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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. VII.

OTTAWA, (CANADA,) TUESDAY, OCTOBER 7, 1878.

No. 40.

### NEWS OF THE WEEK.

The latest news of the progress of the Ashantee war is satisfactory. The natives are in a state of semi-starvation.

The ceremony of turning the first sod for the first railway in Persia took place on the 25th ult., at Respd, in the presence of the leading Persian officials and of the foreign consuls.

A fire in the Athenæum Library, Manchester, Sept. 24, destroyed 20,000 volumes.

Egypt now extends from Alexandria to the Equator. The slave trade has been exterminated, and the Nile will shortly be made navigable up to the great inland sea, to which its course has been traced.

A court martial has been ordered for the trial of Captain Werner, of the Steamer Frederic Karl for the seizure of the Spanish steamer *Vigilante*, while flying the red flag of the Commune.

The debt of the city of Paris now amounts to \$320,000,000 involving an annual expenditure for interest and sinking fund of \$18,000,000.

Thomas Hughes gave a lecture at Marlboro' College last night, on the subject of America. He advised all who intended to emigrate to go to Canada or the United States. He spoke highly of the development of the British Provinces.

A despatch from Berlin hints at financial troubles in Germany. Fancy stocks and bank shares are not saleable and some have fallen as much as twenty per cent. There is some talk of Government interference.

John Bright has received the seals of the Duchy of Lancaster, and was formally installed as a Cabinet officer.

Special despatches from St. Petersburg reports that a rupture has occurred in the relations between the Governments of Russia and Japan, growing out of the question of the proprietorship of part of Sikhaven Island.

A despatch to the *Daily Telegraph* from Balkash, Central Asia, reports a severe defeat of the Afghans by the Persians.

Two Europeans named Picquet and Rivers supposed to be Swiss travellers, have been murdered by natives in Central Asia.

There is reason to believe that the Afghans design the conquest and annexation of Rolshara.

A writer in an English paper says "there can be no doubt now that the Vienna exhibition has proved a failure. Vulgarly speaking, 'it is not paid.' There is, indeed, a growing impression that no great exhibitions in future can be a financial success. The world is tired of exhibitions. They are no longer novelties, and therefore, no longer attractive.

Mr. John Hawkshaw, the eminent civil engineer, has been knighted by Queen Victoria. He constructed the Manchester and Bolton, and the Lancashire and Yorkshire Railways. The Charing Cross and Cannon-street line, with the two massive bridges over the Thames is also his work. He has published several pamphlets on subjects connected with engineering. His chief book is "Reminiscences of South America."

Large numbers of Carlist deserters are surrendering to the republican troops in the Province of Lerida, with hope of receiving amnesty.

At a meeting of Conservatives on the 1st at which Marshal Serrano and Admiral Topete were present, resolutions supporting the Government and rejecting an alliance with Radicals were adopted.

The total casualties in Alicante from bombardment were eleven killed and thirty wounded.

The army of the North has been reinforced with 6,000 men.

Don Carlos, as King of Spain, has issued postage stamps, bearing his portrait.

The Portland Board of trade favours a renewal of reciprocal trade relations with Canada.

Another revolution is expected in Hayti. Col. John H. Stewart, postmaster of Pittsburg, Pa., was arrested on Saturday, charged with being a defaulter. There are numerous complaints from business men of repeated failures of valuable letters to reach their destination. Stewart gave bail.

Lowenstein, the alleged murderer of Judge Weston, Brooklyn, in Albany last

August, was taken there from Canada last week and arraigned. He said he was too poor to employ counsel. His trial takes place on the first Monday in December.

New Orleans special despatches, from Bremlham and Bryan, Texas, to the *Picayune* states that there are panics in these places from an apprehension of yellow fever which has broken out in Calvert.

There were sixteen yellow fever interments in Memphis, on Monday. The weather is very unfavourable for the abatement of the disease.

In a skirmish in Java on the 20th, with the insurgents, the Spaniards killed ten and took several prisoners. The Spaniards had eighteen wounded. There is panicky feeling in Havana among bankers and merchants.

Col. Cox, pension agent for the District of Columbia, has recently paid 400 pensions to American citizens residing in England, Scotland, Wales, France and Prussia, and in many instances to pensioners residing in the islands of the Pacific and Atlantic Oceans, not belonging to the United States. The United States is the only Government that pays pensions to citizens who have taken up their abode in other countries.

James Gibbons, late President of the Fenian Brotherhood, died in Philadelphia, on Monday, aged 75 years.

Admiral Yelverton has surrendered the insurgent men of war seized by him to the Spanish Government.

Julian Roderick Benedict, a well known German comic poet, is dead.

Muley Abbas, brother of the deceased Emperor of Morocco, has been proclaimed as his successor.

The election for Lord Mayor of London resulted in the choice of Mr. Andrew Lusk, at present an alderman and also a member of Parliament.

There was a large meeting at Drogheda on Sunday evening in favor of the release of the Fenian prisoners. Several members of Parliament were present and participated in the proceedings.

Louise Muhlback, the celebrated German novelist is dead.

## THE HOUSSA FORCE.

A correspondent of the *Times*, writing from Freetown, August 13, describes the Houssa Force which has received so much marked praise for their gallantry in Colonel Festing's despatch from Elmina, as the "English Turcos." The force is of a very recent origin having been first raised about eight years ago by Captain John Hawley Glover, the late administrator of Lagos, who in organizing a force conferred a benefit on all the West Africa Settlements which ought not lightly to be forgotten.

"The Houssa tribe, from which these troops came, are an independent race of Mahomedan negroes, who inhabit an extensive district which commences about 200 miles inland to the northeast of our settlement of Lagos, and extends between latitude 11 deg. and 14 deg. north, and longitude 4 deg. and 11 deg. East. They are very numerous and are a most warlike race, being nearly all soldiers, disdain any other pursuit or occupation. They hire themselves out as mercenary soldiers to all the surrounding peoples. Captain Glover, being struck by their military capabilities, and having had numerous opportunities of satisfying himself of their desperate courage, conceived the idea of forming a corps of them and drilling them in English fashion. The experiment has turned out a wonderful success. At first there was great difficulty in drilling the earlier recruits, but now the new recruits, with the example of their already trained fellow-countrymen before them master the routine with wonderful rapidity.

"They are all pure blooded negroes, and, as a rule, are fine, tall, soldierly looking men. Like many of the other Mahomedan tribes on the coast, they walk with a good deal of swagger. They are light limbed and somewhat spindle shanked, but in this climate can, without injury, go through an amount of hard work and marching which fatigue any other known force. Some officers now on the coast who have seen service in India have been much struck by the many points of resemblance between the Houssas and the Sikhs. Although all Mahomedans, they are what are popularly called on the west coast of Africa "Salt-water Mahomedans." This term is most usually applied to the Mahomedan tribes on the sea, who, from their intercourse with the whites, have relaxed their principles, at least, on the point of not partaking of intoxicating drinks.

"Their uniform consists of a short jacket and loose Zouave trousers, which reach to the knee, both made of blue serge and trimmed with red braid. Their headdress consists of a red fez, and they wear a large red scarf round their waists. They go barefooted and barelegged from the knee downward. They are armed with a Snider rifle and bayonet. They, as a rule carry one or more dagger knives in their belts. These knives are their own property, and are not given to them by Government. In action at close quarters they hardly ever use the bayonet, nearly always using their clubbed muskets, which they use with terrible effect. When going into action they generally advance in loose skirmishing order with tremendous yells, invoking Allah and the Prophet. They indulge in the most extraordinary antics, jumping and bounding about in the wildest way and brandishing their weapons, and appear to feel a stern joy at the prospect of battle. Although admirably suited to this coast, the Houssas would not, probably, succeed if opposed to regular troops armed

with breechloaders. They cannot be kept in hand, and, regardless of all obstacles, of the nature of the ground or of the want of cover, rush on to decide matters at close quarters.

"At Elmina, after their encounter with the Ashantees, they returned to their quarters singing a wild but martial air with a stirring chorus, at each repetition of which they threw their rifles into the air. They unfortunately, still retain many of their savage tastes, notably a custom of decapitating the bodies of those they kill in battle. They look upon it as a great grievance that they are not allowed to ornament their drums with the skulls of those they slay. After the engagement at Danquah they cut off the heads of a number of the Ashantee dead and brought them back to their camp, where they kicked them about as footballs for some time, and were with difficulty stopped by their commander, Mr. Loggie. The Houssas are all fatalists, and firmly believe that as you are predestined to die at a particular time it is quite useless to try and avoid death. This may account for their complete disregard of danger. It is always necessary for the officers commanding them to be on good terms with the Mahomedan priest attached to his command. The privates are paid 13s. a day. Except when actually in the field, they require neither rations nor any assistance from the Commissariat. They procure their own food. They are capital foragers, but have somewhat loose ideas on the ownership of stray goats, sheep, or turkeys they may meet with. Goat's flesh is their favourite meat, but their principal food is the cassava root beaten up into a thick paste called *dombah*. They always have some women with them—about half a dozen to each hundred men—to do their cooking. They look upon it as undignified for soldiers to do their own cooking. They require little barrack accommodation as, except in the rainy season, they always sleep out in the open air on a simple mat, even on moonlight nights. They repudiate with indignation the title of policemen. Recently at Elmina when they found that in an official publication they had been described as 'Houssa Police,' they threatened to lay down their arms and return to Lagos overland through the bush, a distance of some hundreds of miles if they were so called again. They said they were the Queen's soldiers, and glad to fight for her, but were not policemen. The elder men among the Houssas enjoy great influence with the younger comrades. Few among the Houssas, even of the non-commissioned officers, can speak English, probably not more than about five or six men in each company. The words of command are given to them in English, and they understand them. A recruit takes but a very short time to master the different words of command. They also display great quickness in mistaking the different bugle calls and go through the manual and platoon with a steadiness which would do credit to a Line regiment. Some of them have received some instruction in gunnery from Mr. Loggie, and at a push could work the guns in the forts. They are very obedient and are orderly enough, except that they are noisy in the ranks, cannot be prevented from chattering and talking. They require to be ruled with a very firm hand. If they like their commanding officer and have confidence in his courage and fairness, he can do anything with them and they will follow him anywhere. On one occasion recently the officer in command of a detachment of them believing that one of the Houssas under his

command had been guilty of a very gross breach of discipline, beat him very severely with a stick while he was in the ranks on parade; afterwards discovering he had been mistaken as to the identity of the culprit, he publicly apologised to the man he had beaten on the next parade. This gave great satisfaction to the Houssas, who were loud in their praises of their commander's justice. None of the Houssas hold higher rank than that of sergeant-major. All their officers are English. They are very fair marksmen, but when under fire they became so excited that they throw away very many shots.

"All the Houssas now on the Gold Coast have been formed into one corps, and placed under the command of Captain Brett, of the 2nd West India Regiment, who has had good experience of bush fighting, and distinguished himself greatly in the Quiah war. He appears admirably suited for the post, and has gained to a remarkable degree the confidence of the fierce and stern soldiers he commands. In any future engagements Brett and his Houssas are sure to give a good account of themselves. It is no easy task to find an officer whom the Houssas willingly obey. On several occasions they have declined to be commanded by officers selected for the post, having their own ideas as to who are fit to command them and who are not. Among those who have commanded them, none have obtained greater ascendancy over them than Mr. J. C. Loggie, the Inspector General of the Sierra Leone Police. They require no commissariat, and but little barracks accommodation and are not only fine fighting men, but admirable soldiers to march or undergo severe fatigue. A force of them, well disciplined and armed, and commanded by men of the stamp of Brett and Loggie, will be sure to add to the prestige of the British arms on the West Coast, and with proper discipline and time, could be easily broken from the ferocious practices which know disgrace their bravery.

Since the above was in type, the following letter has appeared containing an important correction and some additional information:—

"Sir,—In the *Times* of to-day, as well as in notices in other journals I observe that whatever credit there may be in the raising and organisation of the Houssa force has erroneously been given to Commander John Hawtry Glover, who succeeded me as Colonial Secretary and Lieutenant Governor of Lagos in 1864, when I was obliged to return to England on account of a gunshot wound in the head received in a severe skirmish at Epé, when I was in command of the Lagos Houssa Corps, which force I raised, organised, armed, drilled, and led in a successful action which proved their metal, as they attacked and repulsed a native force some thirty times their number. An account of this appeared in the *Times* of the 13th of April, 1863, and again in the official report laid before Parliament by Mr. Chichester Fortescue, June 16, 1863. I was the first officer on the West Coast of Africa who found out and reported to Government the amenability and special physical characteristics of the Houssa race for military service, which opinion I formed from the stanch bravery of the run away slaves of that nation who formed my hunting gang in several exploring expeditions into the interior, and I was the first who suggested their employment and enrolled them as a military force. I was the first Colonial Secretary and Lieutenant Governor appointed to Lagos after its cession

to British rule, and, with Governor Freeman's consent, one of my first acts was to raise the Houssa Corps from the nucleus of my private hunting gang. I collected the able-bodied runaway Houssa slaves from the interior, and from very crude material (with no assistance, whatever) I shaped out in a few weeks an efficient, well-knit force which did good service to the colony in the hour of need, within a month after being raised.

"The Colony of Lagos was then very young, and its resources extremely limited, and Governor Freeman could only allow me £300, or a pound a head, to equip 300 men, so their first arms were old flint condemned muskets of the year 1812, and matchets, or cutlasses; while their uniform consists of red woollen nightcaps and a pair of cotten short drawers. When incapacitated from the severity of my wound, I handed over the command of my Housea Force to Captain Mulliner, of the 3rd West India Regiment, and it was not until the following year that Lieutenant Glover, R. N., was appointed to succeed me.

"(Signed),  
"September 3." H.A. LEVFSO, Major,  
late Colonial Secretary at Lagos.  
—Broad Arrow, Sept. 6.

RIFLE COMPETITION.

GUARDS' RIFLE ASSOCIATION  
(Continued from Page 461.)

The matches were continued on Saturday last (the 25th ult.), the weather was very favorable for shooting, and the scores made were on the average good. The following is the prize list.

REGIMENTAL MATCH.

200, 500, and 600 yards.

1st prize Col. Ross gold medal and \$15.	
Corporal Sutherland.....	44
2nd do. Major White's piece of plate and \$15.	
Sergt. Cotton.....	44
3rd do. \$12, Private Throop.....	40
4th do. \$10, Private G. White.....	39
5th do. \$8, Col. Sergt. Cairn.....	38
6th do. \$7, Private Montgomerie.....	35
7th do. \$5, Private Gray.....	34
8th do. \$4, Corporal Behan.....	34
9th do. \$3, Private Chateauvert.....	34
10th do. \$2, Corporal Hughes.....	34

BANDSMENS' MATCH.

200 and 500 yards.

1st prize \$7, Bandsman McEwan.....	18
2nd do. 5, Bandsman Greenfield.....	17
3rd do. 3, Bandsman Brewer.....	12
4th do. 2, Bandsman Hounsell.....	11
5th do. 1, Bandsman Elliott.....	6

Only five competitors.

DRUMMERS' PRIZE.

Silver medal given by Mr. George Sutherland, leader of the drum and pipe band, 200 yards, won by Drummer Cairns.

The consolation match for beaten competitors has yet to be fired off.

AGGREGATE PRIZES.

For the best aggregate score in matches No. 1, 2, and 3, silver badge of the O. R. A. and \$19, Corporal Sutherland. Second best, \$10, Sergt. Cotton. —Free Press.

COUNTY RIFLE COMPETITION.

The annual County competition came off at the St. Stephen Range on Friday, in the first competition, and 500 yards, five

rounds each, Pt. Denley won the association medal and a money prize of \$10, making 34 points. P. Brawley made 33 points, and won the silver cup given by Hon. John McAdam, and \$8. Prizes were also won by Capt. McGee 33 points, Major McAdam 33pts, Major Stickney 32 pts., Capt. Hutton 31 pts., Pt. Jas. McKinney 30 pts., Capt Bixby 30 pts.

In the second competition, ranges 500 and 600 yards, five rounds, Capt. Bixby made 30 pts., winning the county challenge cup and \$10 cash. Major Stickney made 29, pts., and won Lt. Col. Inches' Boat prize of \$10 and \$8 in money. Prizes were also won by Capt. Hutton 29 pts., Major McAdam 29, Gunner G. Chase 27, Gunner L. Chase 26, Pt. Denley 26, Capt. McGee 25, Ensign Milliken 25.

The third competition, range 400 yards, seven rounds was for \$40 in money given by the St. Stephen and B.N.A. Banks. The winners were as follows: Gunner E Andrews 27 points, Capt. McGee 25, Gunner Geo. Chase 24, Sergt. McMcKinney 24. Pt. Capt Hutton 24, Lieut Marks 24 Pt. Brawley 23, Gunner L. Chase 23. In the consolation match prizes were taken by Pt. McAdam 18 points, Pt Denley, 17, Sergt. McMullen 13, Capt. Polley 13, Gunner Handy 13, Gunner Geo. Polley 12, Gunner S. Andrews 11.—St. Croix Courier.

MANITOBA RIFLE ASSOCIATION MEETING.

(From Manitoban, Sept. 20)

The first prize meeting of the Manitoba Rifle Association will begin at their ranges, St. Boniface, on Thursday, 25th instant. The Council of the Association have been very energetic in making arrangements for a successful meeting, and have been so zealously supported by the public that they are able to offer a large number of prizes, as will be seen by the list published below.

Two targets have been put up on the Association ranges, which permit of firing at 600 yards; but next year it is intended to increase the number and also to secure a full length range.

The shooting for the various prizes will, as far as possible, be in the order of publication; but the council will be governed by circumstances in regulating this matter.

The rules and regulations to be observed are calculated to meet every exigency that is likely to arise, and so secure fair play and good feeling amongst the competitors.

The ranges will be ready on Wednesday next, and parties desirous of practising can obtain all information necessary from the Secretary.

The Officers of the Association are:

Patron—His Honor the Lieutenant Governor of the Province.

Vice-Patron—The Honorable Donald A. Smith.

President—George B. Spencer, Esq. 1st Vice-President—Hon. A. G. B. Bannatyne.

2nd Vice-President—Hon. Capt. Schultz. Council—Major Irvine, Hon. Capt. Howard, G. McMicken, Esq., Major Kennedy, E. Brokovski, Esq., Hon. Dr. Bird.

Ex-officio—The Deputy Adjutant General of Manitoba; the Presidents of County Associations, who are members of the Manitoba Association; Commanders of Volunteer Corps, who shall affiliate with this Association.

Secretary and Treasurer—Capt. Geo. F. Carruthers.

The following are prizes to be competed for:

ALL COMERS' MATCH.

Open to all members of the Association.

1st prize, presented by Mrs. Alex. Morris, a field glass, value \$10 and \$15 cash added by the Association.....	\$25 00
2nd prize, presented by the Ladies.....	20 00
3rd prize.....	15 00
4th " five at \$5.....	25 00
5th " Manitoba Gazette for one year.....	2 00
	<hr/>
	\$87 00

Five rounds at 200 and 400 yards each. Position, shoulder at 200 yards. Any position at 400 yards. Entrance fee, 50 cents.

MERCHANTS' MATCH.

Open to all members of this Association.

1st prize.....	\$25 00
2nd ".....	20 00
3rd ".....	15 00
4th ".....	10 00
5th " ten at \$5 each.....	50 00
6th " five at \$2 each.....	10 00
	<hr/>
	\$130 00

Five rounds at 200, 300, and 400 yards. Position, shoulder at 200 yards. Any position at the other ranges. Entrance fee, 50 cents.

COMPANY MATCH.

To be competed for by five officers, non-commissioned officers or men from any Company of active militia in this Province.

1st prize, presented by F. Buchanan, Esq.....

1st prize.....	\$25 00
2nd ".....	20 00
3rd ".....	15 00
4th ".....	10 00
	<hr/>
	\$70 00

Five rounds at 400 and 600 yards. Any position. Entrance fee \$2.50 per company.

HON. H. B. Co's. MATCH.

Open to all members of the Association who are bona fide residents of this Province.

1st Prize, a piece of solid silver plate value.....	\$100 00
2nd Prize, a solid Silver Cup or piece plate, presented by the Hon. D. A. Smith.....	60 00
	<hr/>
	160 00

Each prize to be the property of the member winning it in two consecutive years.

Five rounds at 400 and 600 yards. Any position. Any competitor not scoring 8 pts. at the first range to be disqualified. Entrance free.

PROVINCE OF MANITOBA MATCH.

Open to all members of this Association.

1st Prize "Marquette County Prize," cash, presented by R. Cunningham, Esq. M. P.....	\$30 00
2nd Prize, "Lisgar County Prize," a Silver Watch presented by the Hon. Dr. Schultz, M. P., value.....	30 00
3rd Prize, a Cup, presented by H. S. Donaldson & Bro., value \$10 and \$5 cash added.....	15 00
4th Prize, Meerscham Pipe, presented by Mr. Alloway, value \$5, and \$5 cash added.....	10 00
5th Prize, a gold mounted cigar holder, presented by Messrs. Mercer & Villiers, value.....	6 00
6th Prize, Manitoban for one year.....	2 00

7th Prize, Soda Water presented by Mr. A. Begg. . . . . 2 00  
8th Prize, ten of \$1 each. . . . . 10 00

\$95 00

Five rounds at 300 and 400 yards. Any position. Entrance Fee 50 cents.

## SMALL BORE MATCH.

Open to any Member of the Association. For small bore rifles only.

1st Prize. . . . . \$15 00  
2nd " . . . . . 10 00  
3rd " . . . . . 5 00  
4th " . . . . . 2 50  
5th " . . . . . 10 00

\$42 50

Five rounds of 400 and 600 yards. Any position. Entrance Fee \$1 00.

## PRIZES TO HIGHEST AGGREGATE SCORES.

1st prize to the highest aggregate scores in Matches 1, 2, 4 and 5. . . . . \$20 00  
2nd " do. . . . . 15 00  
3rd " do. . . . . 10 00

\$45 00

## THE BESLEY TESTIMONIAL PRIZE.

Being the result of a collection made under the auspices of His Royal Highness the Duke of Cambridge and the Right Honorable the Lord Mayor of London, England, and committee of distinguished noblemen and gentlemen during the mayoralty of Alderman Besley, as a testimonial to mark the feeling entertained towards the Canadian Active Militia, for their loyalty and valor.

To be shot for by enrolled members of the Province of Manitoba only, subject to special instructions from the Militia Department.

A Martini-Henry Rifle and 500 rounds of ammunition, valued at. . . . . \$75 00  
Five rounds at 200, 500 and 600.—Position.—From the shoulder at 200 yards, any position at other ranges. Entrance fee, \$1.

## NATIVES' MATCH.

Open to natives of the Province of Manitoba and the North West Territories only, who are members of this Association.

1st prize, presented by Hon. A. G. B. Bannatyne. . . . . \$20 00  
2nd " presented by J. McGregor. . . . . 10 00  
Five rounds at 200, 300 and 400 yards any rifle, and any position.—Entrance fee, fifty cents.

## CONSOLATION MATCH.

Open to all unsuccessful Snider Enfield competitors at this meeting. Winners of 1 prizes not debarred.

1st prize, presented by J. G. Stewart. . . . . \$15 00  
Eaq. \$10, added \$5. . . . . 10 00  
2nd " . . . . . 8 00  
3rd " . . . . . 6 00  
4th " Barrel of Beer, presented by the Man. Brewery Co. . . . . 10 00  
5th " five of \$2 each. . . . . 10 00  
Five rounds at 200 and 500 yards.—Any position.—Entrance fee, Fifty cents.

## BALLARD RIFLE MATCH.

Open to all members of the Association. Each competitor to fire in turn out of the prize rifle itself.

Prize Rifle, presented by J. H. McTavish, Eq. value. . . . . \$30 00  
Five rounds at 400 yards. Any position.—Entrance fee, \$1.

## RIFLES.

The rifles shall be classified as follows:—

Class I.—Rifles of bona fide Government pattern, and bearing the Government view or's mark.

1. Minimum pull of trigger, 6 lbs.  
2. Sights strictly in accordance with Government pattern.

3. Any pad or shoe for the heel plate of the butt admitting of removal, and thereby allowing of variation at pleasure in the length of the stock shall be disallowed.

Class II.—"Any rifle," maximum weight 10 lbs.

1. Sights of any description, except telescope, magnifying, and those shown as disallowed in diagrams.

2. Minimum pull of trigger, 3 lbs  
N. B.—Sights may be blacked, but white, red, or other colouring matter shall not be allowed.

## AMMUNITION.

1. In all competitions restricted to Active Militia and Enfield All Corners, none but the Government ammunition shall be used. The ammunition so issued shall in no way be tampered with.

2. In All Corners any Rifle Competitions, unless otherwise specified, any ammunition may be used.

## SIGHTING.

1. Tickets for sighting shots, price 12½ cents each, will be sold at the office provided for that purpose, or by the executive officers on the ground. They will be delivered up to the squad commander when a shot is taken. Such tickets to hold good in any match during the continuance of the meeting.

2. Any competitor joining the squad when the first round of sighting shots has been fired, shall be restricted to one sighting shot.

3. Competitors who at gun fire have not completed the number of rounds prescribed by the conditions of a competition shall be allowed one sighting shot when such competition is resumed.

## ENTRIES.

No entries shall be made for any competition after the firing for such competition has commenced.

Issue of Firing Tickets.—Firing tickets shall be issued under the following conditions:—

That should a competitor lose his ticket, omit to take it to the firing point, or fail to attend at the hour detailed by the Executive Officer, and so by his own neglect miss the opportunity given to him of competing, for the prize for which his ticket was issued, his claim on the Association in regard to such competition shall be cancelled.

That any erasure or substitution of one name for another shall render the ticket invalid.

Competitions for the second stages of any prize shall be considered as matches.

All the Competitions on the ground will be subject to Police regulations.

Unless otherwise ordered, the shooting shall begin daily at 9 a.m. and cease at 12 noon. It shall be resumed at 1 p.m. and cease at 5 p.m.

All Volunteers competing in any of the above matches will be prepared to appear in uniform without side arms.

If the funds of the Association will permit, prizes will be subsequently added.

Parties wishing to present special prizes can do so by making their intentions known to the President or Secretary any time before the 20th inst.

## 77TH WENTWORTH BATT.

This Battalion has just returned from camp at Dundas, where they have put in their eight days drill.

The Battalion is composed of six companies, as follows:

No. 1, Dundas—Commanded by Captain Ogg. Lieut. Bertram and 41 non-commissioned officers and men.

No. 2, Waterdown—Commanded by Capt. McMonies. Lieutenant Ryan, Ensign Bell, and 48 non-commissioned officers and men.

No. 3, Binbrook—Commanded by Captain Hoey. Lieutenant Fletcher, Ensign Aikens, and 39 non-commissioned officers and men.

No. 4, Beverley—Commanded by Lieut. Young, 45 non-commissioned officers and men.

No. 5, Saltfleet—Commanded by Captain Carpenter. Lieutenant Wilson, Ensign Carpenter, and 49 non-commissioned officers and men.

No. 6, Glanford—Commanded by Capt. Bethune, Lieut. Walder, Ensign Wells, and 52 non-commissioned officers and men.

The Field Officers are:—Lieut. Colonel Brown, of Binbrook; Major Gwyn of Dundas; Adjutant Walker of Ancaster; Major Glasgow, of Waterdown, Paymaster, Quartermaster, Suter, Dundas; Surgeon Walker Dundas, and Assistant Surgeon Burkholder. —Grand River Sachem

## CORRESPONDENCE.

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

## THE KNOWLTONVILLE CAMP, P. Q.

From a correspondent of the Vol. Rev.

The above camp, beautifully situated on the shores of Broome Lake, about half a mile from the pretty village of Knowltonville, Eastern Townships, terminated on Tuesday, the 23rd September. The Sutton Troop of Cavalry, Captain Boright, and 52nd Regiment, Dominion Militia, Colonel Hall, being the only corps present. Lieut. Colonel Bacon, Acting D. A. G. Military District No. 5., accompanied by Lieutenant Colonel Fletcher, C. M. G., made his inspection of this small force on the 22nd, and owing to the sudden and serious indisposition of the district paymaster, the Hon. Captain Aylmer, (late of H. M. 5th Fusiliers,) performed the duty of that officer in mustering the men and horses present on parade. The cavalry who have been under the charge of Lieut. Colonel Lovelace, (late of the Turkish Imperial Cavalry, &c.) went through the sword exercise, troop movements, mounted and dismounted service, in a manner that elicited much praise from the Inspecting officer, who complimented the Lieutenant Colonel on the result of the instructions imparted by him to this newly raised and well mounted body of Canadian yeomanry.

That very popular officer, Colonel Hall, of the 52nd, the Commandant of Knowltonville Camp, has received efficient support from Major Munson and Adjutant Perkins in all appertaining to the drill and discipli-

line of his regiment, and the health of the officers and men been well cared for by Surgeon Hamilton, and Assistant Surgeon Wood.

The Cavalry would have had a much smarter appearance, had the regulation been enforced of long boots and strapped spurs nothing looks more unsoldierly and untidy, than overalls without straps and in too many instances, boots without spurs.

The 52nd have a very good Band, well uniformed and in marked contrast to the very many recruits of the corps who were obliged to turn out, without regimental clothing or forage caps.

On the day of inspection the ground was crowded with visitors who appeared to take much interest in the proceedings

Knowltonville Sept. 26, 1873

### MANHOOD vs. MACHINERY.

For the Vol. Rev.

The Review has for a long time been prolific in copious extracts from the best military works, and has kept its readers well informed upon the tactical improvements of the day—if adopted innovations are such—and of the progress of new inventions for the destruction of life. It must be confessed, there is much to disgust the old soldier, on the glowing over, and tone of triumph which pervades the descriptive details of the engines of wholesale slaughter. The old campaigner can find but little to admire in the fact that a puff of steam, or the touch of a spring should so far neutralize manhood, as to place the puny, rickety, pigmy on a level—"in war's rude game"—with that prompt, dauntless gallantry which was ever anxious to close with its enemy, and equally prepared and capable of enduring cheerfully the toils of the march, or privations of camp and bivouac. The type of men to whom I allude, it is superfluous to say, ever evinced a readiness to face the risk of making up the quota of the hecatombs that victory might demand, but if a devilish modern ingenuity necessitates a holocaust for the same result, it will be found rather too much for the digestion of the most inveterate fire eater.

We have all heard of the adventurous Yankee, who in falling into a coal mine, found a lower depth still, as it would appear his gyrations only ceased by his being brought up all standing among the subterrains. A people, who, along with other pscu-tarities, have no wars. But it is only fair to observe, that this blissful peacefulness was not due to the pseudo-philanthropy, nor to those mystic, high-toned moral convictions which constituted the key note of the Bright-Cobden peace at any price policy; but from the very improper fact that each member of the community prepared a substance called virril, the use of which offensively, was instantaneous annihilation. Is

it that man is about to be confounded by his own devices? and that the research of the chemist, and ingenuity of the machinist, shall find something upon earth equivalent to the virril of the lower regions, and wars become impossible? Then Othello's occupation is gone.

Did I not fear to occupy too much of your space and clinch verbiage with discursive-ness, I would have hazarded a few desultory remarks upon the confusion worse confounded which distinguished the Dartmoor tactics.

SABREUR.

New Hamburg, Sept. 1873.

### HISTORY OF THE MENNONITES.

In reference to the Mennonites, who are about to settle in Manitoba, we find the following scrap of history in the editorial columns of the *New York Times*. The history of the German colonies in Russia is a very long but deeply interesting story. Without attempting even to summarize it, we may indicate some of its leading points. In the twelfth and thirteenth centuries, the Baltic provinces of Livonia and Esthonia were colonized by successive companies of German merchants, knights and priests. The Slavonic aborigines were Christianized, and brought under a kind of feudal subjection by the new comers, who erected the province in which they had settled into a moderate state, which ranked as a private fief of the German Empire, and owned the spiritual supremacy of the Pope. The bishops, the burghers, and the knights of the little confederacy did a good deal of hard fighting among themselves, till by and by the Reformation, whose doctrines they acknowledged, changed the relations of the members of the commonwealth, and the pressure of foreign invasion compelled them to adopt a united policy. Livland, as the German Baltic provinces were collectively called, acknowledged successfully the supremacy of Poland and of Sweden, but finally in 1817 became under Peter the Great a portion of the Russian Empire.

Among the articles of the Peace of Ny-stadt, formed between Russia and Sweden, is to be found the charter of the liberties of the Baltic provinces. A solemn engagement was made, which Russia has been trying to evade ever since, "to acknowledge and respect in those provinces the ascendancy of the Lutheran Church, of German law and language, and of the hereditary institutions of the land." Under the elevating influences of an evangelical religion, of a comparatively free press, and of a thoroughly popular system of education, the Baltic provinces have grown and prospered. The chief city Riga, is the centre of the commerce of the Baltic; their university, Dorpat, supplies professors, doctors and tutors to the half of Russia, while men of Baltic descent appear among the most eminent names in the higher departments of the public service of Russia. Todleben, the defender of Sebastopol, came from the Baltic provinces; Kauffman, the military Governor of Turkestan, has a similar origin, and there have been Phalens, Brunnows, Krudners, Budbergs and Stockelburgs as eminent in Russian annals as they were unmistakably German in origin and education.

The emigration from the Baltic provinces into Russia proper has been incessant, and the direct emigration from Germany has

been incessant too. The Russian methods of agriculture are semi-barbarous and the communistic system of farming the land has prevented their improvement. By way of inciting the natives to more intelligent effort in this direction, German agricultural colonies, with liberal privileges, have been established in various parts of Russia. It is stated on competent authority that "these colonies which most preserve the costumes, implements, and dialects of those parts of Germany from which the first settlers emigrated, contain several hundred thousand souls, and with them in wealth, order and careful labor no body of Russian peasants can compare." The great majority of these colonists are Lutherans, some of them are Mennonites, a very few only are Roman Catholics, while the number of Germans who have been proselytized to the Greek Church is absolutely insignificant.

There are, it will be seen, two distinct classes of German colonists in Russia, the descendants of those who were incorporated with the Russian Empire two centuries ago, and the actual settlers or their children, who have emigrated from Germany during the last generation or two. The growing importance of both these classes under the influence of the policy of modern Russia has a somewhat similar origin. The great motto of Nicholas, "one God, one Czar, one language," has been used with irritating effect against the religion and the freedom of speech of both the Teutonic people on the Baltic and the German colonists throughout Russia. Since Fatherland became united and powerful, the German speaking subjects and residents of Russia have borne with less meekness than heretofore the perpetual assaults of the adherents of the political gospel of Slavism. How these have been prejudged in the Baltic provinces may be judged from the following passage from a pamphlet written by a professor of history at Dorpat, a pamphlet which cost him his chair. "We have always been faithful to the Emperor; we have never shrunk from the greatest sacrifices, even when they were required of us in support of a bad system; we are willing to be Russified, if you can do it by legal means, and by convincing us of the superiority of your intellectual culture; but we protest against the method which you adopt. As long as you have nothing to offer but an agricultural system, which would turn our country into a wilderness, a church which sanctions the most abject Csesaropapism, and as long as you have no other means of propagandism but brute force, we shall maintain our institutions and our autonomy to the very last. . . . The inhabitants of a country which for 700 years have lived under German influence cannot in a few years be transformed into Russians; you may cripple the strength of an aged tree, you may cut it down, but you cannot transplant it like a sapling, nor compel it to produce another kind of fruit by compulsory grafting. The Baltic provinces are patiently suffering under persistent violations of their constitution. These people probably conclude that the time for redress may come ere long.

A curious and beautiful effect was lately produced by a block of manufactured ice in the course of experiments in Philadelphia. In the centre of the cake, completely enclosed by the translucent material, was a bouquet of fresh flowers. Every leaf and blossom was perfectly visible, while the brilliancy of the colours was enhanced by the refraction through the ice.

## CONTENTS OF No. 39, VOL. VII.

POETRY.—	
Autumn Song.....	466
EDITORIAL.—	
Admiral Yelverton and Spanish Ironclads.....	462
The Snider as a match rifle.....	462
French Indemnity.....	463
U.S. National Rifle Association.....	463
The late Emperor's collection of arms.....	463
Tactics.....	464
Trajectory.....	465
The News of the Week.....	467
RIFLE COMPETITION.—	
Dominion Rifle Association.....	460
Provincial Rifle Match.....	461
Guards' Rifle Association.....	461
SELECTIONS.—	
The National Rifle Association.....	458
How the Colonel lost his Coffee Pot.....	465
The Dartmoor Camp of Exercise.....	466
REVIEWS.....	
MILITIA GENERAL ORDERS.....	459 and 468
REMITTANCES.....	468



## The Volunteer Review,

AND

## MILITARY AND NAVAL GAZETTE.

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

OTTAWA, TUESDAY, OCT. 7, 1873.

TO CORRESPONDENTS.—Letters addressed to either the Editor or Publisher, as well as Communications intended for publication, must, invariably, be *pre-paid*. Correspondents will also bear in mind that one end of the envelope should be left open, and at the corner the words "Printer's copy" written, and a two or five cent stamp (according to the weight of the communication) placed thereon will pay the postage.

DURING a late discussion in the British House of Commons, Mr. GOSCHEN, the First Lord of the Admiralty (save the mark), on being closely pressed as to the doings or proposed doings of that remarkable Board under Whig Radical rule, let fall some mysterious hints of a great design; in fact a perfect mountain in labour which afflicted the department at that time. *Broad Arrow* of 23rd August, elaborates, as far as possible, this great birth of the official brain fever, which, it appears we are to have after four years pretension; during which period of course the works of the English dock yards and the political affairs of the world must stand still, a second steel clad spring armed *cap a pica* from the brain of the Admiralty Jupiter.

MORTLEY, in his history of the "United Netherlands," relates how the people of Antwerp, during their miserable siege by the Spaniards under ALEXANDER FARNSE, expended their energies in the construction of

a naval curiosity, confidently styled *Fin de la Guerre*; he also states the fate of that vessel at the end of the war. And we are strongly inclined to believe the *Inflexible* will be about as useful as ornamental, but we hope there will be this difference, that the English people will refuse to be any longer duped by Charlatans.

"In its views upon naval matters the British public seems to be somewhat evenly divided between those people who are content to believe that the British navy, however neglected and however badly administered, must throughout all time command the supremacy of the seas, and those on the other hand, who will never admit that they have a fleet at all, no matter how active our dockyards may be, or how lavishly supplies may be granted by Parliament for ship building purposes. The one class can never be brought to realize the necessity for continual vigilance and constant progress, and they look upon every additional vote for the Navy as an unjustifiable expenditure of public money; the latter class are always pointing to the navies of Foreign Powers, and contrasting the most formidable ironclads of Russia, Germany and the United States with the least powerful of our own ships, and they consider their case conclusively and triumphantly established if it cannot be denied that the combined fleets of the world would be more than a match for our Channel Squadron. For some time past it would seem as if the Admiralty had been halting, almost paralyzed, between these two opinions; afraid to offend the economical objectors to "bloated armaments," they have refrained from commencing any new ironclads of the most powerful types; anxious, however, to show to the alarmists their activity and zeal, they have been busy with Committees on Naval Construction, Committees on Ships' designs, and have forwarded the completion of such ships as they had in hand, and made as great a show as possible with a few new gunboats, useless gun-vessels and dockyard craft. The true *via media* between the panic policy of the alarmists and the let alone do nothing principles of the inactionists, was laid down by Mr. Childers in 1869. Whether he was right in his estimate of the actual requirements of the country matters little—that is a detail which the calculation of experienced officers would determine—there can be little doubt however that essentially his theory was a correct one, that, to prevent the decay of the Navy, to prevent the enormous burden of increased taxation, whenever a period of panic should set in, to guard against the wild experiments and lavish waste of money to which such a panic as experience teaches invariably gives rise, the annual rate of ship building should be determined, and, unless in very exceptional circumstances, should be rigidly adhered to. There is, of course, a certain annual waste in the Navy which ought to be year by year supplied, and it is probable that this amounts to pretty much the same thing year after year. There is a certain steady advance in the naval force of some Continental powers, and this should be met by a steady and well considered augmentation to our own fleet. Let this principle be but once accepted and established as a rule, for the guidance of the Admiralty, and we should hear very few complaints, either from the economists or panic mongers. The Estimates would annually average about the same, and men would get accustomed to what appeared to be the normal cost of the Navy; a sure, if not a large

increase in the navy would be observable year by year, embodying all the latest discoveries in science, and no colour of pretence would remain for the outcry of alarmists.

It appears that, as matters at present stand, the Admiralty has determined to make a fresh start in the construction of ironclad ships. After a long interval of comparative rest and inactivity, Mr. Goschen has decided upon building a new and far more powerful vessel than anything that the world has ever seen. The actual design of the ship still remains a secret; although a great many shrewd guesses have been made as to its dimensions, its form, its armour, its armament, and its capabilities. Mr. Reed—and if anyone knows anything about a ship past present or future, it is Mr. Reed who ought to know it—has already begun to write long letters in the *Times* on the subject of the "New Ironclad Ship—the *Inflexible*." Mr. Reed, however, tells us nothing about the new ship, except that he strongly suspects it is to be built on a design of his own. Perhaps this is characteristic of Mr. Reed. It is not unlikely, moreover, that long before the new vessel is completed Mr. Reed will have discovered that, after all, it is not built entirely upon his model, and that in just those points where a departure from his design is manifest there lies the weakness of the ship, a weakness or defectiveness which will, no doubt, in Mr. Reed's eyes, entirely mar the value of the ship. Certain it is that, whether the *Inflexible* be modelled upon Mr. Reed's design or not, she is to be enormously powerful, both as regards her armour and her armament; and although she is spoken of by some as a return to the design of the original type of ironclads, that of the *Warrior* and *Black Prince*, it seems certain, from what little has been said respecting her armament, that it is only in some minor and very unimportant matters that she will resemble these ships. The *Daily News* gives what it believes to be essentially correct account of the new ship, and it would appear that it will about as closely resemble the *Warrior* as the *Devastation* does an ancient trireme. She is described as a heavily armed vessel of high freeboard, carrying her armament of four enormously powerful guns in two turrets, one somewhat on the port side, the other a little to the starboard, in order to secure a direct line of fire fore and aft for the guns of each turret. The turrets are to be oval in shape instead of round, the guns of course being placed in them longitudinally. The ship is to be 340 feet in length—the same as the *Fury*—but in order to provide greater buoyancy to sustain the very great addition to the weight of her armour, her breadth of beam will be considerably greater than that of the *Fury*, and her draught of water three feet less. The disposition of her armour affords in one particular, and in only one, a resemblance to that of the *Warrior*. The central part of the ship, that is the sides immediately in the wake of the turrets, and the turrets themselves will carry the whole of the armour plates. Fore and aft of this belt of armour the ship will be entirely unprotected except by the method of her construction in water-tight compartments. The armor on her turrets will not be less than twenty inches of solid iron, in addition to backing, inner skin, &c. The thickness of the *Warrior's* armour was only four and a half inches, that is, calculating by the established law of naval architects, that the resisting powers of armour plates vary directly as the squares of their thickness, the armor of the *Inflex-*

ible will be to that of the *Warrior* as 400: 20, or not less than twenty times as impenetrable. Relatively the *Thunderer* and *Devastation*, the most powerful of our present ironclads, the *Inflexible* will stand in the ratio of 400:196. One thing, however, cannot fail to strike us in reading the accounts of, or rather the surmises about, the new ship. She is not, even according to Mr. Goschen's estimate, proposed to be completed for nearly four years, and until her completion no other ship of the same dimensions can possibly be built at any of our Royal Dockyards. Hence it follows, that we must for four years be occupied in constructing a vessel which, if our example be followed by other nations, will go far towards rendering our other ironclads useless for mere coast and Channel defence, and at the end of the four years, when our big ship is completed, we shall find ourselves with this one only, which will probably by that time have grown out of date altogether. It is certainly to be hoped that the Government will not rest content with having merely ordered this one vessel for the protection of posterity, but that they will seriously consider whether more good service may not be done by continually adding useful, if not perfectly invaluable vessels to the Navy than in building one ship every four years which shall distinctly eclipse everything else ever projected. We must not be understood to express disapproval at the course the Government has taken in commencing this ship; it is well the experiment should be made, but it must be constantly borne in mind that for more than four years the *Inflexible* will not represent any real, serviceable addition to the Navy. Perhaps, and the supposition is by no means unlikely, before four years have passed over our heads we shall want no more ironclads, and the whole, or the chief part of the business of naval architects will consist in the construction of torpedo vessels, and protection for the bottoms of their ships against torpedoes. Naval science and scientific warfare developes so rapidly, and so many and so great are the changes each year which we have to record, that it becomes almost impossible to predict what may be the type of the first class fighting ship of the future, scarcely even what may be the approved design next year.

At any rate the Government has done right in attempting to provide the most powerful vessel which it is possible to construct, and it will do still better to see that the Navy is not kept waiting for four years without any additions. We can afford to wait for the development of new ideas, but must in the meantime make use of whatever knowledge is available, and not stand absolutely still.

CARLYLE'S not over flattering opinion of the great mass of the English people has received some curious illustrations, but we doubt whether in any case the tendency to gullibility has been so glaringly exhibited as in the following article from the *London Times*, which has been copied into the *Broad Arrow* of the 30th August; and we can only assure our readers that if the writer knew how miserable a failure Mr. ISHERWOOD'S naval constructions have proved he would not have served the public to the delectable dish of *flap doodle* about that gullant craft the *Wampanoag* or as she might more properly be called the *polly wog*, whose bones we

regret to say are rotting at Navy Island, being about as useless a craft as the renowned *Dunderberg*, and if Her Majesty's Ship, the *Shah*, is built on her model, we only hope Mr. REED has nothing to do with the abortion. All those extraordinary names of the different United States fleet were vessels constructed without much regard to scientific or even practical rules, they can all be had for the price of scrap-iron, and English naval constructors would be better employed in providing vessels that will keep the seas than merely copying failures of other powers.

It ought to be abundantly apparent to the British taxpayer that Naval construction should be subordinate to the control of naval officers, and not subject to the political exigencies of party or the caprices of such as Messrs. CHILDERS or GOSCHEN:—

"We are indebted to the *Times* for the following particulars of H.M.'s ship *Shah*, launched on Wednesday at Portsmouth. The *Shah* was laid down on the 7th March, 1870, under the name of the *Blonde*, as a sister ship to the *Inconstant*, which had been launched the year before. She is built of wood, or rather she has an iron skin which is cased with wood and is the fifth of the new wooden vessels which have been introduced into the navy. There is nothing remarkable about her construction, but considerable interest has been excited about ships of this class from the mere fact that they are wooden, and that in the present day it should be found desirable to recommence wooden shipbuilding. The *Shah*, then, is a frigate of 4000 tons and 1000 nominal horsepower, and is constructed to carry twenty-six guns from six-and-a-half to eighteen tons in weight. It is expected that, when complete, she will be the fastest ship in the Navy; and throughout, everything in her construction has been sacrificed to attain great speed. At present there are four vessels of the same class—the *Inconstant*, *Active*, *Volage*, and *Raleigh*; but it must be remarked that, while the principle of construction is the same in all, the *Active* and the *Volage* have little more than half the tonnage of the other three vessels. The trial trips of these small vessels disappointed the expectations of their advocates, and compelled the Admiralty to admit the impossibility of obtaining the requisite speed of at least sixteen knots an hour from vessels smaller in size than the *Inconstant*. The *Active* type were, therefore, abandoned, and the *Raleigh* and *Shah* designed on the model of the *Inconstant*. The controversy which the construction of this class of vessel has given rise to is of peculiar interest, and has resulted in our taking the lead in the matter, without any intention of doing so, and almost against our will.

In 1868 the news that the American Navy contained a new vessel called the *Wampanoag*, of the frigate class, built of wood and capable of outrunning in speed any man of war in the world, created great excitement. To gather some idea of the character of this vessel we may quote the account given of it by its constructor, Mr. ISHERWOOD, as his remarks describe very fairly the capacities of the *Shah* and its advantages as a war-ship. He says:—"It was proposed to construct a vessel having greater speed by several miles per hour than any other ocean steamer; which should be able to go to the British coast, in case of hostilities, and burn, sink, and destroy every vessel of

inferior force, naval or merchant, that might be found there. Nothing she pursued could escape her, and nothing she fled from could overtake her. The more heavily armed but slower cruisers of the enemy could only follow by the flames of the burning wrecks she left behind her. She would obtain a plentiful supply of coal, water, provisions, and other stores from her prizes for an indefinite length of cruising, and would neutralize the large number of naval steamers required to form a cordon round the enemy's coast for the protection of his commerce from her depredations."

"The rather highly coloured account of the *Wampanoag* describes fairly the objects which the *Shah* and her sister ships are intended in time of war to fulfil. It has been found impossible to construct an ocean ironclad capable of cruising at a higher rate of speed than other vessels, or even at as high a rate as the fastest, and yet carrying the same weight of armour plating and the same sized guns. The engines were found to be too heavily handicapped by armour and guns and the idea of Mr. ISHERWOOD and Mr. REED was to get rid of armour plating altogether, to provide a fair but moderate battery of guns, and to construct a vessel for the special purpose of carrying engines of the highest power with the view of attaining the highest possible speed. Such a vessel, it was argued, would be swift enough to keep at a safe distance from any vessel carrying heavier guns, but could be provided with a battery capable of silencing the guns of any vessel of equal speed. So the *Wampanoag* was built, and the *Inconstant* designed on her model. When, however the time for experiment came it was found that the *Wampanoag* did not answer the expectations of her advocates, and she was pronounced a failure by many who were watching with interest the result of her trials. Then, in this country, the *Inconstant* was cried down, and there was much talk of money being thrown away in idle experiments; and the Government withdrew the designs of two similar vessels which were to have been laid down. But, in 1869, the *Inconstant*, to the surprise of the sceptics, proved more successful than was anticipated in a series of most crucial tests to which she was exposed. The speed of sixteen knots which was anticipated was easily reached, and she even attained a speed of nearly eighteen knots. The *Active* and the *Volage*, which were built after the *Inconstant* but on a smaller scale, have not answered the expectations of those who designed them. They are too small and finely built to stand the racket of their engines, and cannot attain the necessary rate of speed. The Admiralty therefore, returned to the *Inconstant* type, and laid down two more vessels, the *Raleigh* and the *Shah*.

In accounting for the failure of the *Wampanoag* it was said that the construction was defective, and that though the design should have been successful, it was carried out in a way which left no chance of success. The *New York Times*, commenting in 1869 on the failure of this vessel, says that there were five of these fast cruisers—the *Wampanoag*, *Madawaska*, *Neshaminy*, *Amonooosuc*, and *Pompoonoosuc*, which were intended to possess very high speed under steam, and at the time be efficient under canvas:—"While we believe fully in the ideas and intentions which prompted the construction of these fast ships, it must be admitted that want of constructive skill in their building has frustrated the original designs of the department. This criticism applies not only to the dimensions of the hull and its general character, but also to the steam machinery,



and to the extent and disposition of the spars and canvas. As sailing vessels the *Wampunag* class have been utterly inefficient. In addition, the ships were so cramped and crowded with boilers and bunkers that it was difficult, if not impossible, to berth the officers and men properly, and to carry an adequate supply of provisions and stores. Still further, their batteries were so insignificant as to be wholly unworthy of ships of 4000 tons. The English Navy has ships nearly as fast as the *Wampunag* class for practical sea service, which yet possess more than double their battery power, besides being full rigged ships and superb under canvas. Such ships could cruise over the world without ever lighting a fire in their furnaces. Moreover, of the five ships of this class only two are properly constructed of serviceable materials. The ill seasoned material and very imperfect fastenings of the other three make it impossible to do much with them. They never have been to sea, and probably will never go under any circumstances."

This is severe criticism, and its severity is greater because it is American. It is certain, however, that through a want of proper supervision the United States has lost the lead in the construction of this powerful and valuable class of vessels, and we have, unintentionally, taken it. The trials of the *Shak* when her machinery is ready, and she is completely fitted, will be watched with interest, for it is confidently expected that she will outstrip the other vessels of her own class and will attain a speed of, perhaps, eighteen knots an hour. In her construction great care has been taken to gain every possible advantage which might tend to increase her speed, whether in the disposition of her battery or in her actual form. At present she is a vessel of which the country may be proud, and if she satisfies the expectations of those who have designed and built her she will be one of the most useful and powerful vessels in the Royal Navy.

The following is the leading article of the United States *Army and Navy Journal* of the 20th September, and shows that the British Government are providing for possible eventualities as far as foreign assistance is concerned.

It is evident enough that in the event of any difficulties with Russia, Turkey would be an ally of considerable power at sea as well as ashore. Turks, ably handled, repeatedly defeated Russian soldiers during the Crimean War, and if another contest arises, they will be better organized in every respect; and as the navy is officered by men trained in the British service, so the army would not be without its quota.

If, therefore, England has to combat Europe single handed, there is at least the comfort that she will have in the Turk a faithful as well as an efficient ally:

"Pending the settlement of matters in Central Asia, considerable anxiety is evinced in England as to the enumeration of the forces and allies upon which, should the war come to the worst, she may rely. Of her old Crimean confederates, Turkey alone remains; but that famous struggle for her support, which at one time threatened with collapse the most powerful nations, has served to completely revivify the "sick

man." As everything in Japan is French, so in Turkey all things are English. The British Government has recently sent an officer, Major Strickland, to inquire into and report upon the military strength of the Ottoman Empire, and the major was greatly impressed with all he saw, reporting the Sultan's army 600,000 strong, and armed with the Snider breech loading rifle. The ironclad fleet of Turkey consists at the present time of seventeen vessels, which remain in commission all the year round, except when under repair. No system of reserves has yet been adopted. They pass the winter anchored off the Golden Horn arsenal, and during the summer months lie in two lines off the Dalambago palace and Actar-chivni mosque—the smaller vessels close to the European shore, the remainder further out. It is during the winter that the repairs generally take place, and for this purpose the vessels enter successively the three grand basins belonging to the arsenal. These works have been constructed slowly and with great care, so that they are likely to last for a considerable period, and would be of great use to a fleet operating in the Black Sea, as being able to receive all such vessels as were unable from injury to proceed to Malta. The sailors are nearly all Mussulmans, only a very small contingent being drawn from the Greeks of the mercantile marine. The men are enlisted for eight years, and are drilled in a school ship before embarking. At Constantinople there exists a three decker for the first instruction of marines, and at Smud two gunnery frigates, the method of instruction on board of which is in almost every respect similar to that of the *Excellent*, of Portsmouth. At Haki, is the school for midshipmen, under the direction of Hobart Pasha, supported by numerous retired officers of the English navy. Generally speaking, the entire organization of the navy is copied from that of England, adapted of course to the altered requirements of Oriental manners. It is very rare that a captain has not spent some years on British ships for instruction, and English is the language spoken by the officers in preference to all others.

A great deal of careful consideration has prompted the construction of the five separate lines into which the navy has been divided. The four vessels of the *Azizich* class, each of 900 horse power, armed with one 300 pounder, and fifteen 150 pounders, were built in England by Napier & Son. They are constructed entirely of iron, length, 225 feet; breadth, 24; draught of water about 19 feet. They are armoured all over (except the upper works of course) with plates of a maximum thickness of about 6½ inches. Their armament consists entirely of muzzle loading Armstrong guns, mounted on the Armstrong carriage, at broadside ports on the main deck, except two pivots on the upper deck and the 300 pounder forward. For boat guns there are two Gatlings, but the small arms of the crew are as yet all old Enfields. The horse power is of course nominal, the true speed attained being 12½ knots; for this the six boilers require four tons of coal each hour, and at this rate these vessels can steam for six days 6 hours, or 2,160 miles. The screws have the rather unusual number of four blades. The hulls are divided and subdivided into numerous watertight compartments. During the Crete war these vessels were exposed to some very rough weather, and proved themselves in every respect seaworthy cruisers. Like many other ironclads their great defect lies in the stern, where the rudder is entirely exposed.

The *Athar Tevjik*, which was built in Legno, is another iron built ship of 190 feet long, plated all over with 6 8 inch iron. She carries ten of her guns on the broadside, and two in a fixed turret on the upper deck; but as these two guns are mounted *en barbette*, there is every possibility of their not being used in action. Her speed is 12 knots an hour. The *Neghim Shesket* class are three vessels plated along the water line only, and over the central batteries the 150 pounders are carried, the 250 pounders being mounted in the objectionable fixed turrets, forward. Speed, ten knots; armor, eight inches. (No. 11 was built at Trieste, and has an extra one half plating.

The *Fathi Bulend* is the finest ship in the Ottoman Navy. She was built in England at the Thames iron works dock yard, after designs by E. G. Reed, Esq., late chief constructor of the Royal navy. Her armor extends along the water line and around a central octagonal battery, which permits of an uninterrupted, all round fire. Her armor is nine inches in thickness. The *Minn Zather* and *Arnu Allah* are slightly inferior repetitions of the above, running ten knots. The former has two screws, the latter only one.

There are also two monitors, built in France during the late war, and four floating batteries—two on the Danube and two at Scutari. It strikes European observers as strange that a country like Turkey, with, comparatively speaking, no commerce, should possess so fine a fleet of modern war ships, while the United States, second to England, the first commercial nation of the earth, should be unable to show a single ironclad in European waters."

We republish from the *Broad Arrow* of 6th Sept. a couple of articles to which we would earnestly direct the attention of our readers. The first is entitled "Autumn Camps," and is a regular Jeremiah on the part of our contemporary on the failure of the late Autumn Campaign in England, and an uncalled for attempt to shield his friends the Whig Radicals, at the expense of the British Army.

There can be nothing more patent than the fact that the site of the manoeuvres was chosen at the instance of the War Office, over which Mr. CARDWELL presides, and that its selection was the result of a political dodge—that the *break down*, for such it was did not occur through the agency of *bog* or *fog* as *Broad Arrow* tried to make it appear, but through the utter unsoundness and worthlessness of the system on which the scheme of army reorganization has been founded, and that all such attempts to direct public attention from the true state of the case is both dangerous and unpatriotic; because it is evident that the management which cannot carry an army through peace manoeuvres will assuredly break down disastrously in action, and thus the interests of the Empire, and its very existence will be jeopardized for the sake of securing a lease of power for a few weeks longer to a destructive political faction.

The second article is as it were a supplement to the first—the creation of *Navigatory Lieutenants*, were a device of Mr. CHILDERS to

extend the area of Whig patronage—the sailing master under the old regime was a practical seaman and his duty was to navigate the vessel under the orders of her captain, the new fangled idea was to upersede the captain and place the vessel in the hands of a special officer; and our readers may recollect how the VOLUNTEER REVIEW pointed out the absurdity of the system and predicted its absolute failure.

It should also be remembered that under the old regime every officer was a seaman and capable of navigating his craft, that being the very first business he learned, as it was more essential than a thorough knowledge of gunnery; the fighting as far as success was concerned, depending as much on the knowledge of manœuvring or handling the vessel as anything else; and *Broad Arrow* shows the world that the case is not materially changed by modern appliances or Whig Radical rule.

We are glad to perceive that the Province of Manitoba has got its Rifle Association, the First annual prize meeting of which was to come off at the St. Boniface range on the 26th inst. The Association offers quite a respectable list of prizes, as will be seen by the list published in another column. The officers of the Association are:—

Patron, His Honor the Lieutenant Governor. Vice Patron—The Hon. Donald Smith. President—George B. Spenser, Esq. 1st Vice President—Hon. A.G.B. Bonnatyne. 2nd Vice President—Hon. Captain Schultz. Council—Major Irvine, Hon. Captain Howard, G. McMicken, Esquire, Major Kennedy, E. Brokovski, Esq., Hon. Dr. Bird. Ex-Officers—The Deputy Adjutant General of Manitoba; the Presidents of County Associations, who are members of the Manitoba Associations; commanders of Volunteer Corps, who shall affiliate with this Association. Secretary and Treasurer—Capt. Geo. F. Carruthers.

In the report of the Metropolitan Rifle Match in our last, there are several mistakes which we now correct. In the 1st Match for Ens. ADAMS, 14th Batt. read Ens. ADAM, 13th Batt. And in Match No. 5, small bore, Ens Adam is credited with making 56 points instead of 50; and Lieut. HARRIS, O.B.G.A., with 60 points instead of 50.

We acknowledge, with thanks, the receipt of a copy of the Statutes of Canada for the year 1873, from the Queen's Printer, Lieut. Colonel BROWN CHAMBERLAIN.

Also, the receipt of a Return on the Second General Election for the House of Commons of Canada, by EDWARD J. LANGEVIN, Esq., Clerk of the Crown in Chancery for Canada."

## THE ASHANTEE WAR.

### SERIOUS DEFEAT OF THE BRITISH TROOPS.

*Correspondence of the London Times.*

FREE TOWN, SIERRA LEONE,  
West Coast of Africa,  
August 28th, 1873.

Late on the evening of the 25th instant the African Steamship Company's screw steamer 'Benin,' Captain Simmons commander, arrived here from Cape Coast, which she left on the 20th. She brings very disastrous news. On the 14th a boat expedition, commanded by Commodore Commerell, V. C., C. B., and de Camp to the Queen, started from Her Majesty's ship 'Rattlesnake,' which was then at anchor, off the mouth of the River Prah, to take soundings and to endeavor to ascertain if the River Prah, even at this season after the heavy rains, could be made available for a few miles to convey men to the front, and thus enable the naval force to give some assistance to a column which it was intended to march inland to where it was supposed the Ashantee Head Quarters were. Commodore Commerell was accompanied, among others, by Captain Luxmore, of Her Majesty's ship 'Argus,' and Captain Holden, the Civil Commandant of Secondee. The expedition consisted of two steam launches, a ship's gig, and surf boats. Before attempting to cross the bar at the mouth of the Prah it was resolved to garrison the small town of Chamah, which is situated on the sea shore a short distance to the westward of where the Prah enters the sea. There is a small fort there, originally built by the Dutch, but which now belongs to us. Ten armed Fantee police were landed at Chamah, and were left in charge of the fort there. The people of Chamah are not Fantees, they are called on the Coast Ashantees, from the name of the district in which they live. It is known among the natives as the Ashantee country. It consists of that portion of the coast which extends from Commandee on the east to Axim on the west. Throughout the present war they have shown themselves very ill disposed towards us, and have been avowed sympathizers with the Ashantees. Having thus slenderly garrisoned the fort at Chamah, the boats proceeded on their way to the mouth of the Prah. The boats had not long left Chamah when a body of Ashantees, who were ambushed near the town, with the connivance of its inhabitants, rushed in, and, aided by the people of Chamah, attacked the Fantee police. Four of the Fantee police were killed and beheaded, and the remaining six saved themselves by flight and succeeded in escaping from their pursuers. In the meantime the boats having reached the bar at the mouth of the Prah, succeeded with some difficulty in getting through the surf. As soon as they had passed the bar, one of the steam launches belonging to the Gold Coast Government suddenly broke down and became completely useless. The white seamen in her had to be transferred to a surf boat. They then proceeded to advance up the river, taking soundings as they went. Commodore Commerell's boat leading. They had gone but a very short distance, when a murderous fire was poured into them by a large body of Ashantees and Chamahs who were ambushed in great force on the thickly wooded banks of the Prah. Commodore Commerell receiving no less than four wounds, two of them serious ones. Captain Luxmore, of the 'Argus,' was also hit. Captain Holden received a bad wound, being struck by a

large slug, which ripped open all the top of his head. At this time the Commodore's boat was hidden by a sharp bend in the river from the surf boat, which the English sailors in it who had been transferred to it from the Gold Coast Government launch. The surf boat was also assailed by a sharp musketry fire, and in the confusion and alarm caused by the sudden attack, the boat was capsized, and its crew precipitated into the river. With the exception of one seaman, all succeeded in getting back into the surf boat, or into one of the other boats. A party of Ashantees rushed boldly out from their cover, and wading into the river seized upon the unfortunate seaman and dragged him to the bank, where, in the presence of his horrified comrades they hacked off his head with their long knives and carried it off in triumph. The crews of the attacked boats were only able to offer a very feeble resistance. They did not expect the attack and their arms were all lying at the bottom of the boats. All the boats retreated to the 'Rattlesnake,' as quickly as possible. Commodore Commerell's life was at first despaired of, but he has since rallied.

The greatest difficulty exists in obtaining the exact details of the number of wounded, owing to the fact that Commodore Commerell specially requested Col. Harley not to make public at Cape Coast any of the details of the disaster, fearing the news might reach England through the press before his own despatch on the subject did so. The authorities having been at least once anticipated by your intelligence, are very anxious that it should not occur again, and great secrecy has been observed. There is however, little doubt but that every man of the expedition, with a single exception, was more or less severely wounded. There is no doubt whatever that the attack on the boats was largely assisted by the chief of Chamah and his people; and a good deal of surprise is felt that when the force was at Chamah, before it entered the Prah, he was not taken and held as a hostage, as the hostility of himself and his people to the English was notorious. Severe punishment was, however, inflicted on Chamah. The 'Rattlesnake' bombarded and destroyed the town, it is believed, however, that before the bombardment occurred all the fighting men in the town had taken refuge in the bush. It is reported that Colonel Harley was adverse to the expedition of the Prah, and pointed out the dangers likely to arise from it. It is extraordinary that the boats escaped without even heavier loss. They were for the time completely at the mercy of their assailants. Had the Ashantees been armed with good weapons, not a man would have escaped alive. The Ashantees appear deficient in ammunition. They used slings and small stones instead of bullets. Commodore Commerell was struck on the breast by a stone or other missile, and although shaken by the force of the blow, it did not penetrate.

MANITOBA POLICE.—The following appointments have been made to the Mounted Police of the Northwest;—Commissioner of Police, Col. Osborne Smith; Superintendents and Inspectors, Capt. W. D. Jarves, Captain Charles F. Young, Major J. F. McLeod, C. M. G., Captain William Winder, and Captain J. W. Carvell; to be Paymaster and Quartermaster, Captain E. D. Clark; to be Superintendents and Sub-Inspectors, Major J. M. Walsh and Lieut. B. A. Brisebois. The first detachment of the force for Manitoba, on Monday,

## OCTOBER

There comes a month in the weary year—  
A month of leisure and healthful rest;  
When the ripe leaves fall, and the air is clear:  
October, the brown, the crisp, the blest.

My life has little enough of bliss:  
I live the days of the dull eleven,  
Counting the time that shall lead to this—  
The month that opens the hunters' heaven.

And 'tis for the mornings crisp and white,  
With the swoop of the hounds upon the track  
The bark-roofed cabin, the camp fire's light,  
The break of the deer and the rifle's crack.

Do you call this trifling? I tell you, friend,  
A life in the forest is past all praise,  
Give me a dozen such months on end—  
You may take my balance of years and days.

For brick and mortar breeds stith and crime,  
And a pulse of evil that throbs and beats;  
And men grow withered before their prime  
With the curse paved, in on the lanes and streets;

And lungs are choked and shoulders bowed  
In the smothering reek of mill and mine;  
And death stalks in on the struggling crowd,  
But he shuns the shadow of oak and pine.

And of all to which the memory clings,  
There is naught so sweet as the sunny spots  
Where our shanties stood by the crystal springs  
The vanished hounds, and the lucky shots.

—From *The Altline* for October.

## THE DARTMOOR CAMP OF EXERCISE.

(Concluded from Page 468.)

## THE MARCH PAST.

Thursday was a bright, sunny day for a marvel, and a general holiday seems to have been proclaimed in all the towns and villages within a wide radius of the scene of action. On either side of the grand stand stood long double rows of carriages, and beyond that again on either hand lines of spectators on foot as far as the eye could reach. The on-lookers from the stand comprised nearly all the county families of Devon and Cornwall and any detailed list of names is impossible.

But it may be mentioned that amongst those present were the Duke of Bedford, Lords Clinton, Fortescue, Blachford, Mark Kerr, and Charles Beresford, Sir Massey Lopes, Sir H. F. Dare, and Sir Stafford Northcote. The ground set apart for the march past was of no great breadth. Opposite the stand, at a distance of a few hundred yards, the green plantations of Pound bound the area. A wide and beautiful prospect lay spread out all around the elevated terrain on which the ceremony of the day was to be enacted. In front of the stand in the distance stretched the rising swell of Hingston Down, its under-features studded with church towers and hamlets, its crest fringed with chimneys of the mines which probe into its depths. Beyond Hingston Down there rose up against the sky the rugged outline of Rough Tor and Brown Willy, the highest ground in Cornwall. Further to the right, behind the pretty villas which fringe the slopes above Tavistock, stood the green peak of Brent Tor, crowned with its hoary church; and on the right rear were the brown slopes of Yannaton and Ringmoor, backed by the granitic mass of Sheeps Tor, and the agglomeration of crag, boulder, bog, fog, and heather, at which, under the general name of Dartmoor, we have learnt to shudder. Gradually in front of the green boundary of the plantations grew and lengthened the line of troops, the uniforms, red, grey, black, and blue, the nodding plumes, and the waving banners thrown up by the contrast of the green back-ground, and as regiment after regiment moved on into its place with band playing and colours flying, the spectators were treated to a kind of informal preliminary march past. Now the air was cut

by the shrill sound of the bagpipes, and amid a flutter of waving tartans and dancing ostrich feathers and dangling sporrans the long line of the Black Watch strode forward over the heather towards the place appointed in the line for the noble Highland regiment. Presently there followed, trim and stately, the massive ranks of the Royal Welsh Fusiliers, crowned by those busbies which, however much they may be execrated on the march, make so gallant a show on parade; and then the double companies were made up of stout, well built, bearded men in plain scarlet tunics, and wearing shakos tipped with the light Infantry black ball. These are the battalions of Marines, who throughout the whole of the manoeuvres have earned the warmest encomia from every one capable of judging of soldiers for their uncomplaining contentment under arduous circumstances, the excellence of their marching, the skillfulness and common sense of their skirmishing, and their smartness and solidity on parade. Then there came the 2nd Queen's, the best skirmishing battalion in the best skirmishing brigade of the army, and a battalion in every respect supporting the tradition! fame of one of the oldest regiments in the British Service. There followed the infantry, a long stream of cavalry, moving by files, and as the horsemen passed people wondered to see that, notwithstanding hardships and exposure to bitter weather, the horses still bore themselves proudly, and caroled with as much spirit, as if they were fresh from their barracks. At length by half-past eleven the parade was set. The long continuous line, undulated over the swell and down into the hollows of the down, stood complete. On the extreme right of the line stood Hamilton's battery of Horse Artillery. At close intervals next were the Carabineers and 19th Hussars in columns of squadrons; then the Field Artillery and Royal Engineers in line. There were the infantry of the First Division in quarter column of double companies, with an interval of thirty paces between brigades and twelve between battalions. Attached to the First Division for the day, and on its left, were the brigade of Marines. On the left stood the Second Division, arranged in the same manner as the First. On the right there glittered the bright helmets of the Carabineers; in the centre, dark, sombre and serviceable-looking, without an ornament that emitted a sparkle, the battalion of the Rifle Brigade, between a scarlet Militia regiment and the tartan plume and bare knees of the Highlanders. Then there was a battalion of Volunteers in uniforms of varied hues, ranging from a light grey to the invisible green and cock's feather of the London Rifle Brigade. Just visible from the space in front of the standard were the grey horses and towering bearskins of the Scots Greys, and the left of the line, gradually diminishing in the long perspective, at length disappeared altogether in one of the folds of the ground. All the preparations being completed, brigadiers with their staffs took post in front of their respective brigades; generals of divisions in front of the centre of their divisions; and Sir Charles Staveley, with the headquarters staff of the Army Corps, took up a position in front of the centre of the whole, directly opposite the saluting point, there to await the advent of the Prince of Wales, who, in virtue of his superior military rank as general, was the officer before whom the Army Corps was to march past, and who was to take the salute. It may be mentioned that the total number of troops upon the ground was 9460 men of all

ranks. Among the earliest notable arrivals was Mr. Cardwell mounted on a grey cob, and accompanied by Colonel Mackenzie, Assistant Quarter Master General. Soon after there rode upon the ground Major vonn Schroettro, the Green military attaché, in a day not long gone a member of the staff of the 3rd Prussian Army Corps during the siege of Metz.

Twelve o'clock came, the hour at which it had been notified that the march past was to begin; but the princes, who had slept on board the royal yacht, and were driven from Plymouth to Roborough by Lord Charles Beresford, were not quite punctual. At length, at a quarter past twelve, the first gun of the royal salute from a battery on the extreme right gave token of the approach of the royal visitors. The sapper in charge of the royal standard promptly ran it up to the masthead. The cheering along the line of spectators on the right of the stand came nearer and nearer as the princes, bowing as they came, rode along the line. The loudest cheer of all rang out from the stand and its vicinity, as they wheeled their horses under the royal standard, and halted while the bands played the royal salute, the troops presented arms, and the colours of the regiment were gracefully drooped to the front. The parade being in field day, not in review order, all the officers of the staff wore undress uniforms, and the costume of Prince of Wales was a general's undress, while the Duke of Edinburgh wore the uniform of the 1st London Artillery Volunteer Corps, of which regiment his royal highness is the colonel. The princes were attended by Major General Ellice Quarter Master General, Lord Charles Beresford, Colonel Edgecombe, Mr. Francis Knollys &c., and having been formally received by Sir Charles Staveley rode off, attended by the headquarters staff, to the right of the line, there to commence the tour of inspection. As their royal highnesses passed along the line, each regiment in succession presented arms, whilst its band played. The princes must have been gratified to notice how well the troops looked, and with what surprising cleanliness and smartness they had turned out after their campaign among the bogs and rains of Dartmoor. So creditable was the appearance made that it must have been difficult for anyone who had witnessed and shared them to believe that the hardships had been so intense and persistent as they have been described.

When the princes had passed slowly along the whole of the long line from right to left, they cantered back to the saluting point, and took post there together, with Mr. Cardwell on the right of the Duke of Edinburgh. The Army Corps Staff moved to its place, the cavalry bands massed and moved forward, Sir Charles Staveley leading the way, preceded by the staff. Then followed the Army Corps Staff, Colonel Oakes and the Cavalry Brigade of the 1st Division, and then came Hamilton's Battery of Horse Artillery, smart and trim, as if it had come out of barracks, instead of a muddy camp, and Carabineers were quite equal to their prestige as one of the best regiments in the Service at marching past, and it was the subject of general remark by those who saw the 19th Hussars this time last year, that the regiment had so vastly improved that it could not be recognised as the same. The young soldiers of the 19th are a smart, well-set-up set of fellows, and the stamp of horses on which the regiment is mounted does great credit to the judgment of the commanding officer. Nothing on the ground turned out smarter than the Engineer Train.

It was obvious that the chains and buckles of the harness had not only been polished, but burnished; and they sparkled with as much brilliancy as if the train had been quartered in barracks, instead of for the most part in hogs. The two Line regiments of the first brigade—the 9th and 11th passed the saluting point very well, the dressing of the double companies being maintained with exact precision. The 1st Devonshire Militia and the Lower Hamlets Militia followed, and the next moment a loud and continued cheer greeted the passing by of the two Highland regiments, and right well both deserved it. Probably the 42nd is the most magnificent Line regiment in our service, and men who to day saw the long, well defined wall of stalwart forms, broad chests bare knees, and flowing tartans, could not feel surprised at General Blumenthal's expression of wonder that all our infantry were not in physiquo and costume like the Black Watch. The govt of the 23rd Fusiliers met with its wonted ovation, which was deservedly prolonged in recognition of the fine regiment of which he formed so important a member. A correspondent says:—"There may be an imputation in praising individual regiments especially where all did so well; but truth enforces the statement that no infantry on the ground to day marched past so well as the brigade of Marines, who thus proved that they possessed yet another soldierly attribute in addition to those to which I have already paid a tribute. The three battalions of Volunteers did very fairly, and the difference in their favour in the matter of *physique* in comparison with some of the Line regiments was very marked. That the four batteries of field artillery maintained the reputation of their arm of the Service goes without saying; and Bogie's troop of Horse Artillery was at least on a par with its comrade in the first Division. The Greys went past splendidly at walk, respectably at a trot, and fell a good deal to pieces in the canter. In general excellence at all three paces not even the Carabineers, good as they were, could vie with the 13th Hussars. It was to be noticed that, as the case last year, the Army Service Corps was wholly unrepresented in the march past. It is one of the best traits of the British soldier that, notwithstanding all the work that it entails, he is proud to participate in a march, and wounded in his amour *propre* if debarred. The sentiment has in it a flavour of the chivalric, and deserves to be cherished, not repressed, more especially since its gratification costs nothing. A powerful argument in these days of economy. No soldiers on these manœuvres bear so much of the heat and burden of the day as the Army Service Corps, working early and late scarcely having the cogitance of assured rest, and performing certainly the most important function in the internal economy of the force. Doing all this with a steady zeal which must have commanded the admiration of all acquainted with the subject, they are reasonably entitled to what gratification the participation in the march past could have afforded them. If they are to be debarred from the privileges of soldiers, why give them arms and uniforms? Let them be clothed in moleskin and billycocks, and told for once and all that they are not soldiers, but hewers of wood and drawers of water. And while commenting on this matter, it must also be asked, in accordance with what regulations is the controller of the Army Corps not in his place on the staff of the Major General commanding that Army Corps? Of that staff is not easy to imagine a more respon-

sible and important member than the officer entrusted with making provision for supplies and transport of all kinds, while it is easy to imagine an inspecting officer on parade asking a question on some subject connected with them—which the controller alone can answer—and, while he does ride in his proper place with the general, must remain unanswered. There can be no greater mistake than any effort on the part of general officers holding important commands to lessen the consideration and enfeeble the statues of their Control subchiefs by failing to accord to them all the privileges, whether nominal or substantial, in which the other officers of the staff participate."

Still more effective than the march past of the infantry in double companies was the march in line and quarter columns by brigades, in which the brigade of Marines and General Herbert's brigade showed to the most advantage. When the cavalry and Horse Artillery had trotted and cantered past; the latter evolution spoiled, in fact by the observed rocking horse pace enforced by recent regulations, the whole force reformed line near the original alignment, the infantry composing the first line, with the Horse Artillery on the right, and the Field Artillery on the left, the cavalry forming a second line in the rear of the first. In this formation, the whole advanced in review order with the bands playing, and officers and colours having taken post. Halting after a short advance, the troops presented arms, the colours were drooped and the bands played the national anthem; and, with this formality, executed with admirable precision, the modified pageant which concluded the unfortunate manœuvres came to a close.

The princes immediately rode off the field and the dispersion of the troops at once commenced. A squadron of the Greys made straight for Okehampton by road march. The 93rd Highlanders marched direct to Bickleigh Station, with a night journey to Aldershot in prospect. To day no portion of the late Army Corps should be found on Roborough Down, except a few Engineers, a detachment of the Army Service Corps, and a divisional hospital.

#### AUTUMN CAMPS.

An over-ingenious suggestion has been made to account for the *nonchalance* of the War Office during the severe criticisms recently passed on the comparative failure on Dartmoor, if we may not, as yet, reckon Cannock Chase in the same category. It is this, that no more camps will be held, and that the disgust of army officers will be pleaded as an excuse for kotowing to the economical party which hails from Manchester. Ministers will say to the Army, "We have done our best, but we cannot contend against repeated discouragements. We accept your dislike of the inconveniences of camping out, and your impressions of the little they are likely to teach. We suspend them, for the present, at any rate." On the other hand, they will say to Peace-Society men, to Manchester politicians, to those who never look upon a soldier without estimating what he might earn in a factory or a warehouse—"See, we have reduced our expenditure. The camps pleased the martially inclined for a time, and we were bound to give them some gratification. If they have done no other good, we are satisfied. But they have had no value in proportion to their cost. Accept the assurance of our highest esteem, &c." These suggestions are very clever, we think, to pass the bar

of common sense. They savour too much of party cunning to satisfy those who are only "for the State," and an efficient public service, in every order and capacity. There is no indifference that we know of at the War Office, and certainly no doubling chicken-heartedness. Bad weather, an indifferent site, conflicting orders, and the like, may have produced failure, in one instance, regarded from the higher point of view; but all cannot have been thrown away because manœuvring has been checked, brilliant battles have been rare, and the whole force assembled has been small. The autumn camp is more a means of instruction for officers than men, and every mistake they have made, every success they have achieved, will bear valuable fruit. To abandon what is a good design because it was spoiled, in one or two instances, mainly by elements over which the War Office has no control, would be the extreme height of folly and pusillanimity. It would betray such a weakness at headquarters as would speedily affect the *morale* of the Army. On the other hand, to make a political virtue of what would be a real abandonment of duty, would be a sad evidence of moral decay, and of the lapse of that highspirited patriotism which ought to inspire every one who has in charge the destinies of the Army. We shall accordingly, resolutely refuse to believe in the prevailing rumours and suggestions until evidence, good and substantial, renders our belief an impossibility. All our summers and autumns are not miniature deluges, and present discouragements will vanish when we have recovered a little from the depressing influences of fog and failure.

But there is another suggestion that merits more serious attention. It is intimated that whilst the autumn manœuvres are not to be abandoned, they are hereafter to be conducted on the site of permanent camps, Aldershot being one, and some hereafter to be established camp in the north of England being the other. Obviously, arrangements of this kind have certain advantages. The sites may always be relied upon, and may possibly be dry. Less friction may be expected between the combatant and non-combatant branches of the Service. The Engineers will have less preparatory work to do. But when we have said thus much, we have exhausted all that can be urged in favour of permanent camps as centres of divisional exercise. The novelty of camping on fresh ground will be lost, and the lessons derived from a study of the military advantages of a position will be impossible to officers already familiar, by experience, with the roads and the geography of the locality. The zest of manœuvring will be gone. The distance over which intending troops will have to be carried will be very considerable, and the local feeling, so desirable where the Army is to be retained in a high state of discipline and efficiency, will be quietly evaporated, without any good substitute being found for it. Upon this point let us hear what a distinguished German critic has to say—"Consideration of expense may induce our rulers to confine such manœuvres to certain localities, and may render the formation of camps necessary. But even if such should be the case, this measure would not be subject to those objections which one often hears urged against it, *always supposing the camps to be used only for a short time, and by one and the same body of troops.* But we hope, in the interests of a healthy soldier-like life, that our Army may be spared the trial of having its greater manœuvres, especially those of the Division

ties down on principle to such camps. We should be sorry so exchange an old privilege of the shifting cantonment, of free intercourse with nature, as we might almost say, for an arrangement which, if continued permanently, would infallibly be fatal to the healthy circulation, and would poison the fresh and cheery spirit of our Army." We have not a word to say against these stationary camps, as such, and they may be multiplied to advantage, but they should not be deemed a substitute for the greater as distinct from the lesser manœuvres, which we have just begun to see the value of, and to incorporate with the annual life of the Army. The division of all arms is the battle or strategic unit, and it should have a fair field—a comparatively unknown field—on which to operate, or neither superiors nor inferiors in command will derive much benefit from their annual exercises. Before any alteration of programme be decided upon, we hope the Commander-in-Chief and the War Secretary will seriously consider the whole matter, not giving too great a prominence to questions of expenditure, or cases of comparative failure.

#### THE NAVIGATING CLASS OF NAVAL OFFICERS.

A fortnight ago, in commenting upon the new scheme adopted by Mr. Goschen for supplying the Navy with officers competent to undertake the navigation of Her Majesty's ships, we expressed our opinion that the Admiralty had taken a step in the right direction, in taking measures to break down the line of demarcation which has hitherto existed between the fighting officers and the navigating officers in the Navy, and we pointed out that in some respects the circular which has recently been issued failed to remove the barriers at present dividing two classes of naval officers. The evils of divided authority and divided responsibility consequent upon retaining on board of every ship an officer primarily answerable for the navigation and pilotage of the vessel, the stowage of the coals and stores, the astronomical observations, and the ship's reckoning—in short, answerable for all that requires technical or scientific training or knowledge, except in as far as regards gunnery practice, and yet placing such an officer in a position subordinate as to command to the youngest and least experienced lieutenant, has again and again been found productive of not only serious inconvenience, but even of material danger. The difficulty and practical disadvantage of this arrangement has at least been recognised by the Admiralty, brought home to it as it has been by repeated accidents and misadventures, and the impossibility of tracing back to its origin the cause of these disasters; but as we said in our former article on the subject, the new regulations are not likely to have any immediate effect in removing this anomaly; it may be hoped, however, that in process of time the natural development of the new system will work the cure of the evils. At present, there would seem to be much the same difficulty as that which existed prior to the order of the 7th ultimo. It is proposed to allow a certain number of lieutenants and sub-lieutenants to qualify by a course of study to undertake navigating duties, and that, on being certified after examination as competent for appointment, they shall receive an addition to their pay according to service and qualification. The gist of the new regulations, their advantages, and disadvantages, are contain-

ed in Paragraph 7 of the Circular of the 7th August. "As it is their lordships' intention that the navigation and pilotage of Her Majesty's ships shall be performed under the captain's directions, by officers specially trained in those duties, such officers will not under ordinary circumstances, be expected to share in the general duties of watch-keeping, &c. They are, however, to take the position to which their seniority may entitle them, and are not to be exempt from the performance of the duty of commanding officer in the absence of the Capt. or other superior officer." The weak point of this rule is that there is only a half-recognition of the principle that the navigating and the military branches of the Service should be entirely amalgamated. The officers who undertake navigating duties are to be relieved from the ordinary duties of their rank, although they are not to be debarred as heretofore from the legitimate promotion to which they are entitled by seniority. What is the real desideratum of the Service, however, is, apart from the interests of individual officers, that every captain and every lieutenant should be able to navigate and pilot his own ship, if occasion requires. If the old ratings of master or staff-commander, and navigating lieutenant are to be abolished, if the distinctions which have hitherto existed between the two branches of the Service are considered undesirable, there is no alternative that we can admit, but that of rendering the piloting and navigating duties of the Service a portion of every officer's training, and making them a *sine qua non* for promotion and even appointment for all who enter the Service henceforth. The present regulations, by restricting the number of those who are allowed to volunteer for navigating duties, and by relieving those whom we may call the qualified navigators from the ordinary duties of lieutenants, must necessarily have the effect of creating anew a navigating class, distinct from the ordinary executive class of naval officers. Perhaps it may be urged that the duties of the navigating officers, and those of the executive, or as we prefer to call them, the military officers, are each so arduous as to occupy the entire attention and time of those entrusted with them. Of course, we have no desire that any officer should be overworked, but the practical solution of the difficulty would lie, not in appointing certain lieutenants to undertake the watchkeeping and ordinary duties, and a certain number of others to take charge of the navigation, but in requiring every officer to be competent for either, and prescribing a frequent interchange.

There are now such facilities given to young officers at Portsmouth and Greenwich for making themselves thoroughly acquainted with the practice and theory of naval science such opportunities for marine surveying, and so many small vessels, tenders and coastguard cruisers, available as schools for pilotage, that no hardship would be entailed upon officers by requiring from them the same knowledge that the masters and navigating lieutenants have hitherto possessed, and there can be no doubt that they would be willing enough, if reasonable encouragement were held out to them, to qualify in all respects as navigating officers.

The circular just issued is so evidently a tentative measure, that we have every reason to believe the ultimate intention of the Admiralty to be the carrying out of some such design as that which we propose; and we trust that the number of officers volunteering for navigating duties will be sufficiently large to justify their lordships in ex-

tending its provisions to the whole Service. The measures, which they propose to take, will no doubt ultimately remove the bar to promotion to the highest ranks, from which the navigating class of officers have hitherto suffered. Although nothing is said in the circular as to the status of those who already belong to that class, staff commanders and navigating lieutenants will no doubt be offered liberal terms of retirement as soon as the success of the new scheme is sufficiently assured, and the navigating sub-lieutenants may easily be absorbed into the other branch of the Service, without injustice to anyone.

**THE RETURN OF A PIONEER.**—The return to Cairo of Sir Samuel Baker and his party is announced. It is more than two years ago since Sir Samuel left Cairo with the commission of the Viceroy of Egypt in his pocket and some 3000 fighting men under his order. With this force he was to penetrate to the upper reaches of the Nile Valley as far as the Victoria Nyanza Lake and the equatorial region of Africa; he was to annex the country to Egypt, and to extirpate the pestilent brood of slave traders who had found a footing in the land. Of the force that Sir Samuel took with him from Cairo not more than a hundred men remain under his flag; desertion and revolt account for more than half of them; sickness and slaughter account for the remainder. Still, for an expedition of such magnitude, and in such a climate, the sacrifice of life has been trifling, and measured by results, surely never was an empire annexed with so ridiculously small a force since Cortes and his companions landed on the soil of Mexico.

**BOMBARDMENT OF OMOA.**—The following are the details of the affair at Omoa, Honduras, already mentioned by telegraph:—Upon learning of the outrage upon foreign persons, Capt. Lorraine, of the British steamer Niobe, immediately proceeded to the scene of this outrage for the protection of the British flag. On the 19th of August on reaching Omoa, the Niobe was brought into position and satisfaction demanded of the authorities, which not being given the Ensign was run up and a blank cartridge was fired. This was returned from the other fort. An active cannonade then ensued which lasted from 3 to 6 o'clock in the afternoon. It was renewed next day, after 2 or 3 hours the fort being silenced a flag of truce was sent on board. The affair was arranged by the release of the imprisoned British subjects and the payment of \$30,000. The enemy have several killed and wounded.

The late Lord Westbury was the Berthell who figures in the well known legal story. While practising as a barrister he applied to one of the judges for a rule, and was put off, and delayed, and otherwise trifled with. Happening to be at a watering place soon after, he saw the obstreperous judge bathing in the sea, and at once put off in a punt to renew his "application." The judge saw him coming, and knowing what a determined fellow he was cried out "Take a rule. Berthell, take a rule!" and dived out of sight. The same thing is reported of a bathing judge at Twickenham, who heard counsel and granted rule while he was splashing about merrily as a merman, and as native in costume as any oyster without its shells.

The four-oared Logan crew of St. John, N. B., have challenged the Ross Foly crew of Halifax, to row a race either at Halifax or St. John, for \$200 or \$400 a side.