

The good people of Gloucester will find out that honesty is the best policy in the end, and that the day has gone by when all the sovereigns of the model Republic can make war on their own hook; the prospect held forth is certainly not very cheering to those would be imitators, in a small way, of the old Vikings:—

"The Captain of the *Horton*, who cut that vessel out of Guysboro, N. S., and ran her off to Gloucester, is just beginning to feel in his own person the diplomatic discomforts that attend such filibustering exploits. He is not only likely to be refused fresh papers by the Secretary of the Treasury, but the Solicitor of that department is expected to decide that his vessel must be seized for coming into Gloucester without papers, and furthermore, it is probable that the Dominion will ask for his extradition on a charge of burglary, in having broken into the Guysboro Custom-house, and taken thence the sails of the *Horton*.—N. Y. Sun.

It is rumoured that Captain Tom B. Strange, Royal Artillery, is to be appointed Commandant of the Quebec School of Artillery in the Canadian army; such an appointment will be of great advantage to our service, the development of that important arm, depending on the skill with which its organization shall be designed, and we hope that no obsolete traditions will be allowed to interfere with that classification in which the chief value of modern artillery depends.

The re-enforcement for Fort Garry, under command of Major Scott, passed the Deux Rivieres Portage on the 1st November and expected to reach the north west angle of Lake of the Woods by the 6th. They would probably arrive at Fort Garry by the 15th, making the whole distance from Thunder Bay in *twenty-one days*. It reflects great credit on the transport department to find that it was able to carry over 300 men with all their material a distance of 450 miles in winter without any serious impediment, especially considering the difficulties to be overcome. The spirit of the force can be known from the fact that Shebandowan was reached from Thunder Bay in *two marches*, the distance being 47 miles.

We offer no apology to our readers for placing the following letter from the *United States Army and Navy Journal* of the 4th inst., before them; the subject is one of absorbing interest to Canada and it is necessary that a thorough knowledge thereof should be disseminated amongst our people. The value of artillery must be thoroughly understood, its proper use and the manner in which we can best apply it. For this purpose information of every kind will be rendered available; the following letter speaks for itself:

PRUSSIAN VS. ENGLISH GUNS.

To the Editor of the *Army and Navy Journal*.—

SIR:—To correct a misapprehension which appears to be somewhat general, we wish to state that the gun fired at Woolwich, July 12, in comparative trial with the new Eng-

lish muzzle loaders, was a Prussian gun, but not a *Krupp* field piece.

The result was of course a foregone conclusion, as the trial was made in the interest of the English guns, and the artilleryists had to prove the new guns better than any other, by any means. Under all the disadvantages of the trial the Prussian proved a formidable competitor, as the published results show—in fact, when the condition were equal, it excelled both of the English guns.

The *Allgemeine Militar Zeitung* of August 2, gives the result of firing with common shells and percussion fuses, five rounds each gun, as follows:

The English 9 pounder made 71 hits.
" " 16 " " 100 "
" Prussian 4 " " 162 "

To change this result, in all the subsequent trials Shrapnel shells were used in the English guns and common shells in the Prussian. Notwithstanding the difference in the projectiles used, the Prussian gun did good service, making in the second series of trials 88 hits against 93 by the English 9 pounder.

If a *Krupp* gun had been used in these trials, served with the same kind of projectiles and handled skillfully, the result would have proved beyond doubt its great superiority over the English muzzle-loaders, as well as the Prussian gun used. In the Woolwich trials for quick firing the

English 9-pounder fired 11 rounds in 3 minutes.

Prussian 4-pounder fired 8 rounds in 2 minute and 45 sec.

On August 21, at Essen, the Emperor of Brazil witnessed some quick firing with a *Krupp* gun, and, watch in hand, the Emperor counted 5 rounds with regular full charges in half a minute, and 9 rounds in *one minute*. This feat would be impossible for muzzle loaders.

The English artilleryists proved to their own satisfaction, long ago, that the Armstrong breech-loader was the best gun in the world. That having failed, the effort now is to prove that the re-introduced muzzle loader *will be* the best gun in the world.

The *Krupp* gun requires no certificate—its merits are well understood by artilleryists and its superiority has been proved in actual service. It is no mere experiment as nearly all the countries of continental Europe are armed with it. Austria has recently decided in its favor, and has completely adopted it for marine purposes.

Yours respectfully,

Thos. Prosser & Son.

New York, Oct. 25, 1871.

OPPOSITIONS of free trade are in the habit of lauding the policy of the United States as conducive to the interests of its people, that all their industries have been protected to the utmost, there can be no doubt, but the results are not precisely what ardent protectionists would admit. When the commercial marine of a state is in a state of decline its commercial greatness is gone, a great portion of the profits being reaped by the carriers. The following extract will show how it is with our neighbors.

"An American paper says:—Wm. H. Webb the great ship builder and steamboat owner of New York, in an interview with President Grant, told him on Friday last that unless Congress took suitable action at an early date in less than five years our shipping would stand relatively toward that of Great Britain as it did 100 years ago,

when we composed one of the colonies of Great Britain. This is undoubtedly true. In 1850 both nations had about 4,000,000 tons of shipping. In 1870 Great Britain had about 7,000,000 to the United States 2,500,000 tons. The reduction of our tonnage, under our present tariff, is still going on. The duties on iron, sails, cordage and copper, the materials of which ships are composed, are so high that ships cannot be built at all, and it is far cheaper to employ foreign tonnage for the purpose of transporting our own goods. Our shipping is being fast put out of existence for the purpose of 'protecting'—and only 'protecting'—American industry, it always being supposed by the high tariffs that there is no American industry in American ships?"

ANSWERS TO CORRESPONDENTS.

NOTICE.—All communications addressed to the Editor of the *VOLUNTEER REVIEW* must be accompanied by the correct name and address of the writer.

"Royal" will find the reasons alleged in General Orders of 3rd June, for disbanding the 5th Royal Light Infantry, were, that the corps "*had become disorganized*."

REMITTANCES

Received on Subscription up to Saturday, the 11th, inst.

LONDON, Ont.—Ens. S. P. Shaver, \$2.

(Per Agent.)

CONROCK, Ont.—Sgt. Major S. B. Smith, \$2.

PICTON, Ont.—Major F. White, \$2; Lieut.

Col. T. Bog, \$2.

QUEBEC, Que.—Col. L. H. Cassault, D.A.G., \$1; Lt. Col. C. E. Panet, \$6; Lt. Col. T. Reeves, \$4; Lt. Col. M. Stevenson, \$4; Charles Lesprance, Esq., \$5; S. G. Scott, \$4; Capt. W. H. Forrest, D.P.M., \$2; Lt. Col. B. Forsyth, \$4; Capt. Burgess, \$4; Col. E. Lamontagne, \$1; Capt. R. Hamilton, \$2; Lt. Gauthier, \$2; Major T. H. Grant, \$1.

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