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The Volunteer Review

AND MILITARY AND NAVAL GAZETTE.

A Journal Devoted to the Interests of the Military and Naval Forces of the Dominion of Canada

VOL. VI.

OTTAWA, (CANADA,) MONDAY, MARCH 25, 1872.

No. 13.

CORRESPONDENCE.

[The Editor does not hold himself responsible for individual expressions of opinion in communications addressed to the VOLUNTEER REVIEW.]

To the Editor of the VOLUNTEER REVIEW,

Sir:—Having sent in my resignation and recommended a successor I wish to make a few remarks on the prospects of the reorganization of the 18th Battalion.

You are aware that the majority of the people about here are agriculturists, and as the cost of farm labour has risen at least 50 per cent. within the last few years, it follows that when a young farmer is out for his sixteen days annual drill (which may happen at a time most inconvenient for his leaving home) he is obliged to supply his place by one or perhaps two men (if so fortunate as to get them) at a cost of 4s. or 5s. and board each per day, while he only gets 2s. 6d. from the Government.

I believe no section in the Dominion has furnished more volunteers in proportion to population than this has done, and as most of the young men have been connected with the 18th since its formation, they feel the increased number of days to drill coupled with the long distance they have to go to camp, a tax and inconvenience which is not easily borne, and which 50cts. per day does not half cover.

"There is no better security for peace than strength to resist attack," and as the volunteer force is the only one we have to depend upon at present, and as it has already proved itself of the greatest possible advantage to this country; I think, if it is to be continued that the Government should take into serious consideration the great inconvenience and loss the volunteers are put to in going out for sixteen days drill, during the summer season, and hold out the inducement of at least five shillings per day while they are on duty in connection with the camps. This increase of pay falls equally on the volunteers as on the rest of the community and those who are not volunteers may well afford to bear their share of the cost of keeping up the force.

It is impossible yet to say if the 18th will reorganize, but I think they will, nor would

I say that an increase of pay even to 5s. per day would be an inducement to them, but this I will say that should the Government require their services to repel invasion they will spring forward to a man in defence of the country.

Craving your indulgence for having written so long a letter on a subject which must be perfectly familiar to you.

I remain,

Yours truly,

WM. HIGGINSON,

Lt.-Col. 18th Battalion.

Vankloek Hill, 8th March, 1872.

To the Editor of the VOLUNTEER REVIEW.

Sir:—As the period for the annual drill approaches Captains of Companies naturally ask themselves what means am I to take to insure my Company making a respectable appearance in point of numbers at the coming muster.

I think it is an established fact that unsolicited voluntary enlistment is of very rare occurrence indeed, consequently officers commanding Companies have to spend a great deal of time to coax and persuade, and put themselves under all sorts of compliments to a sufficient number of their fellow citizens, to maintain the efficiency of the corps whose existence involves their credit as officers, often I grant this arduous task is shared by the subalterns, but not as a general rule. It is indeed an arduous and thankless task and how few of those who make loud professions of patriotism in public are willing to make the necessary private sacrifices our military duty requires, and how ready these same parties (who I regret to say at present are in the majority) are to discourage and taunt those who are disposed to qualify themselves to be useful to their country in time of need.

It is expedient for the welfare of our country that a considerable number of our people should be trained in the art of organized defence, then is it anything but reasonable to provide that the burden of such organization should be distributed over the whole population. Without underrating the duties and responsibilities of our staff officers, I think I am justified in saying that

under the present system by far the greatest amount of the burden of keeping up our Militia organization falls to the lot of officers commanding companies, and I ask in all justice is it fair or reasonable that this burden should rest upon only six or eight men in each city or county.

As to the difficulties in obtaining recruits I think, the evil lies in their being too many discouragements, and not sufficient inducements in our enrolment which does not work with justice to all classes and does not I think carry out the intention of our Militia act, was it not the intention of that act that a certain number should be drilled for three years, and then make way for another lot who should go through the course in like manner? But I will venture to state that more than three fourths of the men who attended last year's drill have been in the force five or six years, perhaps longer, and that it is impossible to recruit new material to any considerable extent.

As a basis for a remedy I would suggest that those who would come forward and endeavour to acquire a military knowledge by joining the force for a term of years should be liberally compensated for their loss of time at the expense of those who will not make such sacrifices, we then I think would have a sufficient number of men, and be able to have some drill at Company headquarters which is now nearly done away with.

I think for the good of the force some change should be promptly decided upon. I am confident many officers will acknowledge that the creditable appearance of their companies at the annual drill is due to extra exertion in inducing a good number of the old members to "try it once more for the sake of keeping up the good name of the company," this I must protest is not as it should be.

As I have only been a constant reader of your admirable paper for a limited period, if I have touched upon ground previously treated of by any of your numerous correspondents, I trust the above explanation will acquit me for trespassing.

Yours truly, H.

March 18th, 1872.

REPORT OF THE COMMANDER-IN-CHIEF
OF THE BRITISH ARMY ON THE
AUTUMN MANŒUVRES.

HORSE GUARDS, WAR OFFICE,
October 31st, 1871.

SIR.—In preparing a general report of the result of the Autumn Manœuvres for submission to Her Majesty, I must explain that a longer delay than I could have wished has taken place, from my desire to collect as much information as I could, previous to expressing my own opinion upon various important points requiring consideration.

It having been decided by the Government to form a larger concentration of troops than usual for the purpose of inaugurating a course of manœuvres on a more extended scale than has hitherto been the practice of this country, and to bring together if possible, some portion of the reserve forces, including Yeomanry, Militia, and Volunteers, to be associated with the Regular Army, it was after much consideration, decided to take Aldershot as a basis for such concentration, as affording facilities for supply and varieties of ground which it would be difficult to combine in any other locality. It must be remembered that this was the first essay of any concentration of this kind, if we except Chobham in 1853, which, however was small in comparison, and took the form of a standing camp, whereas the present concentration was to be one of manœuvre over a large tract of country to the extent that circumstances would admit.

Accordingly early in September the troops and reserve forces (as per annexed return) were brought together from various parts to Aldershot, and there formed into three distinct divisions of three brigades in each division, one of cavalry and two of infantry, with their proportion of Artillery and Engineers, including reserves of Artillery; the whole three divisions forming a *corps d'armée* amounting in strength to 30,000 men.

I thought it might be as well if I took general charge myself, and having received your concurrence in this view, I assumed the command of the force on the 9th September, having Lieutenant-General Sir Hope Grant as my second in command in charge of the 1st division, Major-General Sir Charles Staveley and Major-General Carey commanding the other two divisions. The details of formation of the force are herewith annexed. I was anxious at once to bring these respective divisions into working order, and with this object in view, as also for the facility of supply and the requirements for watering so large a body of men and horses, the 2nd and 3rd Divisions were moved, on Friday, September 8th, to Hartford Bridge Flats and Woolmer respectively; the former in one day, the latter in two marches. Major-General Carey had charge of the 2nd Division, Sir Charles Staveley of the 3rd. The 1st Division was retained somewhat longer at Aldershot to enable us to judge of the amount of transport required for its movements which depended, to a certain extent, upon what was found necessary for the other two divisions, and did not, therefore, move off till Tuesday the 12th, when it marched in two marches to Chobham. My own headquarters I established and retained during the whole period of concentration at Aldershot, as the most central and most convenient position for conducting the necessary duties of command.

And here I would remark on the mode in which these divisions moved off to their respective stations. All things considered, it was satisfactory: but it cannot be denied that some confusion and difficulty arose as

regards the 2nd and 3rd Divisions from the circumstance that the staff of the force had been brought together from various out-stations, and had only been put in charge of its duties on the day prior to movement, and that the corps themselves only joined their respective brigades and divisions on the morning of departure. This must in future be corrected, and the troops when concentrated must be encamped with their respective staffs several days, if not a week before any actual movement takes place, so as to enable all the force, and more particularly the staff including that portion belonging to the Control Department, to settle down to their respective duties previous to any strain being put upon them, as must inevitably be the case whenever an actual movement of troops takes place. The 1st Division having had several more days to prepare, and having attached to it a large portion of the Regular Staff of the permanent Aldershot Division, had, in this respect, advantages over the two others, which it was only reasonable to expect would be the case. From the dates of departure from Aldershot up to the 15th, the several divisions were left to themselves to drill and work independently, according to the discretion of their respective generals of divisions. I visited, and was present at a general drill of the 2nd division on the 11th, having seen the same division take up its camping ground on the previous Friday. I saw the 1st Division march off on Tuesday, combining with its march a supposed movement for covering a retiring force towards Chobham; and I was present on Saturday the 9th at the 3rd Division moving to its camping ground near Woolmer, and at a manœuvre on Wednesday the 13th of half the division against the other half on the Woolmer ground, in a very fairly executed movement, well devised, and well carried out, the ground being very favorable to the object in view. I had thus an opportunity of seeing the several divisions in their details, and I was satisfied with the progress made, and with the zeal and anxiety evinced by all branches of the service to avail themselves of the opportunities afforded them for learning the practical details of the profession. The main difficulties which presented themselves were questions of transport, and to some extent of supply, to which however, I will refer in a later portion of this report.

On Thursday, the 14th, it became necessary to concentrate the three divisions for combined operations against one another, and, in order to carry out these movements for a practical purpose, it was assumed that an enemy had landed on the south coast of England, had refused the direct roads upon London, and was endeavoring to turn the strong positions between Reigate, Dorking, and the Hog's Back, and so to gain the valley of the Thames, and march upon London.

His advanced corps (2nd Division) had reached Hartford Bridge Flats, and the main body (the 3rd Division) was at Woolmer.

A defending force (1st Division) supposed to have been collected in the vicinity of London, had moved to Chobham. Accordingly the 2nd Division was moved on Thursday the 14th to Aldershot, and on Friday the 15th to Frensham Common, to join the 3rd Division, which on Friday moved up equally to Frensham from Woolmer, these two divisions combined representing the enemy's force to have landed on the coast; whilst the 1st Division, which represented the defending force, moved up to Purbright, prepared to defend the position of the Hog's Back. The first day devoted to combined movements was Saturday, the 16th, when the 1st

Division, having occupied the Hog's Back in reduced strength, and being supposed to occupy Hungry Hill, with a force of 2,000 men, represented by the troops left in permanent charge of the station at Aldershot, supported by some artillery, was attacked by the combined 2nd and 3rd Divisions, the former on the left against Hungry Hill, the latter on the right by a direct attack on the Hog's Back position, which was held but feebly by the 1st Division, which retired on Fox Hill, where it made a powerful and successful resistance, thus closing the operations of the day. The chief points which presented themselves to the observer on this occasion were the great difficulty of the ground to be walked over, which was much cut up by hedge and ditch, and cultivated lands, thus rendering combination extremely difficult, at times impracticable, and disturbing thus the general harmony of a movement which depended so much on closely-combined action. The ground worked over was also rather too extended for the force employed; and the troops chiefly engaged were so eager to push on the moment the slightest opening presented itself for going to the front, that the leading corps outstripped their reserves; an incident which reality would have checked as a matter of course, but, which is likely always to occur when these checks have to be assumed instead of being actually felt. The marching of the troops on this, as on all occasions, was admirable; the keenness of all remarkable; and, for a first attempt, much fewer faults were exposed to view than might have been expected: but evidently very broken or intersected ground makes all manœuvres extremely difficult, and adds much to the requirements of the imagination, which on these occasions has to be largely drawn upon. The transport on this day was to some extent very defective, and there was a consequent delay in supplies, which will be remarked upon hereafter. The troops had several hard days' marching, I gave them an entire day's rest for the following day, Sunday, even withdrawing all outposts, and only requiring the ordinary and necessary duties of the camp. The 1st Division encamped on Chobham Ridges, the 2nd on the Cove Common, the 3rd at Purbright. During the period of rest thus accorded, I took an opportunity of going carefully into the questions connected with the regulations for the umpire staff, which required some revision. I have omitted to refer to this important point in the earlier portion of this report. On all occasions of troops acting in distinct bodies as opposing forces, it is essential to have umpires to watch the proceedings, to prevent the too close contact of the advancing or retiring bodies, and to decide upon such points as must constantly arise as to the success or otherwise of a movement performed, the body which is bound to give way, or the errors committed; having power to direct any portion of the operating force which has laid itself open to destruction from taking any further part in the movements of the day. In order to give weight to their decision, I selected these umpires from amongst the general officers of distinction who were available for such duty, and gave them assistants to carry out more effectually their extended and difficult task, myself taking the position of umpire-in-chief, to whom all reports were brought at the end of the day's operations, when the umpires and general officers in command were assembled around me by signal. The incidents of the day were then discussed, the remarks of the umpires commented upon, after hearing the explanations of the generals in command, and directions given

for preventing the recurrence of any marked irregularities during the subsequent operations. I annex a list of the unemployed staff, as also the regulations drawn for their guidance. On Monday, the 19th, the manœuvres were continued by the 2nd and 3rd Divisions, forcing the passage of the canal and railroad, then dividing them from the 1st Division, which latter was to retire on the entrenched position it had prepared at Chobham. A feeling having got abroad that general officers were too much restricted in their movements, I gave the merest outline for the day's proceedings, only confining the operations to a certain limit of ground on each bank, and giving the general line of direction, which was essential in order to obtain the necessary supplies for both man and horse. The ground to be worked over was of a character to enable the troops to move more freely than they did on Saturday, but otherwise was difficult for an advancing force, as the obstacles to be crossed, both canal and railroad with deep cuttings, were formidable. The 1st and 3rd Divisions, having been encamped in rather close proximity, got into contact very early in the day, and carried on a very warm contest, resulting in the withdrawal of the 1st Division before the 2nd could develop a turning movement from its left, which had been intended to threaten the line of communication of the 1st Division with the entrenched position in its rear, the 2nd Division having to perform a lengthened march, and having been retarded by the assumed destruction of all the railway and canal bridges which intervened between it and the 1st Division. The movements of the 1st and 3rd Divisions were spirited and well-performed, but I doubt the possibility of the earlier direct advance of the 3rd Division, without the actual flanking movement of the 2nd having become developed, and probably the 1st Division would have made a more prolonged resistance for the same reason, had not the certainty existed that the flank movement was intended. The troops that were engaged during this day worked well, and the chief fault was their exposure at times under circumstances when shelter might have been attained, and the too rapid advance of those portions of the force which knew that their camping grounds were to be to the front, whilst a too rapid retirement was equally effected by those destined to take up the entrenched position. The want of combination between the 2nd and 3rd Divisions was also sensibly felt. In this respect I cannot but think that in future, when two divisions or larger bodies of troops are combined, one officer should be placed in actual superior command. As I was extremely anxious to avoid personal interference as much as possible, and to leave all the arrangements for the day's movements to the respective generals of divisions, consequently a mere outline was given by myself of the objects and intentions of the day's work, and I left it to the generals of divisions to combine their movements in accordance with their own impressions. As a matter of course, the senior officer of the two took the lead when these combinations were arranged between them, but he only commanded his own division and consequently attended specially to the duties connected with his immediate force, and hence the combination was left too much to accident, and could not be observed on several occasions. In future a decided command must be established in like cases. The 1st Division encamped this day at Chobham, the 2nd at Sandhurst and the 3rd at Chobham Ridges. Outposts were thrown out, and left out during the night.

On Tuesday, 19th, the entrenched position at Chobham having been completed as far as time would admit, was strongly occupied by the 1st Division, which had been considerably reinforced by the entire reserve Artillery, consisting of five batteries, one of horse and four of field Artillery, and by an assumed reinforcement of troops from the direction of the metropolis. It was attacked from its right front by the 2nd Division from the direction of Bagshot, which attack when well developed was strongly supported by the 3rd Division from the direction of Chobham Ridges. The natural position of Chobham is a very strong one. Very good field works, had been hurriedly thrown up by the Royal Engineers, supplemented by Volunteer engineers, and largely assisted by working parties of the 1st Division. A powerful mass of artillery supported and defended these field works, including one of our new 16pdr. field batteries, and thus the position had become in every respect a really formidable one to assail. The actual force for defence was otherwise hardly equal to the amount of ground covered, and on this account, no doubt, gave way rather more at first than might have been expected from the formation of the ground, but ultimately it held its own with great effect, and I think would have maintained itself against the very superior numbers that were brought against it by the two combined divisions. The troops during the day worked admirably, but there were times when they exposed themselves too much to direct fire, and hardly took sufficient advantage of the cover which the undulating nature of the ground furnished, whilst advanced positions were given up, which I think in reality could have been much longer maintained. The exposure of troops more particularly the infantry is, however, a question upon which it is extremely difficult to theorise. Doubtless the more it can be avoided the better, but there are times when positions have to be attacked when exposure is inevitable; and it is on these occasions, as it seems to me, that our line formation is of such marked advantage, for the loss of troops moving to attack in extended line must be much less than when columns are employed, even if these columns be similar to the company columns so much adopted in foreign armies, and with large bodies of skirmishers in advance of them. The combination of movement during the day was better than I had seen it on previous occasions, and in this respect a marked improvement was manifested, but then it must be remembered that the ground to be worked over admitted of more compact cohesion than on previous days. Entire rest was given for the subsequent day, Wednesday, 20th, to all the forces, which encamped on the ground left by the respective divisions on the morning of the 19th. I had originally intended to have had a combined movement of the entire *corps d'armée* against a supposed skeleton enemy, on Thursday, 21st, bringing the force back bodily to the neighbourhood of Aldershot, but on reflection it appeared to me better to divide the force equally as to numbers on that day, and to break up for this purpose one, the 2nd Division. Accordingly, Lieutenant-General Sir Hope Grant gave up the command of his division on this occasion to Major-General Carey, who took with him one of his brigades of infantry and a portion of his cavalry, whilst his other brigade of infantry and two cavalry regiments, one from each brigade of the 1st and 2nd Divisions, were directed to join the 3rd Division and were placed under the orders of Major-General Sir Charles Staveley; His Royal Highness the Prince of Wales commanding

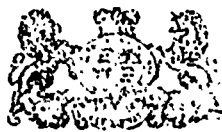
the cavalry of Major-General Carey's forces, whilst Major-General Sir Thomas McMahon commanded that with Sir Charles Staveley. The reserve artillery was divided equally between the two forces. I regret that I did not carry out this new distribution of the force on the afternoon of Tuesday, 19th, as I think it would have prevented some confusion which arose on the morning of Thursday, 21st, when the troops first moved off to their respective posts, but, as I have stated above, it was a sudden change of plan, which I deemed advisable, but which at first had not been contemplated; and all the staff and supply arrangements having been made for three distinct and separate divisions, it would have been inconvenient to have interfered with the general organization of the force, if it was possible to avoid it. The general directions given by me for the day's operations were, that Major-General Sir Charles Staveley's force should take up a position covering Aldershot, whilst Major-General Carey should endeavour to turn it, and oblige Sir Charles Staveley to retire. The position was a very extended one, and in this respect had serious disadvantages, but it was commanding, and difficult of unobserved access, and required much caution and skill to be attacked with success. Sir Charles Staveley was long in doubt from which flank he was to be attacked; and it was therefore late in the day before the two bodies of troops got into actual contact, though the cavalry of Major-General Carey had early gone to the front in the direction of Fox Hill, or right of Sir Charles Staveley's position. Ultimately a very well combined and admirably covered attack was made by Major-General Carey's troops, skilfully handled, resulting in a large portion of General Carey's division gaining the plateau, whilst one brigade after a very long fatiguing march was brought up in excellent order and formation to the attack of the extreme right of the position, which concluded the operations of the day. The troops of both sides, and of all arms, had a very long and hard day's work, but came into their respective camps, in the vicinity of Aldershot, with a freshness and vigour which it was most gratifying to observe. Had the cavalry of the defending force been pushed more to the front during the earlier part of the day, and been kept well forward during the long march of General Carey's columns, I cannot but think that the ultimate attack on the position occupied by Sir Charles Staveley would have been extremely difficult, not to say impossible.

(To be continued.)

THE WORLD'S POSTAL SERVICE.—From lately issued returns it appears that the aggregate number of letters passing through the Post Offices of the principal countries of the world is nearly three thousand millions. In Great Britain the number of letters mailed was 25 per head of population; in Switzerland, 18, in the United States, 15, in the North German States, 8.3, in Austria, 4.9, in Spain, 4; in France, 3.3, in Italy, 3.1, in Russia, 3. It will be a matter of surprise to many that in the little kingdom of Switzerland the proportion of letters to population is so large, while in France it is so small, but the figures above given may be accepted as indicating with considerable accuracy the degree of business activity, and the popular intelligence and education of the different countries named.

The Kansas Legislature has passed a bill abolishing the death penalty in that State. Imprisonment for life is to be the sentence for murder hereafter.

DOMINION OF CANADA.



MILITIA GENERAL ORDERS.

HEAD QUARTERS,

Ottawa, 22nd March, 1872.

GENERAL ORDERS (7).

No. 1.

ACTIVE MILITIA.

PROVINCE OF ONTARIO.

2nd Battalion "Queen's Own Rifles," Toronto.

An additional Company of Rifles is authorized to be formed for this Battalion.

To be Captain:

Lieutenant William Hodgson Ellis, M. S.

To be Lieutenant:

Private William Henry Vandorssmissen, M. S.

To be Ensign, provisionally:

Private Thomas Langton.

12th "York" Battalion of Infantry.

No. 1 Company, Scarborough.

To be Ensign:

Charles William Lea, Gentleman, M. S., vice Huxtable, promoted.

13th Battalion of Infantry, Hamilton.

To be Lieutenants:

Ensign Edward Francis Caddy, M. S., vice A. N. McN. Stuart, deceased.

Ensign Peter Benjamin Barnard, V. B., vice T. H. Marsh, resigned.

To be Ensigns:

Gilbert Wakefield Griffin, Gentleman, M. S., vice Caddy, promoted.

James Adam, Gentleman, (provisionally) vice Barnard, promoted.

18th "Prescott" Battalion of Infantry.

To be Lieutenant Colonel:

Brevet Lieutenant Colonel and Major John Shields, V. B., vice W. Higginson, who is hereby permitted to retire retaining rank.

To be Major:

Brevet Major and Captain Angus Urquhart, V. B., from No. 6. Company, vice Shields, promoted.

37th "Haldimand" Battalion of Rifles.

The resignations of the following officers are hereby accepted.

Ensign Charles Simons, No. 5 Company, Hullsville.

Lieutenant Jesse Parker, No. 6 Company, Cheapside.

Ensign Richard W. Rushton, No. 6 Company, Cheapside.

Ensign James Thorburn, No. 8 Company, Mount Henley.

41st "Brockville" Battalion of Rifles.

No. 2 Company, Gananoque.

To be Lieutenant:

Ensign George Cunningham, V. B., vice T. Fleming, left limits.

To be Ensign provisionally:

Sergeant John Thompson, vice Cunningham, promoted.

44th "Welland" Battalion of Infantry.

The resignations of the following officers are hereby accepted.

Ensign John Clements Ball, No. 2 Company, Thorold.

Lieutenant Robert Gunn, No. 6 Company, Clifton.

59th "Stormont and Glengarry" Battalion of Infantry.

No. 6 Company, Lunenburg.

To be Captain, provisionally:

Robert Bullock, Esquire, vice Oscar Fulton, who is hereby permitted to retire retaining rank.

BREVET.

To be Lieutenant-Colonels:

Major Allan J. Grant, V. B. 18th Battalion from 15th February, 1872.

Major McKenzie Bowell, V. B., 49th Battalion, 22nd February, 1872.

To be Majors:

Captain John M. Gibson, M. S. 13th Battalion, from 26th October, 1871.

Captain Frederic Albert Benson, V. B., No. 3 Company, 46th Battalion, from 11th January, 1872.

Captain William Smith, V. B., No. 2 Company, 28th Battalion, from 12th January 1872.

Captain Philip H. Hambly, M. S., No. 1 Company, 49th Battalion, from 22nd February, 1872.

LEAVE OF ABSENCE.

Leave of absence is hereby granted to the following officers.

Brevet Lieutenant Colonel and Major G. W. Griffith, 40th Battalion, for three months from 1st April next, to proceed to British Columbia on private affairs.

Lieutenant and Adjutant Bertie G. Jarvis, 53rd Battalion, for six months from date of embarkation, to proceed to England on account of his health.

CONFIRMATION OF RANK

Advertising to General Order 9th February, 1872, Captain William Smith, No. 2 Company, 28th Battalion, having obtained a

second Class Military School Certificate previous to his appointment as Captain on 5th October 1866, his rank is confirmed from that date instead of 12th January, 1872, when he obtained a First Class Volunteer Board Certificate.

PROVINCE OF QUEBEC.

53rd "Sherbrooke" Battalion of Infantry.

To be Paymaster:

George W. Willis, Esquire, vice Heneker, resigned.

64th Battalion of Infantry or "Voltigeurs de Beauharnois.

To be Adjutant, with rank of Lieutenant: Ensign Joseph Deslauriers, V. B., from No. 3 Company.

No. 2 Company Beauharnois.

To be Captain:

Ensign François Clovis Basinet, V. B., vice Seers, retired.

To be Lieutenant:

Sergeant Pierre Boyer, V. R., vice Morin resigned.

To be Ensign, provisionally:

Philorome Prudhomme, Gentleman, vice Bisinet promoted.

MEMO.—Advertising to No. 2 of General Orders, 28th June 1871, Captain Louis Alexander is permitted to retire retaining rank, as a special case, in consideration of services rendered by him in the Active Militia.

The formation of the following Infantry Corps, in the County of Chateauguay is hereby authorized. Arms and the necessary equipment will be furnished when the Department of Militia and Defence is in a position to do so. Officers provisional.

A Company at St. Philomène.

To be Captain.

Edouard Laberge, Esquire.

To be Lieutenant:

P. Primeau, Gentleman.

No. 1 Company at St. Martine.

To be Captain:

François Durocher, Esquire.

To be Ensign:

Cyprien Durocher, Gentleman.

A Company at St. Urbain.

To be Captain:

Christophe Legault, Esquire.

To be Lieutenant:

Antoine Mallette, Gentleman.

To be Ensign:

François Richard, Gentleman.

No. 2 Company at Ste. Martine.

To be Captain:

Joseph Beaudreau, Esquire.

To be Lieutenant:
François Xavier Roy, Gentleman.
To be Ensign:
David Hay, Gentleman.

No 3 Company at Ste. Martine.

To be Captain:
Louis Turcot, Esquire.
To be Lieutenant:
Cyrille Turcot, Gentleman.
To be Ensign:
Godfroy Chartrand, Gentleman.

A Company at Chateauguay.

To be Captain:
J. Antoine Ried, Esquire.
To be Lieutenant:
Mamer Rolland, Gentlemen.
To be Ensign:
Joseph Trudeau, Gentleman.

The above six companies are hereby formed into a Battalion to be styled the 76th Battalion of Infantry or "Voltigeurs de Chateauguay," with Head-Quarters at Ste. Martine. The companies to be numbered as follows:

Ste. Philomene	as No. 1 Company.
No. 1 Ste. Martine	" 2 "
St. Urbain	" 3 "
No. 2 Ste. Martine	" 4 "
No. 3 Ste. Martine	" 5 "
Chateauguay	" 6 "

To be Lieutenant Colonel, provisionally:
Major Paul Arthur Rodier, from 64th Battalion.

BREVET.

To be Lieutenant Colonel:
Major Robert Douglas, V. B., 51st Battalion, from 5th October, 1871.
To be Major:
Captain and Adjutant F. Wood Gray, M. S., V. B., Quebec Squadron, from 8th March, 1872.

PROVINCE OF NEW BRUNSWICK.

New Brunswick Brigade of Garrison Artillery.

No. 2 Battery Carleton.

ERRATUM.—In No. 3 of General Orders (5) 1st Instant read "James Alfred Ring" in stead of "James Alfred King."

Adverting to No. 1 of General Orders (17) 4th August, 1871, the following Company of Infantry having re-enrolled within the extended period allowed by No. 1 of General Orders (4) 23rd February, 1872, Corps formerly of the 62nd Battalion, it is hereby authorized as one of the six Companies referred to in the first mentioned General Order:

No. 6 Infantry Company, St. John.

To be Captain:
Ensign Henry David Likely, M. S.

To be Lieutenant:
Lieutenant Warren F. Hatheway M. S.
To be Ensign, provisionally:
Daniel S. Thorne, Gentleman.

62nd St. "John" Battalion of Infantry.

Adverting to No. 1 of General Orders (17) 4th August, 1871, the six Companies of Infantry of St. John, numbered from 1 to 6, are hereby authorized as a Battalion to be designated the 62nd "St. John" Battalion of Infantry. Promotions in the Battalion being made according to seniority therein.

To be Lieutenant Colonel:
Lieutenant Colonel Charles Robert Ray V. B., from Retired List.
To be Major:
Lieutenant Colonel James R. MacShane, V. B.

PROVINCE OF MANITOBA.

South St. Andrews Rifle Company.

To be Ensign, provisionally:
Color Sergeant Alexander Ross, vice Henry Beddome, whose resignation is hereby accepted.

GRAND TRUNK RAILWAY BRIGADE.

2nd Battalion Rifles, Montreal.

Adverting to No. 1 General Orders (27) 24th November, 1871, instead of "vico W. R. Bell, left limits," read "vico Captain William R. Bell, who is hereby permitted to retire retaining rank."

No. 2. CERTIFICATES, SCHOOLS OF MILITARY INSTRUCTION.

The following Candidates for Commissions in the Active Militia have received Certificates from Commandants of Schools of Military Instruction:

PROVINCE OF ONTARIO.

FIRST CLASS CERTIFICATES.

Regimental Divisions. Names.
Addington, —Asahel H. Scouten, Gent.
W. R. of Toronto, —Robt. Fullerton, Joseph, [Gentleman].
Welland, —Lieut. Jos. G. Beam.
S. R. of Wentworth, —Captain James Walker.

SECOND CLASS CERTIFICATES.

Regimental Divisions. Names.
Carleton, —James Pearson, Gent.
Frontenac, —Benj. C. Miller, do
do —Martin D. Strachan, do
do —Francis J. Ryan, do
N. R. of Grey, —Capt. John D. McGeo.
Haldimand —Capt. Edward J. Stealo.
do —Lt. Henry G. J. Whidden
do —Ens. and Adj. John Tuck
Kingston (City of) Frederick J. Bamford, Gent
do do —John Thompson, do
do do —Wm. Jn. Hindmarsh, do

S. R. Ontario, —Robert McLaren, do
S. R. Oxford, —Lieut. Geo. R. Brown.
N. R. do —Ensign Jas. B. Ingersoll.
Toronto (City of) } —Lyon D. Bennett, Gent
East Riding, }
East Riding, —William P. Byrch, do
West Riding, —Lionel E. Maitland, do
Welland, —Lieut. Jos. G. Beam,
E. R. of York, —Lieut. Robt. Reazor.
E. R. do —Charles W. Lea, Gent.
W. R. do —Capt. Geo. L. Garden.

PROVINCE OF QUEBEC.

SECOND CLASS CERTIFICATES.

Regimental Divisions. Names.
Kamouraska, —Chas. Edm. Reuleau, [Gentleman].
Missisquoi, —W. Alex. O'Dell, do
Montreal East, —Alfred Cinq-Mars, do
do East, —Joseph A. Seers, do
do West, —Jas. Alfred Devine, do
do West, —James B. Crow, do
do West, —Patrick Smyth, do
Quebec Centre, —Geo. C. Patton, do
Richmond, —James K. Williamson do
Lemiscouta, Lieut. Louis H. Pouliot.

PROVINCE OF NEW BRUNSWICK

SECOND CLASS CERTIFICATES.

Regimental Divisions. Names.
King's, —Qr. Master Henry Hallet
York, —Capt. Henry Beckwith.
do —Lieut. Wm. Thos. Howe.
do —Ensign Charles W. Hart
do —Sergt. Albert D. Thomas.
do —Edmund Head Allen, [Gentleman].
do —Caleb F. Fox, do
do —Geo. Maunsell Smyth, do
do —A. Slason Thompson, do
do —Edwin A. Morris, do
do —James Ruel, do
do —George Bliss Seely, do
do —Thomas Carlton, do
Second St. John, —Robert Hunter, do
By Command of His Excellency the Governor-General.

P. ROBERTSON-ROSS, Colonel.
Adjutant-General of Militia
Canada

A shocking accident occurred at Frankfort on-the-Maine on the 1st inst. A building in which a large number of persons resided, fell burying the inmates in its ruins. Fourteen corpses have thus far been taken from the debris and search is being made for other victims of this sad disaster.

It appears probable that the indictment against Stokes will be quashed, on the ground of certain irregularities in empanelling the grand jury.

Revenge is sweet. A widow won \$90,000 from a German gambler at Baden-Baden, and a French General, whose hatred of Germany is undying, married the avenger of his country and the \$90,000.

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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, MONDAY, MARCH 25, 1872.

Amongst the varieties of form and material of which pontoons have been constructed, those made of what is known as India rubber cloth (which is simply strong cotton coated with a preparation of white lead, sulphur and India rubber) are by far the best adapted for efficient service, combining the greatest buoyancy with the smallest possible weight, and the most easily transported, occupying no more space than a corresponding quantity of cloth.

They are made in a cylindrical form pointed at the ends pretty much in the shape of a cigar, each cylinder being 20 feet in length, twenty inches in diameter, and divided internally into three distinct air-tight compartments, each of which has a stop-cock through which it is inflated.

Three of these cylinders are joined by connecting webs of great strength, and form a boat or buoy rather of twenty feet long by five feet wide of great buoyancy and stability, weighing only 260 lbs., and when inflated presenting an area of 100 square feet and capable of sustaining a weight of 10,000 lbs.

One of these pontoons will easily carry twenty soldiers and can be paddled against a pretty stiff current, around each cylinder

are three wide bands in which side loops are formed; by passing a small bar of wood, through them a considerable sized raft of pontoons can be formed which may be paddled across a large piece of water or used as a flying bridge.

In order to prepare each pontoon as a bridge pier, it will be necessary to construct a "pontoon frame," this consists of three planks of white pine, 18 feet in length, 4½ inches wide and two inches thick, and two transoms of oak, four feet seven inches in length, 4½ inches wide, and 1½ inches thick, with six cleats, screwed on to the under side arranged in pairs, 4½ inches in the clear to embrace the planks, one of which are laid on each pontoon to which it is secured by lashings passing through copper staples and reeved through holes in the ends of the transoms, and around blocks in the fore and aft side loops of the pontoon, the lashings are of half inch rope in lengths of about five feet, having one end whipped and the other formed with an eye.

An ordinary kedge anchor weighing 45 lbs. is used to moor each pontoon, the cable is inch rope and about thirty fathoms in length, a mooring bar of hickory or oak, ½ feet long and 2½ inches in diameter is passed through the three end loops of the pontoon to which the cable is attached, the pontoons are moored at a distance of eighteen feet apart from centre to centre.

As it generally happens that near shore the water is too shallow to float pontoons, trestle abutments are formed at the usual distance from the next pontoon to the shore.

The trestles are composed of two pieces to each leg, each piece is 5 feet long 6 inches broad, and 3 inches thick, pierced with 1½ inch holes in two rows, the holes of one row being opposite the intervals in the other, they are framed with two sills, four feet long by four inches square, and braced by four braces four inches wide by two inches thick, the upright pieces are six inches apart in the clear and are connected at top by a cross piece three inches square, and a bolt through it, at bottom by two sills crossing the others at right angles and halved into them of the size and dimensions of the sills before described, the whole so framed as to admit of being taken asunder for convenient storage in transportation, a cap sill sixteen feet in length, 6½ inches broad and 4½ thick, is placed between the uprights of the trestles confined in place at the proper level by bolts passing through the holes described.

In actual practice there will be considerable variation in the mode of proceeding, temporary abutments are sometimes substituted and in many cases considerable excavation would be necessary to render the approaches available.

The bridge stringers or *balks* as they are technically called, are of white pine or spruce, 19½ feet long, 4½ inches square, they

project beyond the middle of the pontoons at both ends, a hole 1½ inches by 3½ for the passage of the lashings is made nine inches from each end, there are generally five of these *balks* to a bridge twelve feet wide.

On these are lashed *chesses* or plank twelve feet long, twelve inches wide and 1½ inches thick, a piece one foot eight inches long and one inch wide is taken out of each end for the passage of rack lashings, those are of half inch rope, eight feet in length, the two ends whipped and tied with a square knot, it is passed under the balk and firmly lashed; side rails of the same dimensions as the balks are lashed to the chesses and balks.

A *sheer line* formed of heavy two-inch cable is used for spanning rivers with a gentle current, the pontoons are attached to it by head lashings or for crossing rapid streams with a flying bridge and for a variety of other purposes; pontoon paddles and a variety of small stores are attached to this bridge equipment including sets of wheel wrights, carpenters, blacksmiths, riggers, and rubber manufacturers tools, no description of those are necessary.

This description of pontoon is undoubtedly the best, lightest and most compact in use, each bay of such a bridge as has been described will weigh 1,560 lbs., including pontoon, 1,820 lbs.; thirty three pontoons will enable a stream six hundred feet wide to be bridged.

An infantry soldier fully equipped, weighs 180 lbs., and will occupy in marching 2½ feet square, so that marching in column of fours the weight on the pontoons, including the weight of the bay, will be about 6,600 lbs.

It is usual for cavalry passing a floating bridge to dismount and lead their horses, a cavalry soldier and horse fully equipped will weigh about 1,300 lbs., and if mounted occupies about ten feet in length, if led twelve; marching in files and leading their horses a weight of 5,460 lbs. will be on each bay of the bridge; mounted, the weight would be 6,240 lbs., so that they could ride over in safety.

The following table will show the weight of field and siege artillery now in use—

	lbs.
6 Pounder, carriage and implements	3,178
12 do do do	4,428
12 do Howitzer do	3,173
21 do do do	4,002
6 do Caisson, implements, &c.	3,509
12 do do do	3,806
12 do Howitzer do	3,782
24 do do do	3,086
Battery, waggon for stores, including	
250 lbs. forage.....	3,824
Forge for repairs.....	3,383
do shoeing.....	3,370
24 Pounder, siege gun and carriage	9,200
8 Inch Howitzer do do	6,250
The 12 pounder is the heaviest gun in the	
11 train, with six horses it will occupy 43	

feet in length of the bridge, the weight will be as follows:—

	lbs.
12 Pounder	4,428
6 Horses and 3 drivers....	6,800
<hr/>	
Load on 43 feet.	11,228lbs.
<hr/>	
Load on each foot.....	261
Weight of one foot.....	87

Load on each foot.....	348lbs.
Load on 18 feet, 6,264 lbs.	

It would appear from the above that a continuous train of Field Artillery can pass the bridge in safety, supposing the stiffness of the structure to be sufficient to distribute the load equally over all its parts.

Taking the most unfavorable view for its stability, which would be when the carriage and pole horses are upon the same bay the four lead horses on the same on the bay, in front and a pair of the lead horses of the next gun in line on the bay in rear, the two pontoons would have to bear:

	lbs.
12 Pounder, &c., &c.	4,428
Two pole horses.....	2,267
Half of 4 lead and two of next gun.....	3,400
Weight of one bay and two half bays.....	3,120

Weight borne by two pontoons.....	13,215lbs.
Weight borne by each pontoon	6,607lbs.

So that Field Artillery can pass with perfect safety.

A 24-pounder siege gun drawn by eight horses will occupy 54 running feet of bridge, the weight being as follows:—

	lbs.
24 Pounder, &c., &c.....	9,200
8 Horses, 4 drivers.....	9,000

Load on 54 feet of bridge... ..	18,200lbs.
---------------------------------	------------

Load on each foot.....	337
Weight of do	87

Aggregate weight per foot.	424
----------------------------	-----

Weight on bay of 18 feet... ..	7,632lbs.
--------------------------------	-----------

So that a siege train could pass without difficulty.

The Engineers, Quarter masters or provision trains, having no waggons heavier than a 12-pounder field gun and carriage can pass in safety and with facility.

The adoption of India-rubber pontoons reduced the transport one half, thirty five waggons of an average weight of 4,105 lbs.; each about equal to a brass 12-pounder field piece, can be easily drawn by six horses wherever artillery can travel will supply material for bridging a stream 600 feet wide.

Seven of those waggons will be ample equipment for an advanced guard.

Military operations are so circumscribed by transport that every improvement not only effects a direct saving in the cost of material, but has a direct and decided influence on the operations as well as lessening the cost in a more than corresponding degree.

The following letter from our good Queen to her people will be read with interest, it is taken from the *Broad Arrow* of the 2nd inst.

"A Supplement to the *London Gazette* last night contains a letter from the Queen, which is rendered doubly interesting by the painful, though happily harmless outrage, committed on Thursday evening. This historical document reads as follows:—

"Buckingham Palace,
February 29, 1872.

"The Queen is anxious, as on a previous occasion, to express publicly her own personal very deep sense of the reception she and her dear children met with on Thursday, February 27, from millions of her subjects, on her way to and from St. Paul's.

"Words are too weak for the Queen to say how very deeply touched and gratified she has been by the unmonso enthusiasm and affection exhibited towards her dear son and herself, from the highest down to the lowest, on the long progress through the capital, and she would earnestly wish to convey her warmest and most hearty thanks to the whole nation for this great demonstration of loyalty.

"The Queen, as well as her son and dear daughter-in-law, felt that the whole nation joined with them in thanking God, for sparing the beloved Prince of Wales's life.

"The remembrance of this day, and of the remarkable order maintained throughout, will for ever be affectionately remembered by the Queen and her family."

"The 'remarkable order maintained throughout' the proceedings on last Tuesday is indeed not too strong a phrase, and the best of it is that the preservers of order were the people themselves, the military and the police merely acting for them as the stewards of a public ball or a dinner might act for the guests. This fact must have been obvious to the most indifferent spectator. None the less were the military arrangements on the occasion deserving of the warmest commendation; but, as we cannot mention all, we must confine ourselves to remarking that Lord Lucan and the Deputy Quartermaster-General, Colonel Mackenzie, C.B., who had the carrying out of the details, are entitled to the highest praise. A body of seamen by the way, from Chatham, Plymouth, and Portsmouth, occupied Waterloo Place under the command of Captain Boys, of the *Exceller* who was mounted on horseback for the occasion, and thus realized for once, the existence of such an arm as the 'Horse Marine.' The immenso pressure of the crowd made it extremely difficult to preserve the line, but Jack never for a moment lost his popularity. In the midst of the applause with which the presence of the seamen were greeted the inspiring strains of 'Rule Britannia,' broke from the crowd, followed by the 'Red White and Blue,' and other favourite melodies, till the approach of the procession caused these enlivening strains to decline into the hum of expectation. We understand it had been proposed by Colonel Mackenzie, that the seamen should be in one block between the clubs, and the Horse

Artillery on the other side, in which case the crowd would have been kept back with less difficulty.

In our last issue, a letter from our gallant and talented correspondent, "Miles," re-opens a subject on which we endeavoured to attract the attention of the proper authorities some time ago.

Our correspondent may be more fortunate, as it is a question of vital importance to the future efficiency of the Canadian Army.

The practical lesson proposed in strategy and tactics could be well worth any money it could possibly cost, but unfortunately the Canadian Militia Department is not a Prussian War Office and sundry pragmatical economists of the *five and a half cent* school have to be consulted, and they will declare it to be a wanton and sinful waste of money.

The plan, moreover, is worthy the talented and intelligent soldier who proposed it, and we cannot see the value of lessons in minor tactics if they do not lead to the intelligent working out of the design for which soldiers are trained.

In our present issue will be found a letter from the gallant Lieutenant-Colonel commanding the 18th Battalion, on a cognate subject, and one of great importance to the public interests.

It is perfectly true as Colonel Higginson states that the agricultural population feel the burthen of military service far more grievously than any other class, and it is time the evil should be redressed, of their spirit and patriotism the gallant Colonel affords convincing proofs.

At the late meeting of the Dominion Board of Trade in this City, a talented delegate showed that the commercial class paid a tax of one-fourth of one per cent. of the revenue of the country, the farmer pays not only his proportion but also the balance of the commercial class, and he is taxed again in *time* and *risk* to protect the property of that class who take very good care to bear no portion of the risk or burthen.

Common sense and justice will sustain Colonel Higginson in demanding that those who will not serve must pay for those who do, and the volunteer force should see to it in their capacity as citizens, that no representative goes to Parliament without being pledged to a capitation tax, proportioned to the individual's capital or property without reference to his income, for the express purpose of remunerating the willing volunteer for his services in risking his life to preserve both.

We quite agree with the view our gallant correspondent takes of this question, a dollar per diem with ration and all necessaries found is after all small remuneration for a man that risks his life as well as neglects his business to provide for the security of his own and neighbor's property, and

that neighbor should be obliged to take his share of the risk and loss.

A capitation tax on value of capital and property should be levied by the municipality and paid over to the Inland Revenue Department for the purpose of supplementing the regular pay of the Volunteer, such a tax to cease whenever the individual accepted and performed voluntary service, when drafted, or on occasion of a levy *en masse*.

The annals of history might be searched in vain for a more patriotic or self-denying body of men than the soldiers comprising the present Canadian Army, but the conditions of service are too onerous, and the present style of things cannot last, there must be an equalization of military service and an increase of pay and allowances.

In other respects the municipal authorities should be compelled to do their duty to the country by taking on themselves the care of arms and stores, providing drill sheds and armouries.

We hope the gallant 18th will re-organize under the successor of the present worthy and efficient colonel.

Broad Arrow of the 2nd inst., contains two of the most important documents ever published in that talented journal, they are the report of H. R. H. Field Marshal the Duke of Cambridge, Commander-in-Chief of the British Army, on the "Autumn Manœuvres" and the Report of the Committee of Officers on the Re-organization of the British Army, we will not deprive our readers of the pleasure to be derived from the perusal of those valuable reports by any comments, beyond remarking that the Commander-in-Chief has succeeded in completely refuting the falsehood of his Whig radical defamers, and proves himself to be the thorough master of his profession which every British soldier believed.

From the Report of the Committee on Organization it will be seen that the scheme (of which we gave an outline in our last issue) is rather complicated, but it will probably work well, especially if care is taken in the selection of officers with reference to their social standing, for the rest the document must speak for itself.

The question as to the position Canada occupies relative to the Treaty of Washington is set at rest by the action of the United States' Secretary of the Treasury, in issuing circulars to collectors of Customs informing them that the portion of the Treaty referring to the Fisheries does not take effect till legalized by the Parliament of Great Britain, the Congress of the United States, the Parliament of Canada, and the Legislature of Prince Edward Island.

This affords conclusive evidence that our interests have not been sacrificed, and that the ultimate decision on the important Territorial and Maritime rights and privi-

leges involved have been carefully reserved for the action of the Canadian people.

The country cannot be too grateful to Sir J. A. Macdonald for this result, which would be sufficient to distinguish him as a first-class statesman, if he had no other record, whatever else may be said of the Joint High Commission it is evident Canadian interests were well and sufficiently cared for.

The remarks upon national defence contained in the inaugural address delivered on the 9th ultimo by Mr. Hawksley on assuming the president's chair of the Institution of Civil Engineers, well deserve to be studied by the Government and by the Royal Engineers. One passage in particular invites serious attention:—"Knowing as we do, and as the world at large knows too well, that the momentous events of which we, happily for ourselves, have been the passive spectators, were accomplished not more by the peculiar military organization of one of the belligerents than by the superior manner and extent to which that belligerent had, by previous preparation and by sudden application, utilized the art and resources of the engineer—it is impossible to conceal from ourselves that the disasters which have befallen our neighbours may in turn befall us, unless indeed we accept the warning and prepare ourselves against them. I feel, therefore, under no restraint in expressing from this chair the distinct opinion, and the warning it may be, that the future safety, and possibly also the national existence, of this kingdom will depend upon the judicious, wise, and far-seeing policy with which the Government of the day, and of every day, shall be guided to the timely and effectual efforts to avail itself, for the purposes of national defence, of the devising and constructing ability of our experienced and practical profession."—*Broad Arrow*.

Our readers are aware that we have repeatedly pointed out the necessity for the organization of an engineering corps for the Canadian Army, and that we have been ably seconded by correspondents thoroughly acquainted with the exigencies of the period.

With the responsibilities we have undertaken as a people it is our imperative duty to take every possible precaution, and the organization of our engineering corps has always been one of our greatest necessities, in fact as much so as any other arm of the service which has sprung into existence within the last four years.

It is not at the moment the services of this arm is wanted that it can be organized, with all the professional knowledge we have amongst us, and it is considerable, it would save time to train officers to the peculiar duties to be performed; that could be effected during the period of annual drill, and it is to be hoped that next summer will see a proper proportion of engineer officers on the Adjutant General's Staff at the various camps.

We should hesitate in advocating this matter, although well persuaded of its great necessity, if it added materially to the cost of our military service, but as it will not there is no good reason why the organiza-

tion of our engineer corps should be delayed.

The Washington Treaty is likely to be a source of infinite perplexity to English politicians; Mr. Fish has replied to Earl Granville's polite note by a document which Mr. Gladstone denominates as friendly and courteous, but in which he declines to waive a single claim so impudently and persistently put forward.

If abandoned to the mercies of her present rulers it is evident England will have to pay the bill—the whole bill—and nothing but the bill—Manchester will swallow the degradation and endeavour to saddle the cost on the landed interest and on the labouring class; Mr. Gladstone will mesmerize the House of Commons with an imposing array of words, proving that English honour was exalted by the purchase of peace with English gold; and Mr. Lowe will prove by figures that the Yankee's little bill can be paid by a tax on matches and cat's meat.

A very important question has been raised in the House of Lords by Lord Redesdale himself, a lawyer of great ability, he is reported to have said—"he had no wish to embarrass the Government, but he thought rather that an expression of opinion on the part of the house would be useful, he therefore gave notice that he should introduce a resolution declaring that it is the common interest of all nations to decide whether, when belligerents have been reconciled and became one nation they can demand as such a nation, from a neutral state, indemnity for damages done one of the belligerents." Lord Redesdale added that if this resolution was carried he should move an address to the Crown praying that an International Congress be called by Great Britain for the settlement of this question. The Earl of Derby gave notice that he should ask the Government what course it intended to pursue in regard to the Treaty of Washington."

From this it would appear that the Whig Radicals in their desire to stand well with John Bright's friends, the Yankees, neglected even the legal aspect of the case before them, and gave those astute men an advantage that will be likely to end in a serious complication.

It would not appear that in the Commons much confidence was placed in the capacity or honesty of the Government, for Mr. Horsman asked—"Was Mr. Gladstone prepared to give Parliament an assurance that in case fresh negotiations were entered upon with the American Government, no proposal would be finally accepted until they had the approval of Parliament."

We do not believe in Parliamentary treaties; honest and capable men, especially entrusted with the task, to be ratified without the consent of the Commons by the Sovereign, will insure the conservation of the honour and interest of the country, far better than if the result of

confided to the fitful gales of political exigencies and the selfishness of faction.

What is really wanted in this case is the employment of parties thoroughly acquainted with the people of the United States, not capable of being deceived by the blandishments of Washington politicians and understanding the process of having the root drawn over their eyes.

The position of the Canadian Fisheries is an evidence of the necessity of having men thoroughly acquainted with all the bearings of the question discussed; if it was left to the English members of the Commission it would be in the same category as the claim for compensation for Fenian invasion, but thanks to a Canadian Statesman the Fisheries are yet our own, and Mr. Hamilton Fish has not a hole to creep through, he is not left even a mental reservation as to what he intended, and is obliged to warn Ben of the Spoon's constituents to keep clear of Canadian cruisers.

It is very strange that the experience British Statesman has had of Yankee treachery and falsehood should convey no warning or furnish no precedent, it is certainly time that they should take warning.

If these negotiations are to be re-opened the Commission should be mainly composed of Canadian Statesmen, and the negotiations should be entirely left in their hands.

It is, however, pretty evident that no such result will be arrived at, the whole matter will be determined by the *ultimatum argumentum regium*, and the peace of the world would be preserved by the operation. It would cut the Gordian knot of intrigue and treachery.

GREAT stress has been laid on that point of the Prussian system of organization known as the "Company Column Manœuvres," and it has been asserted that in the field as a tactical unit it gave certain advantages which was not possessed by a British Battalion.

The Prussian Company consists of about 240 men, it is usually divided into four sections and each section forms three ranks; it would present a face in column of twenty files in front by twelve files deep in closing for attack, the effect of a close and steady fire delivered into it during such a movement would be fearful and it could while in that formation be successfully opposed by one of our own ordinary companies of fifty men drawn up in line, the question being not the number of men, but the number of rifles brought into action.

It is evident that under the circumstances our formation could bring fifty rifles into action, the Prussian barely their front line of twenty or at most thirty, the preponderance of fire would be on our side, and if they could be prevented deploying their defeat with loss was certain.

At the notion at the Alma two companies in line were opposed to a Russian column

with a front of thirty-two files by wheeling one company at right angles to the other, the flank of the column was over-lepped and such fearful punishment inflicted that it broke up in disorder, actually retreating from a force numerically less than one-eighth its own.

It is evident that Prussian success did not depend on that formation nor on the company as a tactical unit, but on the line of the skirmishes each company could throw out amounting to one-third of its effective force, and that line was nothing better than the old-fashioned British line.

Taken altogether the battalion is far easier handled, better for administrative purposes and more powerful than any Prussian Company can be, and as battles will not be a series of independent combats between the tactical units no advantage can be gained by adopting what is decidedly the most unwieldy, and if properly opposed, least practical unit.

By adopting the skirmishing tactics, the British Battalion would be the most effective of any military unit, and the organization has yet to be devised that could beat it.

The new plan for reorganizing the British Army does not appear to give undivided satisfaction to the warmest admirers of Mr. Cardwell's revolutionary measures, according to *Broad Arrow* the position the Militia occupies with reference to the other sections of what is to be the British Army of the future, places that important portion of the national force at a disadvantage.

Broad Arrow declares that the officers whose rank wealth and social position eminently entitled them to be the leaders of the constitutional force of Great Britain have been systematically driven out of the service, their places supplied by half pay officers from the line regiments unconnected with the district, and the new regulations instead of remedying this evil are expressly devised to perpetuate it.

The persistent policy of the Whig radicals has been to transfer power from the landed interest to the manufacturers and their tools the *proletaires*, in order to effect this they follow the same system precisely as that adopted by the despotisms of Europe, centralisation, their object being to render their revolutionary aspirations easy of accomplishment by destroying the bulwarks of the Crown, never considering that in doing so they really strengthen its power and enable the astute few to wield the political influence of the masses for the destruction of their liberties.

From the specimens we have of the results of the party policy of the Whig radicals we are warranted in assuming that the re-organization of the Army will result in as great a failure under Cardwell as the naval administration one under Childers, and that both will Britain a vast sum of money without any results.

The telegraph brings strange news from St. Petersburg:—"An Imperial decree re-opens Sevastopol as a commercial and military harbor with the fortifications restored." Eighteen years ago England and France engaged in a desperate conflict with Russia which ended in the destruction of that celebrated fortress, and the peace of Paris secured Turkey against aggression, preserved the peace of Europe from being disturbed, and confined Russia within her proper limits by permanently dismantling it.

English Whig Radicals have undone in a week the work accomplished by blood and treasure of two years, and has added another enemy to the horde already uniting like hungry wolves to rend her in pieces.

With Sevastopol restored Russia may bid defiance to Europe, seize on Constantinople whenever she has a mind, after which it will be a mere question of convenience as to her operations in India.

Her fast friends, the Yankoes, have already composed the plot on which the next European tragedy turns, by the Treaty of Washington, and Gladstone with his followers are zealously assisting.

The blood of slaughtered English soldiers cries for vengeance against such an outrage.

RIFLE MATCHES.

No 6 company, 12th York Batt., held their annual target practice at Markham, March 16th inst. The following is the score:—

	200	300	400	
	yd	yd	yd	Tl.
Capt. W. Rolph.....	14	14	9	37
Lieut. R. Reeson.....	16	17	7	40
Sergt. R. Youngs.....	16	12	10	38
Sergt. J. Conning.....	14	11	10	35
Corp. S. Whitney.....	16	11	9	36
Corp. T. Kenedy.....	16	12	7	35
Pte. D. McPherson.....	18	14	12	44
" R. Wilson.....	12	14	7	33
" J. Ball.....	16	14	9	39
" J. Anderson.....	11	14	7	32
" J. Crew.....	11	11	8	30
" M. Fleury.....	18	14	10	42
" J. Walt.....	13	14	7	34
" J. Kelly.....	12	12	8	32
" D. Brown.....	16	12	7	35
" J. Campbell.....	12	11	8	31
" W. Gleeson.....	11	11	9	31
" J. Walt.....	13	12	5	30

LIEUT. REESON.

REMITTANCES Received on Subscription to THE VOLUNTEER REVIEW up to Saturday, the 23rd inst:—

- GUELPH, Ont.—Lieut. J. Hooper, \$1.00
- CARLETON PLACE.—Capt. Bradin, \$2.00.
- MADOC.—Major G. W. Rowe, \$1.00.
- EAST HAVESBURY.—Capt. Wm. Ordun, \$2.00.
- LAWKESBURY MILLS.—Capt. A. Urquhart, \$2.00
- LOWER FORT GARRY.—Lieut. D. Gunn, Jr., \$2.00

OFFICERS BADGES.—None but field officers are permitted to wear the badges of their respective ranks on their undress uniform.

R. L.

In New York a movement has begun for a more stringent law in reference to the sale of beer. It is not to lessen the amount sold, but to compel dealers to use larger glasses,

THE BATTLE OF LIFE.

Go forth in the Battle of Life, my boy,
Go while it is called to-day;
For the years go out and the years come in,
Regardless of those who may lose or win—
Of those who may work or play.

And the troops march steadily on, my boy,
To the army gone before;
You may hear the varying sound of their feet,
Going down to the river where the two worlds
meet;
They go to return no more.

There is room for you in the ranks, my boy,
And duty, too, assigned;
Step into the front with a cheerful grace—
Be quick or another may take your place,
And you may be left behind.

There is work to do by the way, my boy,
That you never can treat again,
Work for the loftiest, lowliest men—
Work for the plough, adze, spindle, brush and
pen;
Work for the hands and the brain.

The "Serpent" will follow your steps, my boy,
To lay for your feet a snare;
And pleasure sits in her fair bowers,
With garlands of poppies and lotus flowers—
Enwreathing her golden hair.

Temptations will wait by the way, my boy,
Temptations without and within,
And spirits of evil in robes as fair
As the holiest angels in heaven do wear,
Will lure you to deadly sin.

Then put on the armour of God, my boy,
In the beautiful days of thy youth;
Put on the helmet, breast-plate and shield,
And the sword that the feet of the arm in
world;
In the cause of Right and Truth.

And to the Battle of Life, my boy,
With no peace of the Gospel shod,
And before high heaven do the best you can,
For the great reward, for the good of man,
For the kingdom and crown of God.

WINTER NAVIGATION OF THE ST. LAWRENCE.

THE TRIP OF THE STEAMER "ARCTIC" TO ESCOUMAINS.

After some difficulty in cutting the *Arctic* out of the ice at Indian Cove, which necessitated the cutting of a section of ice of about 100 feet long by 40 feet wide, and the steamer having been previously coaled and thoroughly equipped for the trip, the first crew who yet attempted to navigate the lower St. Lawrence in winter, shipped, we steamed out on our voyage at day-break of Monday, the 19th February.

Every care had been taken to ensure a successful result. The steamer was in charge of Captain R. Dickey and James McGolrick, Agent for the Company, besides a picked crew, every one of whom were good mechanics ship carpenters, blacksmiths and coopermen, &c. &c. There were also on board the following experienced Captains of steamers of the Company, viz: Captain M. Cote, Jos. Ruel, J. Bernier and Wm. Moore, as also C. Flannigan, Storefore, and Mr. B. Bougie, one of the cleverest shipwrights of the Port. The Pilot selected was Mr. Frs. Michaud, Pilot of the steamer *Clyde*, than whom none more thoroughly familiar with the lower St. Lawrence could scarcely be found, more especially of the North Coast.

Thus thoroughly manned the good steamer proceeded on her voyage. The weather was delightful, and we found the river clear of ice until we reached about ten miles below the Island of Orleans, when we met a considerable quantity of thin ice for a distance of three to four miles, after which we got into clear water again when we reached "Cap Brule," off Stevin's Mills. Here we reached the grand batture, which is almost five miles wide, and began to encounter large quantities of ice, which, with the rising tide and the narrow channel in which it had

gradually accumulated and packed up rendered it very difficult to make any head-way. It was therefore decided to stop the engine, and wait the falling tide, this delayed us almost three hours. With the beginning of the falling tide we started full speed, the gallant steamer ploughing her way through the immense fields of ice.

The inhabitants of Ho aux Coudres and Rio St. Paul lined the shores, wonder-struck at the marvellous sight of a steamer in the River St. Lawrence in mid-winter running through immense fields of ice at the rate of about eight to nine miles an hour.

We safely reached Murray Bay at about 6 o'clock the same evening, and were astonished to find the wharf perfectly free from ice. It may be easily presumed that the good people of Murray Bay were perfectly bewildered at our appearance—no doubt convinced that the Quebec folks were considerably ahead of time in mistaking February for the July watering season.

We left Murray Bay next morning, Tuesday, at 4 o'clock a. m., and proceeded on our way, meeting no ice for the remainder of our voyage. We touched at L'Ance Ste. Catharine and L'Ance a l'Eau, where we took on board Mr. McLaren, of "Port au Percil," with a gang of twenty-five good men who brought with them axes, shovels, pick-axes, &c., &c. We again proceeded, finally reaching the *Pride of England* at "La Pointe aux Crapauds" at about three o'clock p. m. same day. The workmen, carpenters, &c., were then placed on board the vessel, and the *Arctic* dropped down to Escoumains Bay. There, too, our arrival at such time of the year created the most intense wonder. We were here received by the kind and hospitable Manager of the Escoumains Mills, John E. Barry, Esq., with an Irish welcome.

At day break next morning the mechanics and workmen, respectfully headed by Mr. B. Bougie and Mr. McLaren, set to work to repair and ship the rudder, and do such other indispensable repairs as were thought necessary, and to clear the vessel's deck of snow and ice, which was about ten feet thick. In the meantime the *Arctic* went up to Tadoussac to lay there until wanted. Everything being in readiness an attempt was made on Friday to take the vessel off, but failed. Immediate stops were then taken to lighten the vessel, discharging part of the deck load and remaining portion placed ast to right her, with the object of making a grand effort to take the vessel off with the flood tide of Saturday, the following day.

On Saturday, therefore at noon, every thing being in readiness, the steamer came alongside and made her hawser fast to the vessel. At flood tide, 3 p. m., the steamer started full force and speed, but only succeeded in moving her ponderous burthen. A few minutes after, however, with a renewed and powerful pull, the steamer carried out her prize in triumph amidst the loud and prolonged cheers of every one present.

The weather was delightful, and with a gentle breeze from the eastward we proceeded on our way to Tadoussac, which was our destination. At about 7 p. m., when off Moulin Band, it was decided to anchor and wait the rising tide, which began about 9 p. m. We raised anchor and proceeded, reaching Tadoussac at midnight. On the following morning the *Pride of England* was driven up on the soft sandy beach in a perfectly sheltered nook of the bay, where she was made thoroughly fast with anchors and chains, in perfect safety against all winds and tides. Strange to say there was not a particle of ice in the bay and I has been so during the winter.

Certainly Providence favored us very much throughout this enterprise. During the three or four days we were working to prepare the vessel, the weather was very cold and it blew a hurricane during most of the time. On Saturday morning, however, the weather became mild and the wind moderated to a gentle breeze; the day after we placed the ship into Tadoussac Bay, the weather again became cold and a fierce gale from the north west, blowing down the channel of the Saguenay set in and raged for several days.

Incredible, though it may seem, the gale at one time was so violent that people were afraid to come out of their houses, this also delayed the *Arctic* on her return. We left L'Ance a l'Eau at noon on the 27th inst., where we had been for three days, to return to Quebec, intending to stop at River du Loup to telegraph our success, but were prevented doing so by the great quantity of jammed ice on the South Shore. We then crossed to the Brandy Pots where we lay all night, next morning we proceeded on our way up, calling at Murray Bay and Eboulements. We met a considerable quantity of ice on our way up to St. Joachim, which delayed us several hours; we finally arrived at Indian Cove on Thursday evening at 6:15 p. m., all well and proud of our exploit.

Too much praise cannot be accorded to Captain Dickey and Jas. McGolrick and their fellow captains, crew, and our worthy pilot for their untiring energy, vigilance and prudence.

Mr. McLaren also, and his men, are entitled to much credit, for the prompt and vigorous help they rendered in making the vessel ready to be removed, working night and day from the moment they got on board, and to Mr. B. Bougie's (shipwright) intelligent and vigorous labor and forethought. We can only say that to them, in a large measure, is due the great success of the enterprise. All eventualities were foreseen, and thoroughly provided for, and everything at the right moment.

This expedition, I should say, settles the vexed question of Winter Navigation of the St. Lawrence satisfactorily, and it is to be hoped that the result will incite to the realization of a perfect system of Winter Navigation, "with steamers built expressly," and give us the great benefits of open ports all the year round on our territory.

I learn that the St. Lawrence Tow Boat Company have now in process of construction a very powerful steamer, specially adapted for winter navigation of the St. Lawrence. There is no doubt that the north channel offers greater safety for late navigation than the south channel.

A wise and prudent arrangement would be the placing of tug steamers at Eboulements, Malbaie, or Tadoussac, in the fall, to assist the late shipping. Had such arrangements existed last fall, there is no doubt that the great disasters which took place might have been averted, by the vessels being towed out to sea, or at least, towed into safe winter quarters.

I understand that a telegraphic line is to be carried down the north shore as far as Escoumains or Sault-au Mouton, and probably at Bersimis, next spring. This will, no doubt, be a great benefit to the people of the coast, and also to the shipping interest.

The next great want for the north shore, east, is a railway communication, which will, no doubt, follow the telegraph wires.

Yours truly, C. TERT.

—Montreal Gazette.

A mine at Lightening Creek, Cariboo, is yielding \$1,400 per week.

THE CANADA PACIFIC RAILWAY.

It is known to most of our readers that since the early part of last summer surveying parties have been engaged on both sides of the Rocky Mountains in exploring a route for a railway from ocean to ocean through British territory. We understand that letters, giving a vivid description of winter life amid "the Rocks" have lately been received from an Amherst young man—Mr. James Dickey, Assistant Engineer in party R operating between Yellowhead Pass and the Cariboo gold region in British Columbia—a distance of some 200 miles never before traversed by a white man, nor, it is believed, by one of the aborigines, who as a rule follow the streams. Between the Pacific coast near Vancouver and the great backbone of the continent, the Rocky Mountains, lies the Cascade range, so called from its numerous waterfalls and occasional glaciers so rare in North America.

In making their way easterly from Cariboo this party encountered snow from 5th October, and later in the month were fairly caught in the mountains and "snowed up," where in the last days of November they still were. All the pack animals strong enough to travel were sent back on the trail to Cariboo. The remainder, not being able from the severity of the weather to get at the bunch grass on which stock usually wintered in the valleys, finally succumbed.

At the latest advices the party were awaiting the freezing of the rapids on the upper Fraser to enable them to move their supplies by hand sleds on the ice some 50 miles or more to Teto Jaune Cache. Meanwhile the thermometer sunk to 26° and 28° below zero, and this in the month of November. People who "live at home at ease" can have but a faint conception of the effect of such a temperature upon others sheltered only by a canvass tent resting upon three feet of snow. Log huts were being built for greater protection, and the steadiness of the frost may be judged from the fact that, in the absence of glass, plates of ice were being used to admit light. Mr. Mahood the chief of the party, in his anxiety to carry out a pre-arranged plan for meeting Mr. McLellan, who was himself unable to reach Teto Jaune Cache, had a narrow escape from death by starvation. The etymology of this name is somewhat curious. Lying on a bend of the Fraser, where its waters issue from the Rocky Mountains, it was in times past used as a place for hiding or caching furs by an Indian, who had the marked peculiarity of yellow hair. Hence the name Teto Jaune Cache or Yellowhead Pass.

While speaking of this most interesting part of the Dominion which occupies the same relation in the west as Nova Scotia in the east, we are reminded of a letter lately shown to us by a gentleman here, from Rev. J. B. Good, an Episcopal clergyman, formerly stationed at Pugnash. Mr. Good, fired by missionary zeal made his way some ten years ago, with a young English wife to Vancouver, where he turned his attention to the Indian tribes. Having mastered one of the dialects he followed out his missionary work from point to point among the aborigines, till he at last brought up at Lytton, a small village on the eastern branch of the Fraser, about 200 miles from Vancouver, and, of course, on the main land. Here quietly settled with half-a-dozen olive branches, he has already built a neat church on a commanding site overlooking the winding Fraser and the surrounding panorama of mountains. Any one desirous of learning the secret of bringing home the great truths of the Gospel to these children of the forest may be

gratified by the perusal in last week's *Church Chronicle* of Mr. Good's journal of a Sabbath's doings in his little church on the banks of the distant Fraser.

Reverting to party R whom we left in lat. 53° 20' or 4° north of the international boundary, it is hoped that long ere this they have reached the rendezvous with McLellan's party, where, although a fortnight's travel from the habitation of a white man, they will be in safe winter quarters. Enough is probably known to confirm the opinion in Lord Milton and Cheadle's work that the direct route to Cariboo is not practicable for a Railway. It is understood that Mr. Moberly, the District Engineer favors the route by Howse pass to the southward, where the elevation is only 4000 feet above the sea.—*Amherst (N. S.) Gazette*.

CANADIAN FISHERIES.

INSTRUCTION TO U. S. FISHERMEN.

A special despatch from Washington to the *New York Herald* on the 9th inst. says that the Secretary of the Treasury has issued a circular to Collectors of Customs informing them that as the season for fishing on the coast of the British American possessions in our vicinity is approaching, it is considered important that the fishermen of the United States intending to pursue their business in the vicinity mentioned should be thoroughly acquainted with the laws and regulations governing the matter, to avoid the loss of their vessels and the penalties for encroachments by foreigners upon the inshore fisheries of Canada. The Collectors are therefore directed to notify such fishermen that the provision of the treaty with Great Britain, proclaimed July 4, 1871, relating to the fisheries will not go into effect until the laws required to carry them into operation have been passed by Congress, the Parliaments of Great Britain and Canada, and the Legislature of Prince Edward Island, and to warn them that their business must be carried on subject to the restrictions existing at the ratification of the Treaty. The circular states that the fishermen of the United States are prohibited from the use of inshore fisheries. They may, however take fish on the southern coast of Newfoundland from Cape Ray to the Quiripon Islands, on the shores of the Magdalen Islands, on the coasts from Mount Folly to and through the straits of Belle Isle and thence northwardly, but with out prejudice to any exclusive rights of the Hudson Bay Company. They may dry and cure fish on any part of the southern coast of Newfoundland above described and off the coast of Labrador not settled. If settled there must be a previous agreement with the inhabitants. They may also enter any bay or harbor for the purpose of shelter, repairing damages, purchasing wood or obtaining water. British officers may go on board any foreign vessel in any bay within three miles off the coast of Canada, and stay as long as she may remain; and they may examine the master under oath, and if it be found that she has been fishing in the waters prohibited, such officer or officers may seize her without warrant, and proceed for a forfeiture of the vessel, cargo and stores. Any person opposing the officers will subject himself to a fine of \$500 and imprisonment for a term not exceeding two years. The Secretary states there is reason to apprehend that the Canadian authorities will equip armed vessels to protect their inshore fisheries during the season of 1872.

California expects an unusual large wheat crop this year.

THE JAPANESE VISITORS AT WASHINGTON.—THE LADIES' TOILETTES.—The Japanese ladies wear their hair in the Japanese style, no change of dressing have yet been adopted. Around the neck and hanging low, with the ends tucked in out of sight, is a tippet, called a "panyeri," and which is generally worn by the ladies of Japan of both the upper and lower classes. Filling the place of a shawl is a garment termed a "haori," sometimes of plain design, and again covered with strange and fantastic figures. The material varies according to the taste or wealth of the wearer. Every "haori" has upon it the family crest of the wearer on both sleeves, and on the back between the shoulders. The fastening of the garment is effected with a piece of tape in front, known as a "haori shimo," which is tied in a bow. The "kimono" is beneath, and is an article of dress worn about the breast and waist, and next is the "hakama," which is a garment fastened at the waist and falling loosely about the lower limbs as far as the ankles. The socks or "tabi" are made of cotton or silk, and are so formed as to permit freedom to the great toe, over which passes one of the straps of the sandals or "zori." The latter are removed on entering a dwelling. The young ladies have discarded their sandals since arriving at Washington, and now wear soft kid shoes, fitting closely to their feet which are small and well proportioned. It is the intention of Mrs De Long to have all her porteges adopt the prevailing female custom at an early day, and their wardrobes will probably be ordered at Washington, though the original intention was to take the young ladies to New York and cram their Saratoga trunks with garments of the very latest and most fashionable styles. This is in accordance with the desire of the Mikado of Japan, who expressed the wish that the ladies not only receive a complete education in all the useful and ornamental branches at Vassar college, but that they adopt the style of dress of this country in every particular.

Pero Hyacinthe writes a long letter to the *Temps* on the state of France in general, and his own state in particular. He concludes with these observations: "It is my profound conviction that France can only be saved by Christianity, but she will never accept it as it now is, and I must add that she will do right. Myself, firm in the faith and love which I have preached to the world, a Catholic and a priest, and with the aid of God, determined to remain such till death, I feel myself powerless to exercise ecclesiastical ministry in the ranks of a clergy so much to be respected in other matters, but led astray by a system most unsuited to it. The French clergy at the present thinks that it can heal the disasters of a century by accepting the infallibility of the Pope, re-establishing temporal power, and perpetuating the ignorance of the people! Such a program me does not suit me, and I should not be honest, I should lie before men and to my own conscience, were I to bear such things on my flag. The legislation (adds the Pero Hyacinthe) of the Holy Roman and Universal Inquisition handed over so many pretended heretics and sorcerers to prisons and the flames, staining the Immaculate robe of the Church with blood which will cry for vengeance until what has been done has been disavowed.

A cheerful giver put the following note in a pair of pantaloons sent to the Michigan sufferers: "There, take 'em; last pair I've got. Don't get burnt out again.

OPINIONS OF THE PRESS ON THE GENEVA ARBITRATION.

FROM THE AMERICAN PRESS.

A correspondent of the *Boston Advertiser* thus discusses the merit of the American claim for indirect damages:

"But the present is by no means one of those crucial tests of subjecting popular commotion to sober reason and simple justice, like the case alluded to and others which will suggest themselves—this is, in fact, a mere question of taste—in the form of presenting our claim for adjustment before the arbitrators. The difficulty has probably arisen by the case being drawn up at the State department, and without the opportunity to consult our counsel. For we cannot suppose there could be any more than one opinion among lawyers, as to the propriety of interposing a specific claim for the expenses of the war by way of consequential damages. There is not a respectable common-law lawyer in England or America who could entertain any more than one opinion upon that point. Damages of that character are so remote and of so conjectural a character, that no judge would for a moment listen to any such claim. It is of the same character as a bankrupt's claim for all the losses consequent upon his failure, because some of his debtors did not pay promptly a debt of \$200. The point is one too obvious to admit of argument in the mind of an experienced lawyer. We venture to affirm that no one of our counsel would risk his reputation by asserting in the presence of Lord Chief Justice Cockburn, the English arbitrator, that he expected any such claim for consequential damages to be allowed. It would be equivalent to affirming a direct falsehood, since no such lawyer possibly could expect any such thing. In fact, if we could suppose any such absurdity as that the arbitrators should allow any such claim, it would render the award void on the face of it to that extent, inasmuch as it would show a clear mistake of law in the award."

In spite of this strong expression of opinion, however, the writer says that the case cannot be withdrawn because people would not appreciate the reasons for the withdrawal; and he recommends that it be left to the Conference, which will make a short work of the claims. We give below two articles from influential journals:

THE DANGERS OF THE TREATY.—It is useless to conceal the fact that the high hopes that were entertained of the Treaty of Washington are likely to be frustrated. The danger of its abrogation is much greater than is supposed. Seeds of bitterness have been already developed most unexpectedly, in place of the amicable relations which it was hoped would be permanently established. The Court of Arbitration at Geneva was an experiment which promised to abolish wars among civilized nations by demonstrating the superiority of law and reason over national passions and prejudices. That anything should have occurred to frustrate these anticipations of human progress, is, to say the least equally discouraging and mortifying.

The position appears to be placed as follows: An unfortunate combination of events has placed the Governments of Great Britain and the United States in a false position, for which it is all but impossible for either to recede. The United States authorities have preferred vast claims before the

Geneva Court of Arbitration without any hope or idea that they would be allowed. On the other hand, the English Government affirms that these claims are untenable, preposterous, and absurd, and has no notion that they will be recognized, yet it refuses to permit the court to pass on them. The only possible way out of the difficulty short of an open repudiation of the whole Treaty, is for both governments to accept the situation; argue their respective cases, pro and con, before the arbitrators and then await the result. But this appears to be almost equally impossible to both countries. The United States government cannot now recede from the claims which it has advanced, nor can the English Government go into court to contest a point which it utterly refuses to recognize or admit.

The whole case turns upon the point as to whether there was any understanding by either of the contracting parties, expressed or implied at the time of the formation of the Treaty, that the American claims for indirect damages were to be submitted to the jurisdiction of the Court of Arbitration. The English Government insists that there were not, and that the only claims to be submitted to the Court were for the actual depredations committed by the Alabama and other Anglo-Confederate cruisers.

Now, it may be fairly admitted that this was the view of the majority of the American press and people during the negotiations, and that there was no general expectation that any other claims would be admitted or allowed. Both Senator Sumner and General Butler based their opposition to the Treaty on the express grounds that it did not cover the claims for indirect damages. But the letter of the Treaty was silent on the subject, but curiously enough it seems to admit the very wide interpretation attached to it by the United States authorities as covering both direct, indirect or consequential damages. The English Government virtually charges that this was a breach of good faith, and virtually refuses to permit any other than the question of direct or positive damages to be decided by the Court of Arbitration.

The question at issue is of the highest importance. The difference between direct and indirect damages may be illustrated as follows: Claims, for say a basket of broken eggs at so much a dozen, would be direct damages; but payment not only for the eggs but also for the chickens that might have been hatched out of them, would be indirect damages. In the case of the Alabama claims, payment for both direct and indirect damages were claimed by the United States Government. The direct damages are estimated at \$26,000,000. The indirect damages include the actual Alabama depredations, and also two years expenses of the war said to have been prolonged for that period by the unfriendly conduct of Great Britain, and the general losses to American commerce by the transfer of American vessels to British owners. Now, the English Government have this important point in their favor. Claims for indirect or consequential damages are never admitted in ordinary courts of law and equity, and it may be argued that it is impossible to engraft on international law a principle that is clearly and absolutely inadmissible in the ordinary relations of human life.

Our government probably did a smart rather than a wise thing, in preferring claims which it knew could not possibly be recognized. But it is to be remembered that it was bound to make the best possible case, and to include everything that was not posi-

tively prohibited by the Treaty. It did not pass or adjudicate on the claims preferred. It simply presented them and left their adjudication to the Geneva Arbitrators. The mistake, and perhaps the passion of the English people and government, seem to arise from a failure to comprehend the exact functions of the Government in this matter. If the English Government would regard the American presentation of the claims for indirect as well as direct damages from its proper light, not as a judicial statement, but only as the act of a lawyer bound to make the best possible case for his client, it would still be possible to arrive at a harmonious conclusion, compatible with the honor and interests of both countries.—*U. S. Economist*.

Whatever Mr. Gladstone may say, he is accustomed to act with moderation and courage. Precisely in proportion to the magnitude of the moral achievement represented by the treaty would be the humiliation of retreating from it at the very entrance upon a fulfillment of its provisions. Efforts at a peaceful solution of international difficulties would for a long time to come be regarded without hope, and would either not be entered upon at all, or at least would be prosecuted without spirit. We do not speak of the possible horrors of a war between the two leading commercial nations of the world, which would be contingent upon the refusal to abide by the terms of a treaty so carefully drawn and so cordially accepted. Surely a man of Mr. Gladstone's temperament and convictions will not open the door to such a chamber of calamities if he can help it.

The course to be pursued by the United States seems, in its general outline at least to be tolerably clear. We have to be reasonable and to be sure that we do not lose our temper. There is only one point to be remarked upon in this respect. It has been repeated in several quarters that of course we shall not recede from the statement of our case as already presented. It is hardly reasonable to assert this as a foregone conclusion before the note of Lord Granville upon the subject has even been received. If our case has been rightly presented, in precisely such shape as it ought to take, so that in justice to ourselves we cannot modify it, then it is certain, and a matter which may be assumed as of course, that it will stand unaltered. It is not well, however, to assume the impossibility, of the existence of a mistake. The danger is that the people may assume, that for the mere reason that we have presented our case, it is therefore a matter of honor with us not to alter it, especially in the face of British threats and bluster. Threats certainly are no cause for amending it; but if it is erroneous in any respect that fact will be ample cause for correction. Our honor simply holds us to do what is intrinsically right. To hold otherwise would be to set up that artificial and ridiculous code of honour which prevails among school-boys, and which used to distinguish the age of duelling. There is little danger of a repudiation of the treaty by England if we temperately discuss any objections which she sees fit to prefer against our case, with the open and frank expression of our willingness to correct any mistakes which it may be proved we have fallen into. We admit no mistake, but we may certainly admit the possibility of one, and consent to further conference on that point. Approach the matter thus candidly and firmly, we are sure to maintain the honorable position our Government and people now hold in this most grave discussion.—*Boston Advertiser*.