share of the sums voted for the purpose of testifying to the estimation in which the soldiers of 1812-15 have been held by the people of Canada, and as an incentive to the rising generation, it strikes us that a distribution of the Colonial order of St. Michael and St. George would not be

out of place. It has been lavishly distributed for not very eminent or striking services either, and it would be strange if it should be withheld from the survivors of the men who held Canada for Great Britain at a time when its loss would have rendered Wellington's victories in the Iberian Peninsula useless and changed the waning fortunes of the GREAT NAPOLEON.

It may be urged that such a case needs a precedent; if so, it is to be found in the fact that medals and rewards for eminent services in the Peninsular War were not distributed till over thirty years after the events they commemorated.

We have always maintained that the real naval strength of Great Britain will not be measured ultimately by the monstrous iron clads she has or may have afloat, but by the value numerically and otherwise of her steam commercial marine.

An article from the *London Times* on "The Cunard Fleet," which will be found in another page, shows conclusively the immense available power which Great Britain can employ in case of war. We have given our readers some time ago a list of the ALLAN (Canadian) steam fleet, showing that it consisted of twenty one powerful steam vessels from 900 to 4,200 tons burthen, or an average of 2,400 tons; while the CUNARD line with its 49 vessels and aggregate tonnage of 90,500 will be under 2,000 tons average. The vessels of both fleets however are handy, speedy and could be converted into efficient as well as powerful and formidable cruisers, perfectly capable of putting a stop to Privateering on any scale great or small.

They form however but a small part of the force England could bring into action. What is wanting to supplement them is a few armoured sea-going cruisers of great capacity and armed in the most powerful manner to keep the Oceanic strategic positions so ably laid down by Captain J. R. COLONB, Royal Marine Artillery, whose admirable pamphlet on this subject has been noticed in the VOLUNTEER REVIEW.

We do not wonder at the discontent which prevails in Great Britain in consequence of the partial failure of Mr. KEEB's unwieldy aberrations—it was certainly very unlike the practical sagacity of the British people to confide to a mere machinist, no matter how able or talented, the task of constructing an entirely novel type of war ship while he was necessarily ignorant of the conditions under which she should be worked.

But England was then governed by inspired heroic men of the GLADSTONE CHILDERS CARDWELL type, and, as a consequence of their superiority of attainments, they produced "ships that could not float and troops that could not march."

Now, as those people "improved" themselves off the political stage, it is to be hoped the present possessors of power will not allow the interests of the Empire to be sac-

rificed to mere theories respecting "PAPOFF's" or any other machines of a cognate description, but in the reconstruction of the British navy, for it must come to that, avail themselves of the experience of those Naval Officers (now very few indeed) whose knowledge has been acquired when England had a navy.

The case of poor Captain COWPER COLIERS may be cited against this, but the Court Martial on the loss of the *Captain*, if it proved anything, decidedly established the fact that the defects of construction, rig, and want of stability were caused wholly by the mechanical influence exercised by men who were not seamen in any sense of the word, although very eminent Engineers and Machinists, like many a other brave and talented man; he was sacrificed and his memory insulted to cover the ignorance and wrong doing of survivors.

It is time, at all events, that those anomalies should cease in the Royal Navy and that it should be equipped and managed at least as efficiently as the CUNARD or ALLAN fleets.

A SERIES of most interesting experiments have been carried on by the Corporation of the Trinity House—under whose supervision the Light Houses of the English Coast are managed on "Fog Signals"—and a lecture on the results has been delivered by Vice Admiral COLLINSON, O.B., one of the elder brethren before the Royal United Service Institution, on 7th May, 1875.

The report of the lecture is published in the LXXXII. number of the journal, page 465 et. seq., in which the gallant Admiral describes the practical and scientific means adopted to obtain reliable and satisfactory instruments producing sound capable of being heard at long distances at sea.

The committee of the brethren of the Trinity House to whom the task of making the necessary experiments was assigned, had Dr. TYNDALL, "the scientific adviser" of the Corporation as assistant, and the duty entrusted to them appears to have been well and effectively performed. The site of the experiments, the "South Foreland," near Dover, being chosen with especial reference to its local and general advantages—it is a cliff about 235 feet above sea level, and therefore afforded every desirable advantage for such an important series of experiments.

The various instruments experimented on were steam or air whistles, air horns or trumpets, the siren, and guns of various calibre. Of the whistles five varieties were tested, viz:

Canadian—cast solid, 12 inch diameter, blown by steam, 74 lbs. pressure.

American—bored and tuned, whistle made of sheet brass soldered to a solid top, 12 inch diameter, blown by steam, 74 lbs. pressure.

English—12 inch whistle attached to a boiler blown by steam, 74 lbs. pressure.

One constructed by Mr. BARNARD of Man-