

the trident of Neptune with all-potent and unrelaxing grasp.

On Thursday of last week the rippling waters of the Lake St. Louis were the scene of one of the most exciting contests ever witnessed in America for the supremacy of the waves by stroke of oar. And there the contest was between Young Britain and Old Britain, between Britain at home and Britain in America. We are sorry, though not surprised, that the latter lost. The contest was, in every sense, *en famille*; no matter who gained, the glory would have been equally the source of paternal satisfaction. We cannot regard the Tyne men as truer Britons than those of St. John; and though the triumph of the latter would have been esteemed a great glory for Canada, yet their honourable defeat, after such a stout contest with such well-trained and otherwise matchless opponents, is surely no disgrace. The intense interest throughout Canada which this great race has created, shows the pervading influence which the old insular ideas still exercise upon this continent. And not only in Canada, but throughout the United States, the race engaged a large share of public attention, and many thousands of Americans came to witness the result, and liberally staked their money on the St. John crew. Our neighbours, by a process of reasoning more flattering to their vanity than their shrewdness, arrived at the conclusion that the St. John men, having, two years ago, vanquished the Ward Brothers, the champion rowers of the United States, were invincible. They left out of the calculation that England is, *par excellence*, the land of oarsmen, that the Tyne crew had beaten every foe within the British Isles, and made such odds against time as rendered it next to impossible to beat them in a fair race. The St. John, or "Paris" men had a flattering record; they won at the Paris regatta during the Exhibition where they had some, but by no means the best, English rowers to compete with. The following year they achieved their greatest triumph in beating the Ward Brothers. They shewed their pluck by accepting the challenge of the Tyne crew, and though no one denies that they were fairly outrowed at Lachine, yet few will think less of their prowess than they did before, because, over a course of six miles, they were some half-a-dozen boat-lengths behind, or because in a pull, extending over forty minutes, they lost by somewhat more than thirty seconds. Since the Tyne men have preserved their laurels, we only wish they may keep them green; and as for the St. John crew, while we cannot applaud their own over-confidence, we must give them credit, not only for courage in accepting the contest, but for extraordinary skill and ability in battling it out. Assuredly their defeat was not one to be ashamed of; but the race made it manifest that the tremendously long and mathematically regular stroke of the Tyneside men was a surer way to cut swiftly through the water than the shorter, quicker, and, as we think, more jaunty dip which the Paris men, in common with other American oarsmen, follow. But victory on either side would have been to Britannia all the same—it was to her, as against the whole world, the old game of pitch and toss on the safe rule of "heads I win and tails you lose!"

REPAIRING THE FORTIFICATIONS OF PARIS.

The work of repairing the fortifications of Paris was commenced immediately after the retreat of Gen. McMahon's division across the Moselle, and has been continued ever since with renewed activity. The fortifications of the city have a continuous circuit of 25 miles, and consist of a wall 33 feet in height, with bastions and terraces. The wall is lined with a fosse about 20 feet deep, and strengthened by outworks comprising 14 detached forts. These fortifications take in much of the suburbs and even a good deal of the surrounding country. During the many years of peace and security that France has enjoyed under the rule of the Emperor, much of the fortifications of the city have fallen out of repair. In many places the fosse has been filled up, especially in the neighbourhood of the barricades or entrances to the city, where the constant flow of traffic necessitated a substantial road. But since the commencement of the march of the Prussian army on the capital, these roads have been done away with; the fosse has been cleared out, and the substantial earth roads replaced by draw-bridges. The counter-scarp had also become sadly dilapidated and required extensive repairing, while the slope of the glacis needed entirely re-levelling. Within the fortifications the earthworks have been raised in certain parts, new platforms have been erected for artillery, guns, long since dismounted and out of use, have been set in position, and powder magazines have been constructed. These magazines are built in the most solid manner; their walls are of solid stone, six feet thick, covered with a double roof. Ten of these have already been established on the right bank of the Seine. With the exception of some of the railways which enter the city on the west side, all the approaches to Paris have been blocked up or destroyed. The subterranean passages are closed except for purposes of defence, and the chains and gratings have been thrown across the canals of Bievre to prevent the approach of the enemy.

The following details respecting the topographical position of Paris and its defences will be found to be of interest:

The city of Paris, situated between the confluent of the Marne, the Oise, and the Seine, in the midst of a wide plain, is divided into two unequal parts by the river, from 200 ft. to 300 ft. in breadth, which runs from east to west, forming an arc of a circle. On the right bank of the Seine, the height of which is about 80 ft. above the level of the sea, rise the hills

of Montmartre, 394 ft. in height; of Belleville, 311 ft. in height; of Ménilmontant, and of Charonne. On the left bank are the heights of Mont Valérien, 495 ft.; of St. Cloud, 306 ft.; of Sèvres, Meudon, and Issy. The northern portion of Paris is the largest. Twenty-one bridges keep up the communications. The form of the city may be compared to an ellipse, somewhat flattened on the right side, the longer axis of which is about nine miles. According to the Census of 1866, Paris has 1,825,274 inhabitants, and about 90,000 houses.

Since 1841, under the reign of Louis Philippe and the Ministry of M. Thiers, Paris has been fortified. An immediate capture of this town, like that of 1814 and 1815 by the Allies, has become an impossibility. The systematic reconstruction of the interior of the city, which Napoleon III. has caused to be executed by the late Prefect of the Seine, M. Haussmann, may be regarded as completing the works of fortification. The fortifications of Paris consist of a surrounding wall, fortified, formed of a military road, a rampart, ditches, and a glacis. Eighty-five bastions, all nearly of the same shape, and other advanced points, are destined to cover the outer extent of the moats, which can be filled with the waters of the Seine. The escarpment is lined with a wall which is covered by the glacis. The military road inside is paved. Near to this, and frequently parallel to it, is the line which joins all the railway lines running into Paris and their eight termini. Sixty-six gates, close to which are placed the Bureaux de Douane, are pierced in the fortifications. Outside the surrounding wall, and at a distance of about half a league, are fifteen detached forts, including Vincennes, which are united partially by redoubts and intrenchments to the walls.

The detached exterior forts may be considered in three groups. We may first notice the group that forms the north-east line of these outside fortifications, from St. Denis to the north of Montmartre. The town of St. Denis alone is surrounded by three great forts. On the left of and close to the railway leading to Enghien and Montmorency, and behind the confluence of the canal of St. Denis with the Seine, is the fort of La Briche; to the north, and on the other side of the stream of Rouillon, is the fort of "La Double Couronne du Nord;" and on the south-east is the fort of the east. These three points are united together by ramparts and ditches which can be readily filled, and which are covered by the redoubt of Stains. St. Denis itself may therefore be considered a fortress. At 4,440 paces to the south-east of the eastern fort, and consequently nearer to Paris, is the fort of Aubervilliers. Between the two passes the railway to Soissons, and behind this line is the canal of St. Denis. The earth which was dug out of the canal forms before it a sort of parapet fortified by three redoubts. At a distance of 4,200 paces from the other side of the Canal de l'Oureq and of the Strasbourg Railway, on the continuation of the height of Belleville by Pantin, is the fort of Romainville. It is 1,800 paces from the principal wall of defence. A series of intrenchments extends from the fort towards the Canal de l'Oureq, while on the other side two redoubts defend the passage. Further off to the east and to the south, still on the outer side of the same line of hills, and almost in a line parallel to the railway to Mulhouse, the works of the fortifications, which are united by a paved road, are continued at about equal distances—the forts of Noisy (3,500 paces), Rosny (3,200 paces), and Nogent (3,800). There ends the line of hills which begins near Belleville, and descends by a steep incline towards the Marne. Between the above-named forts are placed at short intervals the redoubts of Noisy, Montreuil, Boissière, and Fontenay. The Marne, which is here 100 paces in breadth, forms a natural defence, fortified also by an intrenchment of 2,800 ft. in length, consisting of a parapet and ditches covering the isthmus of Saint Maur, where a bridge crosses the Marne. The two extremities of the intrenchment are flanked by the redoubts of Faisanderie and Gravelle. These the railway of Vincennes and La Varenne passes. All these works inclose in a semi-circle the castle of Vincennes, in which is the principal arsenal of Paris, on the edge of the great field for manœuvring artillery close to the Marne. On the other bank of this river, in the triangle formed by the union of the Seine and the Marne near Alfort, on the right side of the Lyons Railway, is the fort of Charenton, which closes the first line of defence. What adds to its strength is that the enceinte inclosed by the fortifications answers admirably for an intrenched camp in which 200,000 men may be placed.

The next group of detached forts to be described is that of those forming the southern line of exterior defences. Opposite to Fort Charenton, and at a distance of 4,000 paces, on the left bank of the Seine, begins the southern line, with the fort of Ivry, which commands the neighbourhood. In a straight line, nearly from east to west, the forts of Bicetre, Montrouge, Vannes, and Issy follow at equal distances of about 3,000 paces. The last named rises to a height of about 50 ft. above the Seine, which here leaves the city. Between them are the railways of Limours (Sceaux) and of Versailles (left bank). The three last points are covered since the introduction of rifled cannon, which was not known at the time of the building of these forts, by the heights of Bagneux and Meudon.

The third group of detached forts are those on the western side of Paris. This line of outside defence is naturally very easy, for the Seine, flowing in the direction of the north and north-east, turns towards St. Denis by St. Cloud, Boulogne, Suresnes, Puteaux, Courbevois, Neuilly, Asnières, Clichy, and St. Ouen, places on the banks of the river. Between it and the town is the celebrated Bois de Boulogne. On the line indicated five bridges cross the Seine, and near the station of Asnières, on the left bank, the railways from Dieppe, Normandy, St. Germain, and Versailles (right bank) unite and cross the river by a common bridge. A single fort, but the largest and strongest of all—that of Mont Valérien, situate 415 ft. above the Seine, and from which there is a magnificent view of Paris—commands the whole of this space. A paved road joins Mont Valérien with the Bois de Boulogne, by the bridge of Suresnes.

THE INTERNATIONAL SOCIETY FOR THE RELIEF OF THE SICK AND WOUNDED IN WAR.

THE AMBULANCE OF THE FRENCH PRESS.

Warfare has, within the past few years, undergone so much change, and has been rendered so much more deadly, that it was time that some measures were taken for the relief of those poor men who are torn away from their homes to fight their country's battles, and in so many cases to be left wounded or dying, without care or comfort, upon the battle-field. The

necessity for an organized staff of surgeons and nurses, who should accompany the army to the field of battle, has long been felt; but it is only within late years that the idea has been thoroughly put into execution. The association now known as the Society for the Relief of the Wounded in Battle have for some time past been unremitting in their endeavours to establish such corps of nurses in the various armies of European powers, and their praiseworthy efforts have at last been crowned with success. In the present war the beneficent results of their endeavours have been fully shown. Half a century ago the wounded in battle were allowed to lie where they fell, to die of exhaustion and want of care; while the dead were left to rot on the field. Now each army is followed by a staff of experienced surgeons and nurses, and by a regularly organized corps of grave-diggers.

On another page we give an illustration of the departure of one of these ambulance trains from Paris for the seat of war. The men composing the corps are in every case volunteers; those belonging to the corps in question being raised entirely among members of the press. They are clad in a dark uniform—black coats and trousers, with gaiters and broadbrimmed hats, and every man wears upon his left breast the distinctive badge of the ambulance corps, a red cross on a white ground. The corps is accompanied by seven waggons, painted blue, with the red cross on either side, destined for the transport of tents, beds, bedding, and the necessary utensils of an infirmary. There are also open waggons for carrying wounded soldiers. The surgeons attached to each corps are distinguished by their gilt buttons and by the red cross worn in front of the cap. Each man carries with him his clothing, in military fashion; his cloak strapped around his knapsack, an extra pair of thick boots, his putnikin and a quantity of lint. None of the men, with the exception of the surgeons, are armed.

The personnel of each ambulance is calculated as to numbers and grades on the same system as is followed in the regular military service—viz., one surgeon-in-chief, four surgeons, ten assistant surgeons, twelve sub-assistant surgeons, with a proportion of infirmiers. A chaplain, purveyor, and assistants, and mule transport conductors, are also attached to each ambulance. The following is the principle on which the grades have been allotted—the sub-assistant surgeons are selected from the medical students, assistant surgeons from French doctors of medicine and from the "internes" (house-surgeons?). The surgeons are recruited from the *déjà* of the hospital assistant surgeons. The main principle adopted by the medical committee of the Volunteer Help Society has been to avoid as much as possible prolonged transport of wounded with gunshot fractures of bones, by treating them as near as practicable to the places of fighting. Each ambulance of a corps d'armée is accordingly divided into a flying ambulance with a few hospital tents, and a reserve ambulance establishment. On an action occurring the flying ambulance will give the first assistance. The reserve, with which the surgeon-in-chief will be, will reach the scene of conflict as quickly as possible, will establish a temporary field hospital, and leave the establishment of the flying ambulance free to follow the troops in case of their moving and making a further advance.

THE FRENCH FLEET.

The navy of France is still in a state of transition. In the year 1835, a commission of scientific and naval authorities was appointed by the Emperor to consider the actual state and future organization of the navy, and their report having been accepted and sanctioned by the government, a gigantic series of works for the increase and improvement of the fleet of war was commenced forthwith. The credits necessary to carry out these plans were voted in 1837, and the works fixed upon were executed and accomplished in 1867, at which time the French navy was composed, besides a large number of ships of inferior classes, of—

Screw line-of-battle ships and ironclads of first-class	13
Do. do. do. second class	75
Total	88

Besides these vessels there are several floating batteries for the defence of the different ports and a large number of ironclads now on the stocks.

In all, the French navy comprises about 450 vessels, most of which are now in commission, including nearly 30 iron-cased frigates of the first-class, varying in armament from 4 to 52 guns, all rifled and breech-loading, having a horse-power of from 900 to 1,200, and possessing a speed exceeding 12 knots per hour.

The steam navy of France not long ago was composed of the following ships:—

	Afloat.	Building.	Total.
Line-of-battle ships	36	1	37
Iron-cased frigates	6	10	16
Screw-frigates	25	4	29
Paddle "	18	..	18
Despatch boats (screw)	35	1	36
" " (paddles)	88	5	93
Iron-plated floating batteries	14	7	21
Gunboats	53	5	58
Transports	34	9	43
Total	325	42	367

The sailing navy of France then consisted of:

	Afloat.	Building.	Total.
Ships of the line	7	..	7
Frigates	23	..	23
Corvettes	12	1	13
Brigs	19	2	21
Small vessels	26	..	26
Transports	32	..	32
Total	119	3	122

Of the 16 iron-cased frigates which France possessed afloat in November, 1863, only one, the "Couronne," was entirely built of iron. The following were the names of the principal iron-cased frigates afloat at that period:—The "Gloire," "Invincible," and "Normandie," built of timber; the "Couronne," built of iron; and the two ram ships "Magenta" and "Solferino," built of timber. The thickness of the iron-casing in all these ships, as well as those on the stocks, was the same—4½ inches near the load line and 4¼ above that. Their principal dimensions are: Length, 205; breadth, 56, and mean draft 25½ feet. The "Gloire" and her sister ships, and also the "Couronne," have engines of 900 horse-power, and are armed with 36 rifled 30-pounder guns, throwing shot of 70 lb.