THE ONLY FLAG FOR CANADA.

(From the Stratford Herald.)

MR. EDITOR :—On the formation of the Dominion of Canada, various schemes being suggested for our national flag, the following lines were sent for publication to a British friend of mine in Ottawa, where their appearance being eagerly welcomed they had some influence in determining our Rulers to adopt the "Old Red Cross." If you consider them worthy of a corner in the *Herald*, they may rekindle a glow of old British feeling, at this levelling and democratic juncture.

HIBERNICUS.

Belleville, 8th October, 1872.

We want no flag but the old Red Cross!
The flag our fathers bore
On many a well fought field of fame,
In the glorious days of yore!
The flag that floated o'er the Nile,
And at Trafalgar too;
And got a baptism of renown
On the field of Waterloo!

We want no flag but the old Red Cross!
That sprung from freedom's soil
And fluttered high above the reach
Of hands that would despoil—
The gallant banner of the brave,
Our country's Union Jack,
That never streamed above a slave,
Or swerved from glory's track!

We want no flag but the old Red Cross!
The terror of the main,
That never had its blazonry
Polluted by a stain—
The old and honoured banting—
The chosen of the free—
Which made our land for ages,
The Mistress of the Sea!

We want no flag but the old Red Cross!
'Neath which our country grew
The mightiest empire of the earth,
To freedom ever true!
The emblem of high enterprise,
And of the rights of man,
Which Liberty's disciples
Carried always in the van.

We want no flag but the old Red Cross!
For this young land of ours,
To raise it to the standard
Of the world's mighty powers!
We've flourished neath its sheltering folds
In darkness and in light;
Then give to us the good old flag,
We claim it as our right.

THE *DEVASTATION*.

The *Times* published an interesting article descriptive of this war vessel, prefaced by an account of her origin which has since been corrected by Mr. E. J. Reed, our late Chief Constructor. We subjoin the most interesting passages, omitting the errors and embodying in their stead Mr. Reed's corrections as to matters of fact.

Long before Mr. Childers entered upon office, before even the last Conservative Government took power, Sir Spencer Robinson and Mr. Reed had considered what would be the best form to give a turret ship of a low freeboard, which so many persons of eminence were anxious to see built, and they had come to the conclusion that she should be a mastless vessel of this kind. Mr. Reed accordingly prepared a design for a ship, not exceeding in size several of our then existing ships, but with armour greatly exceeding the *Devastation's* in thickness, and with guns of great power—a more powerful ship, in fact, than has even now been anywhere built or even commenced. This ship Mr. Reed and Sir Spencer Robinson earnestly besought Sir John Pakington to build, when his party came into power; but the step, or rather the stride, was considered too great for an avowedly weak Government to take in the face of an opposition on the look-out—as most oppositions are—for occasions of cavil. The design had, therefore, to stand over till a new Government arose.

After a time Mr. Childers came into office as First Lord, but with ideas very different from the above, for on giving his first instructions to Mr. Reed (and before asking that gentleman for his opinion), he ordered the design of a ship of which the primary qualities were to be smallness ("not much to exceed 3 000 tons"), high speed, and very large coal supply; and which, while she was to carry two very large guns, was to have armour of altogether secondary importance. Mr. Childers inclined to a "low freeboard," and wanted some sail power, but did not press for much. The ideas of this ship was not in itself a bad one; it was identical with that upon which Mr. Stansfeld had frequently conversed with Mr. Reed when at the Admiralty—viz., that of treating the gun as the unit of power, making that unit as large as possible, and sacrificing the defence wholly, to that. There are many difficulties, however, besetting the carrying out of this idea, and these Mr. Stansfeld well understood, making on one occasion a suggestion of very great value and importance, which Mr. Reed was developing when his connection with the Admiralty ceased.

The limitations imposed by Mr. Childers led to a very unsatisfactory design which could carry but extremely thin armour, and would have capsized under canvas. (See Mr. Reed's report of February 3, 1869, published with Mr. Childers' minute.) Some extension of the limitations was then made by Mr. Childers's, but with a result that still left the ship capsizable (from her low freeboard), although with armour of a thinness very unsuited for a first-class armourship. Meantime, the existence of the Admiralty design for a very powerful ship had become known, and in Russia a ship of similar character, but of somewhat less size and power, had been laid down. Bearing this fact in mind, the controller and the chief constructor used all their influence with the First Lord to induce him to abandon the idea of rigging a low freeboard ship, and of keeping the tonnage so very small, and to allow them to build the *Devastation*, a ship like the larger mastless monitor that had been proposed in general principles, but smaller, and consequently feebler. Mr. Childers yielded to their solicitations; abandoned the rigging, although the *Captain* had not then been lost, and was *con amore* with the constructors of the *Devastation* class, getting Parliamentary sanction for the building of three such ships.

The hull proper of the *Devastation*, which is the carrying power of the whole structure, may be treated as the submerged portion of the hull of an ordinary ship. Between perpendiculars, or between stem and stern posts, it is 285ft. in length, with an inside breadth at the top of the sides amidships of 58ft., and with a depth of midship portion of the covering in deck to the top of the keel of 18 feet. This hull is divided longitudinally into three divisions, the lowest of the three being occupied by water tanks of the double bottom; the next division being formed of twelve watertight compartments or iron boxes, holding the engines, coal bunkers, &c., which we shall refer to more fully presently, and the upper or third division comprising coal bunkers, chain-lockers, machinery, officers' cabin, &c., all being disposed of in iron boxes in twelve compartments almost as strongly, if somewhat more roughly constructed, as are the "strong rooms" of a bank. The "skeleton," as we term the frame of the hull, consists of the keel, the stem, and the stern post, the transverse and longitudinal frames, and the beams. The keel is built up interiorly and vertically. It is of steel, five eighths of an inch in thickness, with a depth of 4ft. 6in., and is supported by two angle irons, having 6in. of flange and 1in. thickness of metal. The stem rising from the fore end of the keel, is a solid forging, the upper part being 9in. in thickness, and the lower part, which forms the prow, having a thickness of 36in. at the point where it would strike the bottom of an enemy's ship in ramming. In addition to this enormous thickness of metal, the prow is further strengthened by longitudinal frames—a perfect network, in fact, of iron plating and angle iron. The stern post is also a solid forging. It is 26ft. in length, and weighs fifteen tons; has 12in. in depth of metal with a thickness of 8in., and is connected with the keel by an iron shoe of about 12ft. in length. The frame of the hull is built up from the keel on the bracket principle of three eighths of an inch thickness of iron, with a depth of three and a quarter inches, the angle irons having five-inch flanges. The transverse frames are three-inch by five-inch, with half-inch thickness of metal. This may be termed the "skeleton" of the *Devastation's* hull. The outside plating over this is 11-16ths of an inch in thickness. The double bottom is built up of steel plates riveted in a vertical position over the transverse frames and running longitudinally, crossed by similarly vertically fixed iron plating. The result of this arrangement is, that the bottom of the *Devastation* is covered inside with a series of iron tanks, extending amidships on each side to the shelf pieces or under side of the lower deck, but tapering at the fore and after ends of the *Devastation's* bottom to a lesser extent both in breadth over the bottom and also in size. Under the engines and over all the central portion of the bottom they measure 4ft. 6in. in depth, by 5ft. breadth. Over this cell work is laid a covering of 7 16ths of an inch in thickness, and the double bottom is thus complete. The double bottom cells, with a compartment forward of the fore magazine and another aft of the after magazine, have a water carrying capacity of 1,080 tons. Two steam pumps are fitted for the special work of pumping this water in or out as may be required according to the weight of coal in the coal-bunkers. The size of these tank like divisions of the double bottom gives ample room for any examination of the inside of the outer plating of the hull, the imperative necessity for such frequent examinations having been sufficiently exemplified by the dockyard history of the late *Magœra*.

Above the double bottom the *Devastation's* hull has two divisions longitudinally, and these divisions are again divided off into twenty-four compartments transversely by eleven watertight bulkheads, extending vertically from the platform over the double bottom to the underside of the covering in deck. These bulkheads are built up of iron, 7-16ths of an inch in thickness, and are supported by angle iron of the same thickness, and of 3 inches by 3½ inches dimensions. The lower part of the longitudinal divisions immediately over the double bottom is divided vertically as follows:- To about 20ft. aft of the "prow," commencing from forward, there are three watertight flats, constructed to strengthen the prow and form three store rooms, standing one above the other. The lower and middle flats are appropriated to the storing of provisions, and the upper one as a chain cable locker. No. 2 compartment contains the fore magazine, which is protected from any plunging fire through the fore deck by a bulkhead covered with 5-inch armor-plating. No. 3 compartment contains the "shell"