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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. X

OTTAWA, (CANADA,) TUESDAY, MAY 16, 1876.

No. 19.

The Volunteer Review
Published EVERY TUESDAY MORNING, at
OTTAWA, Dominion of Canada, by DAWSON
KERE, Proprietor, to whom all Business Corres-
pondences should be addressed.
TERMS—TWO DOLLARS per annum, strictly
in advance.

TO CORRESPONDENTS.

All Communications regarding the Militia or
Volunteer movement, or for the Editorial De-
partment, should be addressed to the Editor of
THE VOLUNTEER REVIEW, Ottawa.

Communications intended for insertions should
be written on one side of the paper only.

We cannot undertake to return rejected com-
munications. Correspondents must invariably
send us confidentially, their name and address.

All letters must be Post-paid, or they will not
be taken out of the Post Office.

Adjutants and Officers of Corps throughout the
Provinces are particularly requested to favor us
regularly with weekly information concerning
the movements and doings of their respective
Corps, including the fixtures for drill, marching
out, rifle practice, &c.

We shall be obliged to such to forward all in-
formation of this kind as early as possible, so that
we may reach us in time for publication.

TERMS OF ADVERTISING:

- First Insertion, measured by } 10cts. per line.
solid nonpareil type.
- Subsequent Insertions. 5cts. " "
- Professional Card six lines or under, \$6 per
year; over six lines and under fifteen, \$10 per
year.
- Announcements or Notices of a personal
or business nature, in the Editorial, Local or
Correspondence columns, Twenty-Five Cents
a line for the first insertion and 12 Cents for
each subsequent insertion.
- Advertisements of Situations Wanted, Fifty Cents
the first insertion, and Twenty-Five Cents
each subsequent insertion.
- Special arrangements of an advantageous char-
acter made with Merchants for the Year, Half
Year or Quarter.

PROSPECTUS FOR 1876 OF THE "WITNESS."

THE friends of healthy literature have, by per-
severing diligence, placed the *Montreal Wit-
ness* in the very first rank of newspapers. The
rapid growth of trashy reading, and of what is
positively vile, stimulating good people to more
earnest efforts than ever to fill every household
with sound mental food. A clergyman has lately
secured for the *Witness* hundreds of subscribers,
and declares his intention to make this one of
his first duties in his present and every future
field of labor, as he holds that by no other means
could he do so much for the future of a neigh-
borhood as by placing good reading in every
family.
Successful attacks upon the *Witness* during
each of the past three years, culminating in
what has been called "The Ban" of the Roman
Catholic bishop of Montreal; although not other-
wise desirable circumstances, have done a great
deal to concentrate and intensify the zeal of the
friends of Temperance and religious liberty in

favor of the *Witness*. Indeed, the fact that the
last assault has been followed up for six months
with the most untiring efforts to break down
the paper on the part of the most powerful
opposition that could be organized on earth, and
has resulted in cutting us off from some, at least,
of those Roman Catholic readers whose good
will we formerly enjoyed and highly prized, give
us perhaps some claim on the kind offices of
those who value free speech and freedom of reli-
gious belief. The recent diminution of the circula-
tion of the *Daily Witness* is of course, comparatively
small, amounting to about 20 out of 13,000,
or less than four per cent, and does not affect us
peculiarly, as we can still claim a circulation
equal in volume to that of all the rest of the daily
city press, probably the majority of our old Ro-
man Catholic reading being such still.

The progress of the paper may be gathered
approximately from the following figures:

	Cir. Daily and Tri-Weekly			Cir. Semi-Weekly		
	1st Sept.	1st Sept.	1st Sept.	1st Sept.	1st Sept.	1st Sept.
1871.	10,700	3,600	8,100			
1872.	10,000	3,600	9,600			
1873.	11,400	3,600	10,750			
1874.	12,900	3,800	12,000			
1875.	12,100	3,200	13,700			

We have good reasons to be specially desirous
to reach the whole country this winter, and have
the *Witness* presented earnestly to the notice of
every family. To this end we have determined
to depart from the usual course of allowing our
publications to commend themselves on their
merits alone, and to inaugurate on a large scale a
competitive effort on the part of all our subscrib-
ers to increase the subscription list. This compe-
tition will last during the month of October, and
will be open to all. The list of prizes will be found
below.

If this comes to any who are not familiar with
the *Witness*, we may say that—over twenty-nine
years it has labored for the promotion of evange-
lic truth, and for the suppression of the liquor
traffic. Our effort is to produce a *Christian Tem-
perance Newspaper*, unaffiliated to any political
party or religious denomination, seeking only to
witness fearlessly for the truth and against evil
doing under all circumstances, and to keep its
readers abreast with the news and the knowledge
of the day. It devotes much space to Social,
Agricultural and Sanitary matters, and is espe-
cially the paper for the home circle. It is freely
embellished with engravings.

The *Weekly Witness* has been enlarged twice,
and nearly doubled within four years, and is the
very most that can be given for the price—\$1.10
per annum.

The *Montreal Witness* (Tri-Weekly), gives the
news three times a week, and all the reading of
the *Daily Witness* for \$2.00 per annum.

The *Daily Witness* is in every respect a first
class daily containing much more reading mat-
ter than the papers which cost twice as much,
for \$5.00 per an.

All of course, are post-paid by Publishers.
Subscribers remitting new subscriptions besides
their own are entitled to the following discounts
on such subscriptions:

Daily Witness	50c.
Tri-Weekly	75c.
Weekly	25c.

PROSPECTUS FOR 1876 OF THE "CA- NADIAN MESSENGER."

THE PIONEER PAPER.

The *Messenger* is designed to supply the homes
of the Sunday School scholars of America with
family reading of the most useful and interest-
ing sort at the lowest possible cost. It consists of
eight pages of four columns each, and contains a
Temperance department, a Scientific department,
a Sanitary department, and an Agricultural de-
partment. Two pages are given to family read-
ing, two to a large type for children, and

one to the Sunday School lessons of the In-
ternational Series, and a children's column. The
paper is magnificently illustrated. There has
been a very rapid increase in its circulation dur-
ing the past year, namely, from 15,000 to 25,000,
and the ratio of increase rises so rapidly that the
proprietors have sanguine hopes of doubling the
latter figure before the end of next year. There
has been, as a result of this prosperity, some im-
provement in the style of the paper, and it will,
of course, be possible to introduce more and more
improvements as circulation grows. Most of the
growth of the *Messenger* has been by the volun-
tary recommendation of it by friends who have
formed their own opinion of its worth, and by
the introduction of it into Sunday Schools. Your
correspondents say that their Sunday Schools are
more interesting and better attended since it has
been introduced.

The following are the prices of the *Messenger*:

1 copy	\$ 0.30
10 copies	2.50
25 copies	6.00
50 copies	11.50
100 copies	22.00
1,000 copies	200.00

Surplus copies for distribution as tracts, twelve
dozen for \$1.

PROSPECTUS FOR 1876 OF THE "NEW DOMINION MONTHLY."

In general style and appearance the *Dominion*
has, during the last few months, very consider-
ably improved, and it is intended to improve on
the present as much as the present is an im-
provement on the past, and the Magazine of
next year will be read with an ease and pleasure
greater than hitherto. When we say that these
improvements are not to be marked by any
change of price, we refer to the full price of \$1.50
per annum. Hitherto the *Dominion* has been
clubbed with the "Weekly Witness" at \$1.00,
which it will be simply impossible to continue
now that one-fifth has been added to its bulk,
and with better paper and printing. The *Domi-
nion* is henceforth to be clubbed with the "Wit-
ness" at \$1.25, and is better worth its cost than
ever before. Twenty-five cents, instead of fifty
will be the discount allowed to friends obtaining
for us new subscribers at all rates, the induc-
ements to subscribers being now put into the
magazine itself. The object of the publishers of
the *Dominion* is to develop a native Canadian
literature, and very much has been accomplished
in this way during its history of nine years, the
age of the magazine being that of the *Dominion*
of Canada. Those interested in the same object
will not, we think, waste their efforts if they do
what they can to make the magazine a pecuniary
success, what we presume no magazine in Can-
ada has ever yet been for any length of time.

LIST OF PRIZES.

1. To the person sending the largest
amount of money on or before 1st
Nov., as payment in advance for
our publications. \$50.00
2. To the person sending 2nd lar't amt 40.00
3. " " 3rd " 30.00
4. " " 4th " 20.00
5. " " 5th " 15.00
6. " " 6th " 10.00
7. " " 7th " 10.00

Five prizes of \$5 each for the next
largest amounts. 20.0

JOHN DOUGALL & SON,
Publishers, Montreal.

THE BEST INVESTMENT!
AN INDUSTRIAL EXHIBITION BOND.

WHOLE BONDS, \$20 EACH.
HALF " \$10 "
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EIGHT ALLOTMENTS ANNUALLY.

All Bonds participate in each Series drawing until redeemed.
Each Bond will receive more than its cost.
All the risk a purchaser runs is the loss of a portion of the interest.
A whole Bond must receive one of the following Premiums:

\$21, \$50, \$100, \$200, \$500, \$1,000, \$3,000, \$5,000, \$10,000, \$35,000, \$100,000.

Portions of Bonds receive their proper proportion.

ALLOTMENT. MARCH 6,

And in April, June, July, September, October, December, 1876.

BUY A BOND NOW AND IT PARTICIPATES IN EVERY DRAWING TILL IT IS REDEEMED.

Fractions of Drawing Bonds, in March 6th Premium Allotment, \$5 each.

SEND FOR INDUCEMENTS TO CLUBS.

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Remit by Express, Postal Order, Bank Draft, Certified Check, Registered Letter, or Order through any Bank or Banking House, payable to the order of the Secretary of The Industrial Exhibition Company, 12 East 17th Street, New York. Specially chartered by the State of New York, for the purpose of building in New York,

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If it draws less than \$5, Company will take it back as \$5 in the purchase of a whole bond of the Industrial Exhibition Co. of New York.

195,000. The DAILY and WEEKLY Editions of the **MONTREAL STAR**

have now (it is estimated) an audience of One Hundred and Ninety-five Thousand Readers, which makes them the most widely circulated and influential newspapers published in Canada.

BOYNTON'S PATENT LIGHTNING SAW.

\$700 CHALLENGE,

That it is the **FASTEST-CUTTING SAW** in the world.

In order to introduce my unrivalled Cross-Cut Saws to the Canadian market, I will send my best saws to any address at 50 cts. per foot for cash in advance for one month. This is one-half my list price. Perfect quality guaranteed. Agents wanted.

E. M. BOYNTON,

13-1 30 Beekman St., N. Y.

\$5 TO \$20 per day at home. Samples worth \$1 free. STINSON & Co., Portland, Maine, 1y-10

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CANVASSERS Wanted, male or female. Send 10 cents for sample Magazine and full particulars. Address ZEN. CRUMMETT'S MAGAZINE, Washington, New Jersey.

CANCERS

Removed without pain, or the use of either caustics or the knife, and radically cured. If painful, and an open ulcer formed, medicines will be sent by Express to give prompt relief. Consultation by letter, One Dollar. Send 50 cents for Book with descriptive Cases, References and Testimonials.

Drs. PARK & McLEISH,

No. 21 East 16th Street, New York.

\$12 a day at home. Agents wanted. Outfit \$12 and terms free. TRUE & CO., Augusta, Maine, 1y-10

THE WEEKLY SUN.

1776. New York. 1876.

Eighteen hundred and seventy-six is the Centennial year. It is also the year in which an Opposition House of Representatives, the first since the war, will be in power at Washington; and the year of the twenty-third election of a President of the United States. All of these events are sure to be of great interest and importance, especially the two latter; and all of them and everything connected with them will be fully and freshly reported and expounded in THE SUN.

The Opposition House of Representatives, taking up the line of inquiry opened years ago by THE SUN, will sternly and diligently investigate the corruptions and misdeeds of GRANT'S administration; and will, it is to be hoped, lay the foundation for a new and better period in our national history. Of all this THE SUN will contain complete and accurate accounts, furnishing its readers with early and trustworthy information upon these absorbing topics.

The twenty-third Presidential election, with the pretensions for it, will be memorable as deciding on GRANT'S aspirations for a third term of power and plunder, and still more as deciding who shall be the candidate of the party of Reform, and as electing that candidate. Concerning all these subjects, those who read THE SUN will have the constant means of being thoroughly well informed.

THE WEEKLY SUN, which has attained a circulation of over eighty thousand copies, already has its readers in every State and Territory, and we trust that the year 1876 will see their numbers doubled. It will continue to be a thorough newspaper. All the general news of the day will be found in it, condensed when unimportant, at full length when of moment; and always, we trust, printed in a clear, interesting and instructive manner.

It is our aim to make the WEEKLY SUN the best family newspaper in the world, and we shall continue to give in its columns a large amount of miscellaneous reading, such as stories, tales, poems, scientific intelligence and agricultural information, for which we are not able to make room in our daily edition. The agricultural department especially is one of its prominent features. The fashioners also regularly reported in its columns; and so are the markets of every kind.

The WEEKLY SUN, eight pages with fifty-six broad columns is only \$1.20 a year postage prepaid. As this price barely repays the cost of the paper, no discount can be made from this rate to clubs, agents, Postmasters, or anyone.

The DAILY SUN, a large four page newspaper of twenty-eight columns, gives all the news for two cents a copy. Subscriptions, postage prepaid, 65c. a month or \$6.00 a year. SUNDAY edition extra, \$1.10 per year. We have no travelling agents.

Address, THE SUN, New York City.

TASTELESS MEDICINES.

A prominent New York physician lately complained to DUNDAS DICK & CO. about their SANDALWOOD OIL CAPSULES, stating that sometimes they cured miraculously, but that a patient of his had taken them without effect. On being informed that several imitations were sold, he inquired and found his patient had not been taking DUNDAS DICK & CO'S.

What happened to this physician may have happened to others, and DUNDAS DICK & CO. take this method of protecting physicians, druggists and themselves, and preventing Oil of SANDALWOOD from coming into disrepute. PHYSICIANS who once prescribe the Capsule will continue to do so, for they contain the pure Oil in the best and cheapest form.

DUNDAS DICK & CO. use more Oil of Sandalwood than all the Wholesale and Retail Druggists and Perfumers in the United States combined, and this is the sole reason why the pure Oil is sold cheaper in their Capsules than in any other form.

OIL OF SANDALWOOD is fast superseding every other remedy, sixty Capsules only being required to insure a safe and certain cure in six or eight days. From no other medicine can this result be had.

DUNDAS DICK & CO'S. SOFT CAPSULES solve the problem, long considered by eminent physicians, of how to avoid the nausea and disgust experienced in swallowing, which are well known to detract from, if not destroy, the good effects of many valuable remedies.

Soft Capsules are put up in tin-foil and neat boxes, thirty in each, and are the only Capsules prescribed by physicians.

TASTELESS MEDICINES.—Castor Oil and many other nauseous medicines can be taken easily and safely in Dundas Dick & Co's Soft Capsules. No Taste. No Smell.

These were the only Capsules admitted to the last Paris Exposition. Send for Circular to 35 Wooster street, N. Y.

Sold at all Drug Stores Here.

Price, Twenty five Cents.

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Containing a complete list of all the towns in the United States, the Territories and the Dominion of Canada, having a population greater than 5,000 according to the last census, together with the names of the newspapers having the largest local circulation in each of the places named. Also, a catalogue of newspapers which are recommended to advertisers as giving greatest value in proportion to prices charged. Also, all newspapers in the United States and Canada printing over 5,000 copies each issue. Also, all the Religious, Agricultural, Scientific and Mechanical, Medical, Masonic, Juvenile, Educational, Commercial, Insurance, Real Estate, Law, Sporting, Musical, Fashion and other special class journals; very complete lists. Together with a complete list of over 500 German papers printed in the United States. Also, an essay upon advertising; many tables of rates, showing the cost of advertising in various newspapers, and everything which a beginner in advertising would like to know.

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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. X.

OTTAWA, (CANADA,) TUESDAY, MAY 16, 1876.

No. 19.

NEWS OF THE WEEK.

The water in the Ottawa rivers is higher than it was even known to be at this time of year—and we regret to say is still raising, although the north west floods have not yet had time to come down—when they do, it is feared unless the water considerably abates before then, an incalculable amount of damage will ensue. The Chaudiere Falls just now presents a grand and imposing spectacle, and would well repay the lovers of the sublime and awfully grand in nature to paying them a visit. Victoria Island is completely submerged, the water running through the mills, and, we regret to say, a large quantity of sawn lumber piled on the banks of the river, has been swept away. Fears are entertained for Perely & Patie's mill, and should it go, it would most likely take with it the Suspension Bridge, thus cutting off the communication between the Cities of Ottawa and Hull.

Gatineau Point Village is completely submerged, the inhabitants being obliged to move about in boats, and a great many houses have been vacated, and much damage done to property. From up the river we learn that the Union Forwarding Company's wharves and Storehouses at Portage du Fort are considerably damaged. One of the bridges has been swept away—houses are inundated on all sides and the inhabitants have had to evacuate them. At Clarendon Centre a great amount of damage is reported—quite a number of bridges have been swept away. The inhabitants of the Desert Village are using canoes to pass from one street to another. We fear when the history of this flood is written it will reveal an amount of damage hitherto unknown in this part of the country.

The Council of the Board of Trade has appointed Capt. D. R. Kerr to fill the position of Port Warden in succession to Capt. Sclater, deceased.

It is understood that Lieut. Col. Duchesnay, of Quebec, has been appointed Deputy Adjutant General for Military District No. 7, vice Colonel Cassault who retires in consequence of ill health.

The greatest ice bridge ever known at Niagara Falls formed about daylight on the morning of the 8th inst. The ice is estimated at 100 feet in thickness.

Rifle practice has commenced. On Saturday the 10th Royals, Queen's Own, and Toronto Rifle Club were at the butts.

Col. Kinsmill died on Saturday morning at the age of 83; his remains were conveyed to Niagara on Tuesday, and were accompanied to the boat by the York Pioneers and other bodies, where they were interred with full military honors.

The Executive Committee of the Amateur Rifle Club have prepared a circular inviting riflemen of the United States to compete for places on the team in the Irish American Match of 1867, which will take place immediately after the Centennial matches. Eight men will constitute a team and four reserves, and will be selected from the result of three competitions.

The Rowing and Boat Clubs of the Dublin University have organized a joint representative crew of four to take part in the contests at Philadelphia, consisting of Pentland and Hickson, of the Rowing Club, and H. E. and C. B. Barrington, of the Boat Club, the latter being stroke oar. The crew practice daily, and are already in capital form. It is probable that Mr. Labatt, of the University Rowing Club, will take over a scull as a private individual.

Dublin, 8th.—The second competition for places in the Irish team for the American Centennial took place on Saturday, and was conducted as before by two squads of four each. The score was a tie. Mr. Rigby made 211 out of a possible 225. Of his 45 shots 34 were bull's eyes. The other scores were, Milner, 203; Galt, 195; Traill, 189; Patrick, 168; Dyas, 177; Joynt, 164.

The Prince of Wales arrived at Liverpool on the afternoon of the 11th. He was met in the channel by the Princess of Wales and the Royal children on board the *Albion*. As his Royal Highness stepped ashore he was received with great and enthusiastic cheering. The Mayor of Portsmouth read an address, and a chorus of 300 ladies and gentlemen sang "Welcome Home." On the conclusion of the ceremonies the Royal party took a special train for London where they arrived at 6:45 the same afternoon.

The Philadelphia Centennial was opened by the President of the United States on the 10th inst., with great eclat. The ceremonies opened at precisely 10.15 a.m., the national airs of the nations being performed by a large orchestra. It is estimated that 80,000 persons were on the grounds.

Hundreds of bags of pulverized grasshoppers are being imported into France from America for fish bait.

The Belfast *News Letter* announces the death of Mr. Richard Sitt Joyce, "one of the eight that first won the Elcho Shield for Ireland, making on that occasion the highest score ever made at Wimbledon, and winning several valuable prizes."

The richest man in Prussia is Knupp, the celebrated maker of cannon.

From the details of the outrage at Salonica, it appears that the United States Consul interfered for the protection of the Greek girl, who was the innocent cause of the disturbance, and conducted her to the Consulate in a carriage. An excited mob thereupon surrounded the Consulate and the French and German Consuls who were brothers-in-law, and both related by marriage to the American Consul, believing him to be in danger, proceeded to his assistance, and on the way thither were attacked. The Italian Consul informed the Governor of the state of affairs, and he sent troops to the relief of the American Consulate, which was besieged by the rabble.

French iron clad frigates, and a despatch vessel have sailed for Salonica. Two Italian men of war have also sailed for the same destination. The impression in Berlin is that the affair will be fatal to Turkey. The interposition of the European powers is regarded as inevitable.

The Sublime Porte seems to have decided to reject the counsels of the War party, for he has dismissed two Ministers of that stamp, those of War and Marine, and replaced them by members of the Peace party. Perhaps the prompt demands of the French and German authorities for redress in the Salonica affair, led him to think that he had better have Ministers who would be as conciliatory as possible, or he might have very serious trouble in satisfying the offended powers.

The British Consul at Rio Janeiro reports by telegraph to London, that a mutiny broke out in the barque "Caswell," for Queens' town. All the officers were murdered by the mutineers.

Carlist Army Officers who had previously been in the Spanish army, have been permitted to resume service, taking their previous rank. Twelve hundred have thus been re-admitted and a different policy might have resulted in their becoming permanent enemies of the present order of things.

The owners of the steamer *Strathclyde*, which was run into and sunk in the English channel by the steamer *Franconia*, have gained their suit for £45,000 damages against the latter.

The Plague has been increasing in Bagdad, as the deaths from it in the third week of April averaged more than fifty five per day. Some days ago the telegrams stated that the disease was not the plague, but some kind of fever. Now the familiar and dreaded name is resumed, so that it is probably correct.

Annual Report on the State of the Militia
for 1875.

(Continued from page 208.)

APPENDIX No. 1.

3RD BRIGADE DIVISION.—Brigade Major, Lt.
Col. McCulloch.

"CAMP TEDDERS."

Newcastle Field Battery.—Brevet Major R.
Call.

The Assistant Inspector of Artillery has sent me the following report respecting this battery:—"It was inspected by him, in my company, on the 29th Jul., 1875. This battery performed its annual drill, in camp, at its own head quarters. The horses looked well, and the harness, stores, &c., were in good order. The shot and shell practice made by the battery was very good. Major Call is a most energetic and useful officer, and evidently has the welfare of his battery thoroughly at heart."

I again inspected this corps on the last day of its annual drill, 5th July, and I need only add that, as regards the situation of the camp, the internal arrangements of the corps and still further progress made in drill, "Camp Tedders" appears to have been a great success.

No. 7 Battery, Brigade Garrison Artillery.—
Brevet Major Gillespie.

This battery was inspected at Chatham by the Assistant Inspector of Artillery and myself on the 14th September, 1875. That officer reports that "the battery made some good shooting with their 24 pounder smooth bore guns." Lieut. Col. Jago adds that "he has repeatedly pointed out the desirability of having proper platforms laid, and a small earthwork thrown up, and three or four guns mounted in it for the defence of the Miramichi, for at present the flourishing towns of Chatham and Newcastle are at the mercy of any ordinary passenger steamer with one gun mounted in her, which could easily set fire to both towns in a few hours."

This important suggestion was embodied in my Report for 1873, and in the Report of the Board of Survey for this District, 1874, and the officer commanding No. 7 Battery has been requested to estimate for the service.

73rd Battalion.—Major Sheriff.

I inspected this corps at its camp, near Chatham, on the 29th July, 1875.

The many excellent qualities of the men of Northumberland, composing this corps, as well as the desire for improvement in the knowledge and practice of drill, evinced by them have frequently been adverted to by me in my annual reports and elsewhere, and the company from Kent bringing fresh "spirit" into the 73rd Battalion, I have invariably expected to find efficiency in the corps, nor have I yet been disappointed.

The site, however, for the camp this year, was not, I consider, well selected—chosen, it appears, during dry weather, and their being much rain during the period of the drill, the condition of the ground was effected thereby. The Major commanding, and his zealous Quarter master, however, spared no pains or expense in erecting a spacious mess room, canteen and issuing store, and thus securing the comfort of the officers and men. I regret that, owing to an inadvertence on their part, they have failed to recover the money thus expended.

The rations were of excellent quality, the

cost being in excess of the Government allowance (25 cents per man per diem).

Battalion drill, with skirmishing, was well executed. I took occasion, however, to advise those amongst the officers and non-commissioned officers, who had not yet qualified at the Military School, to avail themselves of the first opportunity of doing so.

Bathurst Infantry Company.—Capt. Barbara.

Inspected on the 7th of August last. Owing to the distance of this corps from any desirable point of concentration for drill (prior to the opening of the Intercolonial Railway) and there being no corps of Active Militia now in Gloucester, squad and company drills, without their attractive application to battalion and brigade drill, have been all that this corps could possibly attempt; and I consider that the energetic Captain deserves credit, under the circumstances, in maintaining even a fair degree of efficiency amongst the fine body of men composing the company.

The Captain and his subalterns, however, should not fail to attend the Military School this winter.

Aid to Civil Power in Gloucester County.

The loyalty and patriotism, and their value as soldiers, of both officers, and men of Northumberland, have been fairly tested during the past year. Called out in aid of the civil power in mid winter, with no small difficulties to overcome, they responded to the call with no uncertain voice, and the force, was quickly under arms, and en route to the scene of disturbance. Happily, there was no occasion for further service than their presence on the spot, and I cheerfully endorse the statement (B) of the Brigade Major himself, deserving praise for the example of readiness which he set to the "whole force," especially the Newcastle Field Battery, "having behaved well, and deserving thanks." In proof of the good conduct and discipline maintained in the Newcastle Field Battery, under its efficient commander, Major Call, during the lengthened period of six weeks it was stationed at Bathurst, I need but direct attention to the address to the officers of the corps by the Magistrates of the place and others, previous to their departure for their homes, and the reply thereto, enclosed herewith.

Enlistment for Corps on Service in Manitoba.

In compliance with General Orders (18) of the 2nd July last, I duly enlisted fifteen men for service in Manitoba, and on the 4th of August they proceeded to their destination in charge of a staff officer from Nova Scotia.

These men were drawn from the 1st Brigade Division, although each Division was requested to furnish its quota.

Military School

With my usual efficient staff, Lieut. Col. Otty, (since deceased) Adjutant; Captain McKenzie, 1st Instructor; Sergeant Daniels, 2nd Instructor, the Military School, under the six months ended 30th May last, with the following results:—

2 cadets obtained 1st class certificates;
64 do do 2nd class certificates;
12 cadets retired, failed to obtain certificates.

On the 25th of January, the Major General commanding inspected the School.

In addition to the prescribed rule (as to qualification of candidates for admission) the Board of Examiners required certificates from officers in command, showing that candidates are members of the force (and likely to be useful members.) By means of this

additional check, those who would probably have attended more for the "gratuity" than for the benefit that might be derived from the "knowledge" acquired, were as far as possible excluded, and I am glad to say that at my inspections during the summer months, "past cadets" were to be seen in almost every corps, giving practical proofs of the utility of their course of instruction in the Military School at Fredericton.

Rifle Association.

Canadians generally, and it may be added Active Militiamen, may justly feel proud of the fresh honors won by their representatives at Wimbledon this year. Another proof, if proof were needed, that the force of the country is not deteriorating.

Lieut. Col. Beer, who served for three years continuously as President of the New Brunswick Provincial Rifle Association, with credit to himself and advantage to the Association, declining re-election, Captain Perley, New Brunswick Engineer Corps, an officer of zeal and activity in whatever he takes in hand, has succeeded to that office.

In addition to the usual County Rifle Associations, Rifle Clubs appear to be doing good work. A new club has been formed at my own head quarters, with Capt. Cropley, 71st Battalion, as its energetic President.

In fact the desire appears to be that, from the local Rifle Club to the test match for Wimbledon (wherever it may be held), the succession of steps should be complete, their aim and object the same, their interest identical. I must add that by reducing the cost of ammunition the Government has materially facilitated the progress of Rifle Associations of whatever kind.

The following Associations held competitions this year, the returns which will be transmitted at an early day.

1. New Brunswick Provincial Rifle Association.
2. Charlotte County Rifle Association.
3. St. John County Rifle Association.
4. Carleton County Rifle Association.
5. York County Rifle Association.
6. Northumberland County Rifle Association.
7. King's County Rifle Association.
8. 62nd Battalion Rifle Club.
9. New Brunswick Engineer Corps Rifle Club.
10. Head quarters Company Rifle Club.

Drill in Public Schools.

In my Report for 1873, I reverted to the question of extending the knowledge of drill to the common schools of the country, it being a question frequently brought forward as "deserving the most serious consideration, more particularly at a time when much thought is given to the intellectual and physical training of the young, when the thing to be desired is to preserve the sound mind in the sound body, and not to develop the intellect at the expense of the body."

The question has happily been considered by Parliament at its last Session.

I have now to add that both Lieut. Col. Jago and myself have recently brought the subject under the notice of the school authorities at St. John and Fredericton respectively, pointing out, as stated in Lieut. Col. Jago's letter to the Board of Trustees at St. John, April 21st, 1875, "that it appears to him that the loss of an hour or an hour and a half a week from the studies of boys over eight years of age in the public schools of the city, being instructed in the rudiments of drill and military exercises, would be more than compensated by the improvement in their physical condition."

I regret that our efforts have not at present produced the desired effect, nor do I think that success in this important matter can be attained until there be, as recommended in my report as above, a joint arrangement made between the Provincial and Dominion Governments, with the view to "licensed schoolmasters being specially invited to attend our schools of military instruction, and on obtaining the necessary certificates of fitness, and on carrying on to the satisfaction of the Deputy Adjutant General of the District a prescribed course of drill in each school, and that a small Government grant being made the schoolmaster."

I have the honor to be, Sir,

Your obedient servant,

GEO. J. MAUNSELL, Lieut. Col.

Deputy Adjutant General,
Commanding Military District No. 8.
The Adjutant General of Militia,
Ottawa.

[A.]

St. JOHN, N. B., Nov. 22nd, 1875.

Sir,—I have the honor to forward to you my Annual Report of the state of the Artillery in your District.

FIELD BATTERIES.

Newcastle Field Battery.

The Newcastle Field Battery was inspected by me, in your company, on the 29th July, 1875. This battery performed its annual drill at its own head quarters. The horses looked well, and the harness, stores, &c., were in good order. The shot and shell practice made by the battery was very good. Major Call is a most energetic and useful officer, and evidently has the welfare of his battery thoroughly at heart.

Woodstock Field Battery.

The Woodstock Field Battery performed its annual drill at the Brigade Camp at St. Andrews. I had the pleasure of serving in your Staff at that camp, and so had excellent opportunities of not only inspecting the battery, but of observing its whole interior economy and discipline while in camp. Capt. W. P. Donnell (since deceased) was unable to be present, but in Lieut. H. Dibblee the battery had an excellent commanding officer. The horses were of an excellent stamp, and the drivers being principally their owners, had the proper inducement to see that they were well cared for in camp. The harness was well looked after, and well fitted, and the stores, &c., in good order. The battery worked well, both at its own drills and also when acting with the infantry in brigade. The shot and shell practice was very good. Lieut. Dibblee is a smart, capable, young officer, who would be a credit to any service, and whose knowledge of an artilleryman's duties speak well for the Dominion Schools of Gunnery, from one of which he had just returned.

GARRISON ARTILLERY.

The four Batteries of Garrison Artillery, Nos. 1, 2, 3, and 10, New Brunswick Brigade performed their drill at their own hours, and were inspected by you on September 21st, 1875: On this day their annual competition in shot practice came off. I have, in my report to the Inspector of Artillery with regard to this competition, made the following remarks: "The guns used by these batteries are 32 pounder smooth bore guns, on sea service carriages, and when I state that they can all

fire five rounds from these guns at 1,400 yards under nine minutes, and make practice that could not be beaten, I think it is clear that they are thoroughly effective gunners."

Living, as I have done for many years, in the same place with these men, I have naturally taken a peculiar interest in them, and I feel pleasure in stating that they are as good a volunteer corps as can be seen anywhere.

No. 7 Battery (Brevet Major Gillespie) of this Brigade was inspected at Chatham, on the 14th September, 1875. The battery made some good shooting with their 24-pounder smooth bore gun. I have repeatedly pointed out the desirability of having proper platforms laid, and a small earth-work thrown up, and then a battery of guns mounted in it, for the defence of the Miramichi, for at present the flourishing towns of Chatham and Newcastle are at the mercy of any ordinary passenger steamer, with one gun mounted in her, which could easily set fire to both towns in a few hours.

I have referred, in my report to the Inspector of Artillery, to the absurdity of arming a gunner with the Snider rifle, and expressed a hope that at some time or other the revolver may be adopted as the personal weapon for an artilleryman; and though a few stand of rifles might be left with a battery, in order that the members may complete in rifle competitions, yet I trust that the time is not very far distant when it will be the desire of the artilleryman to perfect himself in the handling of ordnance, leaving the rifle to its rightful owner, his infantry comrade.

I have the honor to be, Sir,

Your obedient servant,

DARELL R. JAGO, Lt. Col.
Assistant Ins'r. of Artillery,
N. B. and N. S.

Lieut. Col. G. Maunsell,
Deputy Adjutant General,
Military District No. 8.

Annual Competition of the New Brunswick Artillery.

SAINT JOHN, September, 1875.

1st.—Mrs. Jago's silver cup, value ten guineas, with \$11 added by Lieut. Colonel Jago, to be competed for by a detachment from each battery, each detachment firing five rounds. Time allowed ten minutes. The cup to be the property of the battery winning it twice.

2nd.—A silver cup, value £10 sterling, given by the officers, to be competed for by a detachment from each battery, no member of which may have shot in the first competition. Each detachment to fire ten rounds, "changing rounds" after each shot. Time unlimited, but no person to advise or overlook the gun when laid by the No. 1. Cup to be the property of the battery winning it twice. 2nd prize, \$20; 3rd prize, \$10.

3rd.—A prize of a silver cup, given by Col. Thurgar, to be competed for by a detachment from each battery, firing three rounds each. Time allowed, six minutes. The Nos. 1 in this competition to be different from those in either competition. 2nd prize, \$10; 3rd prize, \$5

Rules for Competition.

The marking, and all rules for the competition, will be taken from Lieut. Col. T. B. Strange's pamphlet on "Classification and Selection of Marksmen."

Points will be given as follows:

For direction—5 yards, right or left, 3 points.

For direction—10 yards, right or left, 2 points.

For direction—15 yards, right or left, 1 point.

For elevation—20 yards under or 40 yards over, 4 points.

For elevation—40 yards under or 60 yards over, 3 points

For elevation—60 yards under or 80 yards over, 2 points.

A direct hit on the flag, staff, or buoy, to count five points extra; a ricochet hit, one point extra; a ricochet shot of bounds, to have no value.

A shot to have no value unless it obtains points for both elevation and direction.

DARELL R. JAGO, Lieut. Col.
Assistant Inspector of Artillery.

[B.]

BRIGADE OFFICE, CHATHAM,
6th February, 1875.

Sir—I have the honor to report that I received a requisition, dated 27th ultimo, from three Justices of the Peace, in the County of Gloucester, for a detachment of the Active Militia, to proceed to Caraquet, in said county, to aid the civil authorities in suppressing a riot, &c., and on the 23th ultimo, at 3 o'clock, p.m., two officers and 41 non commissioned officers and men of the Newcastle Field Battery Artillery, under command of Brevet Major Call, marched from Newcastle for Caraquet via Bathurst, and followed (so soon as they could be mustered in Chatham) by detachment, four officers and 46 non commissioned officers and men of the 73rd Battalion. At 11 p.m., the first detachment of infantry marched from Chatham, and arrived at Bathurst at 5 p. m. on the 29th, and the artillery at 9.30 p.m. The Bathurst Justices required the artillery to remain at Bathurst to guard the gaol and prisoners, and on the 30th they required the infantry to go on to Caraquet, with all despatch, and to act as the Justices there may require. I proceeded on with the infantry, and got to Caraquet at 1 a.m., on the 31st January, all right, and reported arrival to the Caraquet Justices. Detachments of the force have been employed, as they were required to protect the constables while taking the rioters, and as sentries at several establishments in place of the constables. On the evening of the 3rd instant, the Justices informed me that the force could return home, and we marched for our head quarters on the morning of the 4th instant, and arrived in Chatham on the 5th instant, at 8 o'clock p.m., all well.

I have much pleasure in reporting that both officers and men have all endeavored to hasten to the support of the lawful authorities, and have performed their duties with praiseworthy exertion and perseverance. The field battery certainly deserves praise for their indefatigable exertions in taking forward two 9 pounder guns, &c., the men having had to shovel through immense snow banks and long pieces of the road that were drifted full of snow as high as the fences, before they could get their guns along. The whole force have behaved well, and deserve thanks.

I have the honor to be, Sir,
Your obedient servant,

C. McCULLY, Lieut. Col.

Brigade Major 3rd Brigade Division,
Military District No. 8

The Deputy Adjutant General,
Commanding Military District No. 8.

[C.]

ADDRESS.

To Major Call, Lieut. Mitchell, Non commissioned Officers and Men, of the Newcastle Field Battery of Artillery.

We, the undersigned inhabitants of Bathurst desire, on the eve of your departure from our midst, to convey to you our appreciation of the manner in which both you and the battery under your command have discharged your duties amongst us. The readiness with which you responded to the call of the authorities, and the manner in which you have performed duties, in many respects most difficult, have been worthy of praise. The strict discipline maintained, and the exemplary conduct of the men, have been frequent subjects of remark, and may be just cause for congratulation. While we are gratified, therefore, that the state of the country will justify the removal of the battery, we are no less pleased that its conduct amongst us has been such as not to leave any ground for complaint. Receive then our assurance that on leaving, you carry with you our best wishes for the future welfare of yourselves, and the men under your command.

We are, &c.,

JOHN FRERGUSON, Senator,
and 37 Justices of the Peace, and others.

REPLY.

To the Hon Senator John Ferguson, Bishop and others.

BATHURST, N.B., 10th March, 1875.

GENTLEMEN,—We, on behalf of ourselves and the battery under our command, beg leave to tender you our warmest thanks for your very handsome address, and we are very happy to learn that our services have been so highly appreciated. While we regret the unfortunate circumstances which necessitated our presence among you still we know it was our duty to carry out our instructions with as little delay as possible, and feel that not only as volunteers, but as citizens of the Dominion we should be ready and willing at all times to aid the civil power to carry out the laws by which we are governed. We have endeavored, during our sojourn amongst you, to maintain as good order as possible; and notwithstanding the difference of opinion which here, existed on our arrival to discharge the duties devolving upon us in an efficient manner. We are pleased that the present state of your country is such as to warrant our removal; and we sincerely hope, that the day is far distant, when anything may occur to render military aid again necessary. Before leaving for our homes, allow us to thank you for the hospitalities extended to us while here, and your very kind wishes for our future welfare; and hoping that you and your families may long enjoy health, happiness and prosperity.

We remain, Gentlemen,
Your obedient servants,

R. R. CALL, Brevet Major,
Commanding Newcastle Field Battery.
J. MITCHELL, Lieut.

[D.]

ORDERLY ROOM, 62ND BATTALION,
St. JOHN, 7th May, 1875.

SIR,—I have the honor to report, for the information of Major General Commanding, that on the 5th instant at 5 o'clock p.m., I received from the Mayor of this City the enclosed requisition to aid the civil power. The Mayor in informing at the same time, that

as a large number of men outside of the Laborers Society were about going to work, he anticipated an attack by that organization. He arranged a signal; upon which I warned our men to assemble at the Custom House Drill Room as a rendezvous. The Mayor apprehended the greatest danger in the morning, when the laborers begin work. I therefore thought it prudent to order a detachment out, to hold themselves in readiness for service during the rest of the day. Knowing how difficult it is to guarantee the appearance of others than men on duty, when disturbance is imminent, accordingly I had a detachment on duty next morning at 6 o'clock—forty two privates, three non-commissioned officers, one captain and two subalterns, and the Assistant Surgeon. The whole detachment being put in charge of the adjutant. The Mayor and myself were in constant attendance, and kept the detachment inside their quarters in the Custom House during the whole time they were on duty, to avoid the appearance of menace; meals were obtained at the Royal Hotel, immediately opposite,—and at 5 o'clock, p.m., of last evening, the Mayor having at my request first inspected the detachment, they were dismissed, happily without occasion arising for their service.

I have the honor to be, Sir,

Your obedient servant,

J. R. MACSHANE, Lieut. Colonel,
Commanding 62nd Battalion.

Deputy Adjutant General,
Commanding Military District No. 8.
Fredericton, N. B.

[E.]

SAINT JOHN, N.B., August 10th, 1875.

SIR,—I have the honor to report, for the information of the Major General Commanding, that pursuant to General Order (No. 7), dated Ottawa, 23rd April, 1875, and under your own District Order, dated 8th June, the corps under my command completed the annual drill for 1875-76 on the 31st day of July, ultimo, in a regimental camp at Torryburn, on the banks of the Kennebecus, within seven miles of St. John.

The continual changes in the attendance of men at evening drill of city corps, when that mode is adopted, the fractional drills and almost impossibility of making the defaulters keep pace with the regular attendants, to say nothing of the difficulty of battalion work in the evenings, if there were no other reasons, should suffice to indicate camps as the only satisfactory mode of performing the annual drill.

I had an excellent camping ground, on the centre of which is known as the "Old Race Course," a rising ground with sandy soil, sloping gently down on all sides to the race course. Two old wells on the spot furnished an abundant supply of water. I took, of course, the precaution of having them cleaned out by the Quartermaster, and inspected by the doctor before marching in. A capital place for bathing was within a few hundred yards. A deficiency of camp equipage in store caused me some inconvenience the first day, I had but eight tents and two marquees to march in with; I proceeded, however, rather than change the day fixed upon. There was an old building on the ground, which I knew would give shelter in case of necessity. Camp Tilley, at St. Andrews, should have furnished the tents, and I attended it to make arrangements for their prompt transmission, but owing to heavy dew or some cause they were behind time two days. I had to borrow 75 haversacks from the 5th Cavalry to complete.

I would here beg to submit that the allowance of 25 cents for cooked rations (marching in) should hereafter be put at the disposal of the commanding officer, who could then make proper arrangements for the first day's subsistence of the men. As it was in this instance the only men who were really fed on the first day, were the men of Captain Hazen's company, who followed the suggestion made in the Regimental Order, in regard of the cooked rations. Some desired to save the 25 cents; some to quarter on neighbours; some carry a lot of rubbish, the consequence is, when left to themselves, they are so badly subsisted they are unfit for work.

I beg to enclose, for the information of the same officer, a copy of Regimental Order, and which was found almost sufficient for the whole regulation of the camp.

The Government allowance for rations proved quite sufficient; in fact, there is a surplus in the hands of the Paymaster, and which I have detained there until satisfied that all the ration bills are paid, when, if it still remains, I will request the respective companies to place it at the disposal of the Quartermaster, in consideration of the efficient way in which he discharged his duties.

You will be able to inform the Major General Commanding of the use made of our time when you inspected us. The drill was proceeded with throughout the whole period of the camp in the order of the red books. The target practice was performed the last four days of the camp.

Though the Storekeeper kindly furnished targets, and an excellent range offered at one side of the race course, I preferred to avoid the possibility of casualty by marching the target party, two companies per day, to the permanent range at "Drury's," some five miles from camp. As the Assistant Surgeon had to accompany them, I beg to submit that horse allowance should be granted that officer, and of the incidental charges of the camp for which Government makes no provisions, namely, hire of the ground, cleaning wells, &c., I submit respectfully an appropriation of \$40 should be made therefor.

The Storekeeper only claims a deficiency of one blanket and two pin bags in respect of this camp.

I have the honor to be, Sir,
Your obedient servant,

J. R. MACSHANE, Lt. Col.

Commanding 62nd Battalion.

The Deputy Adjutant General,
Military District No. 8.
Fredericton, N. B.

Regimental Order by Lieut. Col. MacShane,
Commanding 62nd Battalion.

St. JOHN, N.B., July 7th, 1875

1. In accordance with District Orders, dated at Fredericton on the 8th day of June last past, the 62nd Battalion will assemble at their barracks on Monday, the 19th inst., at 8 a.m., preparatory to marching into camp at Torryburn on that day. If, owing to a deficiency of camp equipage, a few days postponement should have to take place, reasonable notice will be given in Orders.

2. The Quartermaster will place himself in communication with the District Storekeeper, Lieut. Col. Evans, with a view to arrange with that officer for receiving camp equipage one day previous to that fixed for camp. A tent part of one man per company will be detailed for that duty, who, together with the Quartermaster and Quartermaster Sergeant, will receive an extra day's pay for receiving the camp equipage and raising the

tents. Articles wanted first should be placed on wagons last, as, for instance, tents and pegs; blankets under all. The ammunition (ball 15 rounds per man and blank) might be transported with the equipage.

3. All the men going into camp, in addition to their arms, accoutrements, and great coats, should have one change shirt, one change socks, needle and thread, knife, fork, spoon, tin plate and cup, piece soap, towel, brush and comb, and a reasonable proportion of oil for rifles. Blacking and shoe brushes should be provided per squad. Small stores might be packed in great coat as knapsacks.

4. Officers commanding companies will provide camp kettles, for which an allowance of \$6 per company will be made. For the comfort of the men, they should enjoin on them to have comfortable boots (low heels), hair neatly cut, and be provided with the small stores named. They will also take care to have one day's cooked rations on the day of marching in. The most portable and nutritious would be sandwiches, for which reasonable arrangements should be made. Glass flasks are easily obtained; each man should secure one, which might be used as a water bottle and put in the hayracks.

5. On arriving at camp, the Adjutant will tell off and parade the following parties:—Water party, two per company; ration party, two per company; wood party, two per company; cooking party, two per company; latrine party, one per company.

6. First day: Captain of the day, Capt. Nugent; next for duty, Capt. Likely; Subaltern of the day, Lieut. McLean; next for duty, Lieut. Sturdee.

7. Inlying piquet: One non-commissioned officer and two men per company. Officer of the day will instruct them in their duties.

8. Camp police: One non-commissioned officer and one man per company. The Quartermaster will instruct them in their duty.

9. For guards: One Sergeant, one corporal, and nine men.

10. The following hours will be observed in camp:—Reveille, sunrise; rations, 5.30 a.m.; drill, 6 to 7.30 a.m.; breakfast, 8 a.m.; orders, 10 a.m.; drill, 10 to 12 a.m.; dinner, 1 p.m., drill, 3 to 5.30 p.m.; evening meal, 6 p.m.; retreat, sunset; tattoo, 9.30 p.m.; lights out; 10.30 p.m.

11. Officers commanding companies will be held responsible for the warning of the men.

By Order,
A. BLAIN,
Captain and Adjutant.

MILITARY DISTRICT NO. 9.

Head Quarters, Halifax, N. S.
7th December, 1875.

Sir,—I have the honor to inform you that the quota of Active Militia required to be furnished from the District under my command, was fixed at 4,234. Under the present regulations reducing the effective strength of corps, the nominal strength of the force, were the respective corps complete to their established strength as authorized, would be 240 officers, and 3,263 men.

The total actual strength of the force which mustered at the annual drill for 1875-76, was 214 officers and 2,819 men,—three officers and 222 men were for various causes absent from their corps during the annual drill.

Pictou Battery Garrison Artillery waiting issue of clothing before completing drill and final inspection.

Corps of the established strength of

twenty three officers and 312 men have been relieved from annual drill this season.

The Active Militia in this District consists of the following corps which, at the time of annual drill, turned out as under:—

	Officers.	Men.
Kings County Troop Cavalry..	2	39
Halifax Light Battery.....	5	81
1st Halifax Brigade Garrison Artillery.....	19	224
2nd Halifax Brigade Garrison Artillery.....	18	236
Lunenburg Battery (not Drilled).....	00	00
Mahone Bay Battery (not drilled).....	00	00
Digby Battery.....	2	38
Pictou Battery.....	3	43
63rd Rifles (Halifax).....	20	252
66th Battalion (Halifax).....	23	334
68th Battalion (Kings County)	26	352
69th Battalion (Annapolis)....	26	373
72nd Battalion (Annapolis)....	19	239
75th Battalion (Lunenburg; ..	00	00
78th Battalion Highlanders... ..	22	235
Cumberland Provisional Battalion.....	15	163
Victoria Provisional Battalion. .	14	210

The annual drill was performed in accordance with General Order (No. 7) of 23rd April, 1875, as in documents (A) and (B) herewith enclosed.

Annual inspection reports are also enclosed.

I have the honor to be, Sir,
Your most obedient servant,
J. WIMBURN, LAURIE, Colonel,
Deputy Adujant General,
Commanding Military District No. 8.
The Adjutant General of Militia,
Ottawa.

(To be Continued.)

The Imperial Title.

PROCLAMATION OF THE QUEEN AS EMPRESS OF INDIA.

LONDON, May, 6.

At length Queen Victoria is officially proclaimed Empress of India—proclaimed, too, after the favourite mediæval fashion. On Tuesday the heralds and trumpeters went forth, and the sheriffs read the decree at the Royal Exchange, at Charing Cross, and the Town Hall, Brentford.

On the following day the Imperial announcement was made at Edinburgh Cross. The Scotch ceremony was most picturesque, and was conducted by the heralds, pursuivants, and the Queen's trumpeter for Scotland; Duke of Albany (His Royal Highness Duke of Edinburgh), who read the proclamation, and was responded to by the Marquis of Bute as pursuivant.

The affair created a great stir, and attracted an assemblage of almost unequalled brilliancy.

Thousands of the Scottish nobility attended, with their suites and equipages. Since the days of the Prince Consort Her Majesty has been a great favourite in the North, and it is doubtful if the loyal Scots would refuse the sovereign anything that did not absolutely amount to a curtailment of the liberty of the masses. The gorgeous uniforms of the military and the rich attire of the laides united in forming one of the most interesting spectacles.

The heralds wore the regular insignia of their office, and the pursuivants carried the mace and other emblems of ancient authority. A detachment of the Seventy ninth Highlanders, one of the finest Scotch regiments of the line, formed the guard of honour having a full band at its head, dressed in kilt and long tunic.

DOMINION OF CANADA.



MILITIA GENERAL ORDERS.

HEAD QUARTERS.

OTTAWA, 12th May, 1876.

MILITIA GENERAL ORDERS (9).

No. 1.

ACTIVE MILITIA.

STAFF.

PROVINCE OF QUEBEC.

MILITARY DISTRICT NO. 7.

The following appointments to bear date the 6th May, 1876:

Lieutenant Colonel T. J. Duchesnay, Brigade Major 7th Brigade Division, Military District No. 7, to be Deputy Adjutant General for Military District No. 7, vice Lieutenant Colonel Casault, C.M.G., whose state of health necessitates his removal from the service.

PROVINCE OF ONTARIO.

MILITARY DISTRICT, No. 3.

Bowen Van Straubenzie, Esq., late Major H. M. 100th Regiment, to be Deputy Adjutant General Military District No. 3, vice "Colonel Jarvis, C.M.G.," resigned.

Bowen Van Straubenzie, Esq., to have the rank of Lieutenant Colonel whilst performing the duties of Deputy Adjutant General of Militia.

No. 2.

2nd Regiment of Cavalry.

The resignation of Captain and Adjutant Spillette is hereby accepted.

By Command,
WALKER POWELL, Colonel,
Adjutant General of Militia,
Canada.

REMITTANCES Received to Subscription on THE VOLUNTEER REVIEW up to Saturday the 13th inst:—

(PER CAPT. & ADJT ELAND, HALIFAX.)

Lt.-Col. C. Sawyer, B. M., to July, 1876.....	\$1 00
Major C. J. Macdonald, to Sept., 1876.....	4 00
Capt. J. A. Boak, to Jan., 1877.....	2 00
Capt. Jas. E. Curren, to July, 1876.....	2 00
Lieut. Wm. Imlah, to Jan., 1877.....	2 00

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The Volunteer Review,
AND
MILITARY AND NAVAL GAZETTE

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

OTTAWA, TUESDAY, MAY 16, 1876.

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. No communication, however, will be inserted unless the writer's name is given, not necessarily for publication, but that we may know from whom it is sent.

We have for the past nine years endeavored to furnish the Volunteer Force of Canada with a paper worthy of their support, but, we regret to say, have not met with that tangible encouragement which we confidently expected when we undertook the publication of a paper wholly devoted to their interests. We now appeal to their chivalry and ask each of our subscribers to procure another, or to a person sending us the names of four or five new subscribers and the money—will be entitled to receive one copy for the year *free*. A little exertion on the part of our friends would materially assist us, besides extending the usefulness of the paper among the ranks—keeping them thoroughly posted in all the changes and improvements in the art of war so essential for a military man to know. Our ambition is to improve the *Volunteer Review* in every respect, so as to make it second to none. Will our friends help us to do it? Premiums will be given to those getting up the largest lists. The *Review* being the only military paper published in Canada, it ought to be liberally supported by the officers, non-commissioned officers, and men of each Battalion.

The engineering problem involved in the improvement, or rather construction of the harbour of Montreal, is one of the most difficult yet presented to scientific, professional and practical skill—situated between the foot of Lachine Rapids and the head of the St. Mary's current—the area to be dealt with exhibits physical difficulties of the most formidable character to any attempt to control so large a body of water of great depth with a swift and ever varying velocity, and attended by phenomena aggravated by the narrowing of the channel below the city.

The fearful *ice shove* is exhibited in all its power and grandeur to the great discomfort and not little danger of the inhabitants of the low-lying sections of the Commercial Metropolis of Canada, and it is this particular feature that makes the engineering problem so difficult of solution. Many schemes have been devised at various times—having for their object the improvement, or rather creation of a safe still water harbour—and at the same time to mitigate the annually recurring evils of the *ice shove*, but all have hitherto failed from various defects in design or for want of a proper appreciation of the true conditions of the phenomena to be dealt with and the absence of the necessary practical skill and experience.

The Montreal *Witness* of 30th March contains the outlines of a plan, which is not only perfectly feasible, but the only one that can be adapted to the conditions of the River and the true solution of all the engineering problems connected with the creation of a harbour in front of the city of Montreal. The author of this design is J. G. SIPPILL, Esq., C.E., Superintendent Engineer of the Lachine, St. Lawrence, and Ottawa River Canals—one of the first Hydraulic Engineers on this Continent and nearly a quarter of a century's experience of the locality with which he proposes to deal.

The *Witness* shows an outline engraving of the general design, which our space will not allow us to reproduce, but it is only necessary to say that the project in brief is to enclose by a wharf or wall a space parallel to the shore from the foot of the present Lachine Canal to Hochelaga, above St. Mary's current, to excavate a Canal from thence to a point two miles below where deep water will be reached. The *Witness* thus describes this portion of the works under the head of

THE SIPPILL SCHEME OF IMPROVEMENT.

The Government was so thoroughly impressed with the importance of these improvements that they gave their engineer in charge of the Lachine Canal instructions to make a plan of the required accommodation in connection with the deep water basin at the Montreal terminus of the canal, or what may be properly termed the "Point St. Charles Inland Docks." A plan of harbor improvement and dock construction was submitted to the Minister of Public Works, by that gentleman some time during the winter of 1873. This plan, shown by the accompanying engraving, was favorably commented on by the press and well received by the public; so much so that the Harbor Commissioners and Corn Exchange were induced to have it lithographed and distributed among commercial men, especially those interested in the carrying trade of this country. This scheme is to extend the canal to Hochelaga, where it forms an easy connection with the deep water channel in the river, about two miles below the St. Mary's current, where there is ample room for extending the harbor accommodation should it hereafter be required; and where steamers or other vessels can take the channel without the risk of grounding or being carried on to the rocks by the currents. The deep water basins, or Point St. Charles inland docks (more than a mile in

extent), will be surrounded with a wharf and warehouses, into which vessels can either discharge, or from which they can receive, cargo. On the rear side of all these warehouses provision is made for railway connection, so that all transshipments can be made free of cartage; these docks being in the immediate vicinity of the Point St. Charles railway station really forms a portion of it, which can be approached by vessels 250 feet in length, 45 feet in width, drawing 18 feet of water. These docks are also accessible on all sides for carts, when it is found necessary to employ them. By this plan the central or present harbor will be formed into a still water basin and have its capacity doubled, with 33 feet depth of water where there is 20 feet at its present lowest stage, and where steamers of the largest tonnage can ride in safety or be easily and quickly moved to any position of the harbor, without fear of grounding. The river entrance to this portion of the harbor, or more properly docks, is to be made by two locks, situated between Victoria Pier and the shore, to be 500 feet long, 80 and 60 feet wide respectively, and provided with three pairs of gates, arranged for passing large or small vessels, and accessible without encountering the strong current outside the pier. Vessels, when within the docks, are to be brought directly alongside the wharves, on which ample space for sheds, the disposition of cargo and railway traffic is afforded; the cartage traffic will not be interfered with, and provision is also made for extending this railway connection to the old barrack property, near where the track would come from the contemplated site for the Montreal, Ottawa & Western Railway station.

An outside or river frontage is also provided from Victoria Pier to the rear of the Montreal Warehousing Company's stores and elevators, where another entrance is to be made to the Point St. Charles basins. This frontage would give wharfage accommodation the entire distance at the present harbor level.

From the Victoria Pier a canal 100 feet wide thirteen feet deep with docks on both sides is seen to be continued down to the Hochelaga wharf, with a parallel range of river wharves the entire distance, on which provision is made for warehouse and railway connections with the city side.

From the Hochelaga wharf the canal is seen to pass inland to the low lands west of the Main street, where extensive inland docks are provided for. They would be of about 9,000 feet in length, and from two to five hundred feet in width, with twenty-five feet depth of water. These docks are to be surrounded with wharves, warehouses and elevators so arranged as to afford expeditious and cheap handling of freight, with railway and short connections on the rear side, all of which are situated in the immediate vicinity of the North Shore and Montreal, Ottawa and Western Railways, and where a general eastern freight station on an extensive scale can be built to connect with, and form a portion of, the docks; thus to a great extent done without expensive cartage, which is an important item in a general scheme of cheap transportation. This can only be secured by building the depots close to the docks, thus saving cartage, and railway and street connections for freight *en route*.

Another important feature in this scheme is that a graving dock and ship yard can be well located on the river side of the Hochelaga dock, where the largest ships entering the harbor could be docked and repaired, or new vessels built.

The river connection at the east end of this dock system is to be by means of a lock 500 feet by 80 by 25. These are the salient points of this scheme which is intended to afford means for a cheap and speedy transportation of the increasing freight which must necessarily centre in this city after the completion of the enlarged canal system. The fleet of first class ocean steamers and sailing vessels that now frequents Montreal forms a pleasing contrast with the solitary "Sarah Sands" that came steaming into port in 1853; and it must vastly increase on the completion of a comprehensive and uniform canal and railway system, extended as it will be to Manitoba, and on to the Pacific coast, and centring in Montreal as a general distributing point. Greater proportionate changes in the shipping interests of this harbor will probably occur during the next decade than have been witnessed since 1853, provided suitable harbor and station accommodations are furnished.

This is the only feasible scheme ever devised for the improvement of the harbour of Montreal, and indeed the only one possible. It is pleasant to see the good people of that city awaking out of the illusory dream which used to be entertained by those of their citizens possessed of property in the direction of Point St. Charles.

We have a very clear recollection of hearing the member for Montreal West indulge in very unparliamentary language, as a member of a committee, because one of the witnesses asserted that except the St. Mary's current could be overcome it would be a useless attempt to construct an harbour at or above Point St. Charles, and he then declared there was no current at all interfering with access to the present port, and that all attempts to construct a harbour to the eastward would be a failure, and that in short, "westwards, the star of Empire holds its way"—but he was a good Tory in those days which may account for the aberration of intellect.

Apart from all this there is a great future before Montreal—the plan now proposed will benefit not only the port as an harbour, but it will prevent, to a very considerable extent, the dreaded ice shove.

The building of the wharf will increase the depth of water above St. Helen's Island and thus make it less possible for ice to ground in front of the city. There are other advantages well known to the talented Engineer, who devised the plan, but we have no space to enter into details. It is only necessary to say that if this design is not carried out the enlargement of the St. Lawrence and Welland Canals will fail to produce the full value of their respective outlays to Canada.

We have to thank T. D. SULLIVAN, Esq., Librarian to the Royal United Service Institution, for a copy of Captain GERARD H. W. NOEL'S Naval prize essay for 1876.

The following synopsis is from *Broad Arrow* of 25th March:

"The subject of the naval prize essay for this year was on the best types of war vessels for the British Navy; considered from

three points of view—firstly, for combined action; secondly, for single cruisers of great speed; and, thirdly, for coast defence. With regard to vessels for combined action, Commander Noel expresses his opinion that the first consideration is that they should be thoroughly seaworthy, by which he means that a man-of-war should be possessed of a reserve floating power that would enable her to be seaworthy in a crippled state, or after rough handling in action. This can only be effected by avoiding excessive top weight, and by abolishing armor plating for the protection of the battery. She should be as unsinkable as possible by artillery, and her engines and steering gear, which are the motive and directing power, should be protected, the former by armour, and the latter by being placed below the water line. She ought to have watertight compartments on the cellular system, with double bottoms, which double bottoms might be filled with cork, so that if the outer skin were pierced the cork would still supply its full floating power. She should be protected by armour only above and below the water line, and if this were done, she would be able to carry more guns. A speed of fourteen knots on the measured mile is requisite for these vessels. If these and other suggestions, which are fully developed in Commander Noel's essay, were carried out, he maintains that our ironclads would combine a powerful though unprotected battery, with a perfectly seaworthy vessel possessed of great speed and turning power. His ideas with regard to what is wanted in single cruisers of great speed, and as to the requirements of vessels intended for coast defence, are stated in detail, with equal clearness, and display a thorough mastery of the subject. Indeed, we do not know where there is to be found in such a short space so much information, and so much matter for pondering on, as there is to be found in this essay. Its author seems to us to have completely mastered the conditions of the difficult problem to be solved, and the following remarks as to the cost of our Navy show that he has set about his task in a spirit which will, at any rate, be appreciated by the taxpayer:—

"The fifth consideration is the cost. This, though the last, is not by any means the least in many ways. It does not become a nation rolling in wealth to quibble over the sum to be expended on the protection of that wealth. But in this, as in all other outlays, the country looks to receive the value of its money. A certain sum is yearly voted to furnish England with an efficient navy, and if this is not wisely expended, the country becomes dissatisfied. But, should it at any time be necessary, that sum, great as it is, would be doubled. What we want, then, is not to lavish, but to be prudent in our expenditure, and to use such foresight in building our ships as will ensure our always holding the proud position of 'Queen of the Seas.'

"The cost of our present sea-going ironclads is so vast, that of necessity it greatly limits their number. By a reduction in their size and in the complications of their build, we should find ourselves possessed of a considerably larger number of really efficient ships for the same sum now expended on a few monsters!"

A lively discussion on the merits of this very valuable essay came off at a meeting of the Royal United Service Institution on Monday 27th. Sir SPENCER ROBINSON in opening the discussion said:

"That the essayist had practically con-

demned the present ironclad fleet, and as to what Captain Noel called the second class being failures he could not agree with that. As to applying all the armour to the water line and leaving the other vital parts of the ship unprotected, he (Sir Spencer) objected to the suggestion altogether. In order to procure a very imperfect protection at the water line Captain Noel would take away the whole of the protection for the men; but what would be the result of a broadside on such a ship? The aim of the enemy would be very much easier and sure, and he would sweep the deck, destroy the guns, and ruin the ship. He had a great regard for the essayist, and wished him every success in his profession, but if Captain Noel should go into action on a ship built on the type he advocated he would certainly never expect to see him again."

The discussion was again taken up on Thursday evening, 30th March, when the following very valuable suggestions were made by General SCHEMBERG, R.A.:

"He hoped he should not be considered presumptuous in speaking on this subject, but as his brother officers might have to fight in these ships he took a great interest in them. In considering the essay they thought not to show any feeling; living as they did when changes were daily being made in armaments and kindred subjects, and when the whole system of warfare had been revolutionised, no one should treat a new proposal as an attack on existing ships. He felt therefore that this essay was not an attack on anything that had gone before, and they ought to be proud that a young naval officer had brought forward his views so modestly and with so much ability. The success of an ironclad at the present time could only be considered as probable, for until an ironclad had been in action her success could not be definitely decided upon. In Captain Noel's proposed ships for combined action he was right in putting the unsinkability of the ships in the first place, and he (the speaker) agreed with the essayist in the opinion that the value of bow fire had been thought too much of, but some cover was necessary to protect the men from raking fire. With regard to the guns, if they were placed on a turn-table they could be worked without exposing more men than those who served the guns, and even they might cover themselves except when actually at work. One thing had been overlooked in the essay, and that was the strengthening of the deck which covered the boilers, machinery, and magazines. As to coast defence, in vessels of the *Devastation* class there was too small a margin of flotation. The circular ironclads ought more properly to be called circular and moveable batteries, not ships, and they would be most useful for the defence of the Thames, the Mersey, and other large ports. If the defence of these rivers was not organized before war commenced it could not be done afterwards, and in case of war Liverpool would be burnt down to a certainty. Another thing forgotten by Captain Noel was the advantage of mortar boats, for by means of mortar boats many arsenals might be burnt that were considered to be impregnable. One of the principal things required in the navy was a very large reserve."

We have always held precisely the same principles—in every respect—but we have not the same faith in the ram as the distinguished officer who followed the General's lead.

Commander Scott said the real want was

the maximum of efficiency, and then the minimum of cost. In these days, unless everything was prepared, when war came very little could be done. With respect to keeping the seas open the merchant navy would have to do a good deal, and the cruisers must be prepared to light larger and more powerful ships than themselves. Captain Noel advocated belted ships, and that system they had in the *Nelson* and *Northampton*. Every cruiser should be a ram, and must have a good gun. The 18-ton gun was the smallest that they ought to carry for their heavy artillery. In the case of the *Raleigh*, by having fewer guns they could have a more powerful armament, and mounted on turn-ables her guns could command every point of the compass. The cruisers ought to be iron plated, and he for one would like to do away with masts in war ships. For coast defence it was the greatest possible mistake for England to have any vessel that was not seagoing, and gun boats and torpedo boats were essential.

Captain Wilson thought the essay a most excellent one; its principles were clear and distinct, and Captain Noel had laid down a settled line which they could follow. For his own part, he would rather have the metal in his guns than on the sides of the vessel. He liked the *Nelson* better than Captain Noel's ship, but the principle was the same. The covered battery was not necessary if, by dispensing with it, they could increase the guns, for within 1000 yards the number of guns would tell. With regard to the weight of the guns, he would rather have more 12-ton guns than 18-tons. Captain Noel's principles, as respected coast defence, were right, but there were circumstances in which circular ironclads would be very useful, and certainly preferable to forts. For coast defence, however, he preferred gunboats.

The artillery question is still one of the utmost importance, with its great problems as yet unsolved, and it argues little for the good sense of those who direct Naval Organization—that one portion of it, at least, the "protection of the batteries on board ship" should not have yet found a solution.

Major Moncrieff said the essay and its critics agreed that it would be a very difficult thing indeed to meet the new requirements continually arising from the improvements in artillery. The meeting seemed almost to be agreed on the point that armour should be confined principally to the vital parts of the ship. With regard to the protection of the batteries, he had suggested a plan to the Admiralty by which that difficulty could be met, but his proposals had been passed to the War Office and no attention paid to them. His plan, he believed, would provide satisfactorily the requirements of the case, and he was astonished that no attempt had been made to apply it.

The only serious objection we see to this very valuable essay is to be found in the fact that Captain Noel leaves the crews of his proposed ships without cover, and his guns equally exposed—his vessels would be no match for antagonists in which protection was afforded to both.

"The idea of utilising the recoil of a gun to carry the piece after each discharge into a position where it shall be safe from the fire of the enemy, thus converting what was before regarded as an evil to be mitigated into a beneficial agent, has been frequently mooted. The only successful practical ap-

plication, however, of the principle up to the present time is to be found in the Moncrieff system of mounting ordnance, in which notoriously the energy created by the discharge is stored up, to be afterwards employed to bring the gun up again into its firing position from a lower level to which it recoils. It is, however, now proposed to use this recoil to carry the gun, which is mounted for the purpose on a broad trolley, after its discharge along a curved line of rails behind a parapet, thus conveying it literally instead of vertically out of the reach of the enemy's fire. Fortunately this conception has occurred to an officer of high rank, and consequently experiments have been already undertaken at the arsenal at Woolwich with a view of ascertaining the feasibility of its execution. Triple rails were laid down, an extra guide wheel with double flanges running on the centre rail, the gun being mounted on a traversing carriage placed on a broad, low wagon. On the first discharge the wheels of the trolley left the rails, probably owing to the sharpness of the curve at which they were laid down, the radius of the arc being only ten yards. Further experiments are, however to be made, the rails being placed with a curve similar to that given to the grooves of a gun rifled with an increasing twist; and, with such an arrangement of the roadway, there is every reason to believe that a successful result will be obtained—at all events, when only a limited lateral range is required. Unless, however, the axis of the gun is nearly coincident with the longitudinal centre line of the wagon, there will undoubtedly be much danger of the recoil capsizing the gun and carriage, instead of driving the trolley back. Probably the only method of providing for giving the gun any considerable lateral range, will be to lay down the whole of the front portion of the railway with a uniform but gentle curve; and run the wagon each time up to that point of the line where it will nearly bear upon the object to be fired at."—*Broad Arrow*.

The problem to be solved in this case is correctly indicated in the above—the centre of the gun, of the platform, and rails must coincide with the tangent of the curve of the latter, and its radius should be at least ten times the distance between the centre of the forward and rear axle of the carriage supporting the gun—which ought, in this case, to be the substitute for a platform—no other being required and should be of equal weight with the gun.

Moving freely on a pivot, or traverse table, there need be nothing to restrict the lateral direction of the fire, but the arrangement will involve a great alteration in the present system of fortification as the curves of the railway must be parallel to the re-entrant or flank face of the bastion on which the gun is placed, and the curtain must be higher than the embrasure through which the gun will be fired—thus retaining what is in reality, the chief defect of the present system—a parapet over the glais with the embrasure as a conspicuous object for hostile fire.

It would appear on the whole that the proposed improvement is not of much practical utility. It might be worked out in combination with Major Moncrieff's system in order to change the position of the gun

at intervals so as to prevent its exact site being marked, and thereby insure a comparative immunity from fire, especially as no elaborate system of curtain walls or embrasures would be necessary, and it would give the coast defence the advantage of a corresponding change of position to that possessed by the assailing vessel.

The latter working on the circumference of a circle of which the defence would be nearly the centre—a few feet of lateral motion, for the latter would secure advantageous of no ordinary character, and would be fully equal to double the number of guns with a limited lateral range.

The following paragraphs from *Broad Arrow* will be interesting to our readers. If it ever becomes necessary to hold positions in this country during winter, very little difficulty would be experienced in providing cover of such a character that nothing short of guns of position could drive out the defenders, and even then would not have it all their own way.

The paragraph on the proper use of the rifle is interesting, as shewing how economically preliminary training can be carried on, but we should much prefer the practical method, although a little more expensive.

To teach the soldier to shoot well is the main object of all instruction in minor tactics.

"The immense advantage derived by providing artificial cover from fire from troops on the defensive when no natural shelter exists is nowadays fully recognised, and the construction of some form of hasty entrenchment is consequently one of the first cares of every officer making dispositions for holding a position. But when the ground is hardened by frost the task of throwing up earthworks becomes extremely laborious. For instance, the difficulty of constructing batteries experienced by the Germans during the severe winter of 1870-71 is well known. Snow, however, is a very usual accompaniment of frost, and from experiments made in Austria during the past winter, and the result of which has just been published, it seems that from its resisting properties it forms an excellent material for the construction of parapets. The penetration of a rifle bullet into a well rammed bank of snow was found to be only a little more than four feet at 200 yards range, and under three feet at 500 yards. The projectile of a field gun penetrates about twelve feet, the radius of rupture of the bursting charge of a shell being about seven feet, while the damage caused was found to be materially diminished if the precaution was taken to level the exterior slopes of the snow parapet with slabs of ice, which also prevented the snow melting away during the warmer hours of the day."

"How to teach the soldier to aim correctly and shoot well without expending an immoderate amount of ammunition on his instruction is a problem, the solution of which has greatly exercised the military mind ever since the introduction of fire arms, and which has become of still more moment since the perfection of rapid firing arms of precision has rendered fire action the main element in deciding the issue of a combat. Position drill and aiming exercises have

been largely employed in every army to supplement and prepare the way for the actual firing of ball cartridge. Austria, however, now proposes to go a step further in this preliminary training by introducing for purposes of instruction and practice an air-gun, of a pattern designed by an officer named Heidler, and which has been already tried and favorably reported upon at several military stations."

We have to thank Lieut. General J. E. BISSERT, C. B., for a copy of his valuable "Address on South Africa and her Colonies," delivered at the Royal Colonial Institute on 18th January last. It is a comprehensive history of a portion of the British Empire, hitherto very little known or appreciated, but the gallant soldier who has studied it with the eye of a political economist and the ability of a matured statesman may rest satisfied that he has done more to awaken public attention at home and abroad to the resources and capabilities of that wonderful country than the famous historical Ashantee campaign.

The address afford such valuable information that we republish it for the information of our readers, especially directing attention to the far seeing statesman-like scheme of Imperial Federation devised by the gallant author. It is a subject in which we are deeply interested.

Military Telegraph.

During the past three or four years General Albert J. Meyer, Chief Signal officer of the United States Army, who is better known as "Old Probabilities" has been very active in projecting and extending military telegraph lines. He has obtained several Congressional appropriations, and by utilizing the skill and labor of enlisted men, and using army teams for transportation has been very successful in stretching wires between military posts of the frontier, and connecting the remote outposts of civilization with the main lines of the Western Union Telegraph Company. At present there are about 2,600 miles of Telegraph in the United States directly under the control of the Government. California, Arizona and New Mexico contain 1,300 miles. In Texas there are 1,100 miles, and along the Atlantic coast from Hatteras north, there are 200 miles more.

CLOSING THE GAP ON THE SOUTHERN BORDER.

About a year ago Congress appropriated \$30,000 to be expended towards closing up the gap between San Diego, California, and Santa Fe, New Mexico, and Lieutenant Philip Reade was charged with the responsibility of performing the work. General Pope, commanding the Department of Missouri, detailed three commissioned officers and one hundred enlisted men, with a fair complement of army mules and wagons, to assist in the work. At that time the line was completed and in operation from San Diego via Fort Yuma, crossing the Maricopa Wells, Arizona, a distance of 400 miles. There were also two branch lines completed—one from Maricopa Wells north to Camp Verde, 50 miles east of Prescott, Arizona, 200 miles in length, and the other south from Maricopa Wells to Tucson, Arizona, 150 miles.

WHAT HAD TO BE DONE.

To build from Tucson to Camp Grant and Camp Apache, thus uniting all the military posts and connecting the Indian Reservations, was the first duty devolving upon the officer in charge. He visited the field of operations with the \$30,000 at his disposal and entered upon the task put before him. To connect Santa Fe, New Mexico, with the nearest point in Arizona having electric communication required the building of 630 miles, through an almost uninhabited and in many places a desolate country. After a careful survey and reconnaissance of all routes supposed to be practicable, Lieutenant Reade selected a route from Santa Fe following the general course of the Rio Grande, and commenced planting poles and stretching wire early in September, 1875. While the Rio Grande route, cutting across the bends of the river and traversing the dreaded *Sonado del Muerto*, is remote from timber, it accommodates the greatest number of people of any other part of that section of the country, and was therefore adopted.

DANGERS CONNECTED WITH THE WORK.

Indians, however, menace the working parties in that region, and render the operations extra hazardous. There are also long stretches without accessible water. In many places one may perish in sight of the flowing water of the Rio Grande without being able to reach the stream on account of the steep, lofty and rocky banks that hem it in. To obtain suitable timber for poles was a difficulty which constantly confronted the construction parties.

TIMBER RESOURCES OF THE REGION TRAVERSED COST OF POLES.

The timber of the country embraces cedar, poplar, cottonwood, aspen, willow and common yellow upland pine. The last named wood was accepted, although not as good as the cedar. The cedar growing in narrow canons was almost inaccessible, and had to be excluded from the list of available material. Cottonwood, poplar, aspen and willow decay so rapidly that they were rejected. The poles of pine 22 feet 6 inches in diameter at the small end, and weighing 400 pounds each, were planted 25 to the mile, and obtained at an average cost of 50 cents apiece, although they had to be hauled from 5 to 90 miles.

WHAT HAS BEEN ACCOMPLISHED.

The working force was divided into three parties, each party in charge of a commissioned officer. Since last September, 475 miles of telegraph has been constructed, equipped and placed in operation. The operators are enlisted men of the Signal Service corps, who have been trained in a knowledge of their duties. There is still a gap of 200 miles, but the remainder of the appropriation, if no part of it is used to repair the old line to Maricopa Wells, may be sufficient to connect Santa Fe, New Mexico, with San Diego, California, and thus unite all the military posts of Arizona, New Mexico and California by an electric chain.

ASSISTANCE GIVEN BY THE SETTLERS.

The settlers on the frontier and along the outposts rendered the builders every facility for prosecuting the work with energy. Many of them placed at the disposal of the Government officers laborers for cutting and teams for hauling poles. The inhabitants regard the telegraph as the forerunner of civilization, and hence hail the presence of the construction parties with pleasure.

In New Mexico, the settlers subscribed sums of money to enable contractors to make low bids for poles without sustaining pecuniary loss.—*Bullitin, San Francisco.*

The Inflexible.

LONDON, April 27.—The double turret ship *Inflexible* was successfully launched at Portsmouth at noon to day. The ceremony of christening was performed this afternoon by the Princess Louise.

The *Times* says the *Inflexible* is the most tremendous instrument of offensive or defensive warfare yet created.

The *Daily News* says:—No vessel like the *Inflexible* has been launched or even constructed. The *Devastation*, which has very properly been considered a type of our most powerful ironclads, carries armour 14 inches thick, and an armament of four 38-ton guns; but the *Inflexible* is sent afloat with armour actually 21 inches thick, and with an armament of four 81-ton guns. Here then at a bound the *Inflexible* has incomparably surpassed her predecessors, and can be fairly said to represent an important improvement on previous construction. It may be remembered how three years ago the startling rumour was circulated that the Russian Government was building an ironclad which was to eclipse all the vessels in the British navy, and could only be regarded as a floating menace to us so long as we made no attempt to compete with it. But this *Peter the Great*, which was launched in the autumn of 1874, powerful as she was and unsurpassed as she was then, cannot now be compared with the *Inflexible*. Her displacement is only 9,605 against that of 11,165 tons of her new rival; her armour, 14 to 16 inches thick, has been outstripped by a plating of 24 inches in thickness; and her armament of four 35-ton guns succumbs without an effort to the four 81-ton guns of the *Inflexible*. But the following table will give, perhaps, a clearer idea of the relative merits of this vessel as compared with her powerful rivals in the British and in foreign navies:

Ships.	Tonnage.	Armour inches.	Armament ton guns.
Monarch.....	8,322	10	4 51
Thunderer.....	9,190	14	4 51
Peter the Great..	9,963	14	4 35
Redoubtable....	8,700	12	4 22
Independenzia...	9,000	12	6 35
Inflexible.....	11,165	21	4 81

In the *Inflexible*, then, this table alone brings out the broad fact that, in armour and armament, for attack or defence, she is not only an exceptionally powerful but a most remarkable vessel. The following figures will clearly, if briefly, describe her. Her length between the perpendiculars is 320 feet; extreme breadth, 75 feet; draught, 23 feet forward and 25 feet aft; armour plating, 16 to 24 inches, with a backing of from 17 to 25 inches thick; armament, four 81-ton guns; indicated horse power, 8,000; coal capacity, 1,700 tons; twin screw; estimated speed, 14 knots; displacement, 11,165 tons; add an estimated first cost of £521,000.

PRINCE OF WALES RIFLES.—The 1st Prince of Wales Rifle Regiment assembled last evening in the City Hall for drill, under command of Col. F. Bond. After being put through several evolutions, the rifles had a short "march out," headed by their file and drum band, but in consequence of the falling rain, they soon after returned to the hall. Col. Bond addressed a few words to the regiment, complimenting them on their fine muster and excellent drill. The Prince of Wales Rifle meet for drill on Tuesdays and Fridays.—*Montreal Star.*

BIRDS OF SPRING.

Birds! what wondrous songs you sing
All day long in the old oak tree,
Flooding earth with melody,
Birds of spring!
Joyous burst of song, that dies
Suddenly, as swift you rise
On the wing.

Wise old birds who thrilled the north.
With their lays in times of yore,
Learned from birds their mystic lore,
By the froth
Of the mountain streams they heard
Secret marvels by each bird
Babbled forth

When the southland monarch
Council-throned, with dire fears vent,
And the soothsayers perplexed,
Portents great
Sought they from the birds that flew
Overhead, from them they drew
Words of fate.

Ah! what raptures beat and blend
Underneath those wings of gold!
Could I like the seers of old
Comprehend!
Could I but translate your lays
Wondrous songs I'd sing—like days
Without end.

Strange old legends come again—
As a chant from lips unseen
Sends through gothic arch and screen
Its refrain—
Legends of the crossbill good,
And the Christ upon the road
Stretched in pain.

Delty that rules above
The wild wastes of sea and flame,
To men's eyes revealed became
As a dove,
Teaching in that gentle guise
Grandest strength, but signifies
Tendrest love.

Hark!—I hear a mystery float
Through all life—a meaning thrills—
Love! the breath that swells and trills
From your throats,
By the poet soul is best,
The divine sweet riddle, guessed
Of these notes.

Poets! birds of spring! in sooth
All the seasons are your spring,
All your songs are presaging
Of the truth—
Of the beauty that shall bloom
When this world shall reassume
Its lost youth.

South Africa and Her Colonies.

BY LIEUT. GEN. BESSET, C. B.

Your Grace, Members of the Institute, Ladies and Gentlemen,—Having been invited to give an address on the subject of South Africa and her Colonies, I have not hesitated from doing so, although I am quite sure there are many in this room more competent than myself. I will, however, endeavour to give a short account of the country with which I have been so long associated.

I purpose dividing the subject under consideration into three epochs, viz. the past, the present, and the future; and I shall propose to give a brief account of each of the four Colonies—the Cape, Natal, the Orange Free State, and the Trans Vaal Republic.

I will not refer to the first discovery of the Cape of Good Hope, in 1486, for that is a matter of history, as is also that the Colony was first founded by the Dutch in 1652—a small settlement extended gradually, until the frontier reached the great Fish River.

In 1796 the Cape was taken by England, given back to the Dutch, in 1803, and retaken in 1806, since which time it has been a dependency of the British Crown. The area of the Colony is about 350,000 square miles, divided into thirty-three electoral districts, with a population of about 600,000 which gives a proportion of about two individuals to the square mile. The inhabitants may be roughly divided as follows: Euro-

pean, 155,000; Hottentots, 80,000; Kaffirs, 110,000; other coloured races, 139,000. In British Kaffraria, a province lately incorporated into the Colony, there are about 8,000 Europeans and 80,000 Kaffirs.

The first British settlers proceeded to the Cape of Good Hope in 1820, and from that date the country has advanced to its present great prosperity. These early settlers had great privations to endure, but that indomitable pluck and perseverance which always accompanies an Englishman prevailed, and they are now reaping their reward.

In fifteen years the settlers had increased their flocks and herds, and were living in comparative prosperity; when, in 1835, a Kaffir war broke out, which devastated the whole of the frontier districts.

Sr B. D'Urban was at the time Governor of the Colony, a far-seeing and humane statesman. The Kaffirs were punished, and in a measure conquered, for they had not up to that time become possessed of fire arms, or aware of their own power. Their country was taken possession of up to the Kie River, under the name of the Province of Queen Adelaide, and held by military occupation; had this been continued, the Kaffirs would have been civilized years ago.

Unfortunately, this policy was not approved by the Home Government, and the country was given back to the Kaffirs, the Governor recalled, and a Lieutenant-Governor sent out, with power to make treaties. Not only was the Province of Queen Adelaide abandoned, but a tract of country between the Fish and Keiskama Rivers, heretofore kept neutral, was also relinquished to the Kaffirs.

These concessions were taken as weakness on our part, and were the cause of the two great Kaffir wars which followed. I cannot here help relating that one of the military posts abandoned in the neutral territory above alluded to, which had cost £60,000, fell to the possession of the Kaffir chief, Maccommo, who immediately sold it "as it stood" to a trader for two cows, valued at the outside £5.

The Lieutenant-Governor, acting under the influence of the "Philipino party" then dominant in England, made "treaties" with the Kaffirs most unjust towards the frontier farmers. The Kaffirs are the greatest cattle robbers in the world, and these treaties held out a premium for them to steal: for instance, a farmer was not allowed to claim compensation for losses of cattle unless he could prove that an armed herd was with them at the time they were stolen; and if he saw his own cattle in Kaffirland, with his own "brand mark" on them, he could not recover them unless he proved that he traced the "spoor" from his farm, and handed it (the spoor) over to the authorities on the border of Kaffirland.

These and similar conditions were most unjust to the Colonists, and was one of the causes which led to the emigration of the Dutch into the interior of Africa. Another cause of discontent was the liberation of their slaves—not so much from the act itself, but from the injudicious manner in which it was done. The slaves were valued by English Commissioners far below their real value, they were paid for by drafts payable in England, and there was then little or no circulating medium in the Colony; the consequence was that the Dutch had to part with their drafts for one tenth of their value.

This portion of the Cape inhabitants became so dissatisfied with the English Government about this period (1836-7) that they formed into bands, and passed over

the Colonial frontier to the North, became the pioneers of the vast continent of South Africa, and the names of the leaders of these bands will ever be memorable in the annals of that portion of the world—viz. Pieter Retief, Gert Maritz, Peit Uys, Potgieter, Pretorius, Erasmus, &c.

The history of these people after leaving the Colony, their wanderings in the wilderness with their flocks and herds, their primitive habits and customs, and their battles with the natives, would record facts more thrilling than many a romance.

After the war of 1835, the Colonists again prospered until another Kaffir war broke out, in 1846-7, when the frontier districts were a second time reduced to poverty and desolation. During this war, Kaffirland, up to the Kie River, had to be re-taken possession of, and, after peace was proclaimed, held by a military force. A third war broke out in 1850, which lasted for three years, and cost this country over £3,000,000 of money. These wars were most ruinous to the country, and nothing but the perseverance of the Anglo-Saxon race could have overcome such disasters.

Since the war of 1850-1853 there has been no collision with the natives of the Cape Colony, and it is to be hoped that such a general understanding will be come to in South Africa, on native policy, as will make them matters of the past.

Before proceeding to the present prosperous state of the country, it might be well for me to give a short sketch of the Kaffirs themselves, although little is yet known of their early history or origin beyond mere tradition.

The Kaffir tribes, under the name of Amaxosas, inhabited the country between the great Fish River and the Umtata River, where they join the Abatembe, or Tambookee tribes, these again join the Amapondas, who extend eastward along the coast until they amalgamate with the Zulus in Natal. From 60 to 100 miles inland from the sea there is a range of mountains, running east and west, which divides these several tribes from the races of the interior:

The numbers of the coast tribes inhabiting the country between the Cape Colony and Natal may be put down something as follows:—

The Amaxosas, or Kaffirs	about	250,000
The Tambookees, or Abatembu	"	100,000
Minor Independent Tribes	"	50,000
The Amapondas or Faku's People	"	125,000

Making a total of near..... 525,000

As I said before, the origin of these races is yet a matter of conjecture; the Amapondas and Tabookees were no doubt the Aborigines of Natal before Chaka drove them out of that country. But the Kaffir claim a separate history, and by their traditions are said to have sprung from a chief named Xosa, from whom they take their name: their descent is thus carried back for twelve generations—viz. Xosa, Tabawe, Newangu, Sikomo, Togu, and Geonde—from whom again sprang the present divided tribes, according to the accompanying genealogical table.

This "tree" brings the Kaffir nation down to the present day; but some of the old chiefs have died since I left the Cape in 1867, and have been succeeded by their sons. It will, I fear, with all I have before me, take up too much time to go into the laws and customs of these people; suffice it to say that many of them are curious and interesting, and throughout bear a Jewish or Hebrew type. I have, since leaving South, visited North Africa, and observed

many habits and customs amongst the Moorish tribes similar to those of the Kaffirs. You are aware that all these tribes still carry out the primitive custom of polygamy; that they have their great wife, and their right-hand and left hand wives and children, each of these having certain tribal rights (some of them of recent introduction), which tends more and more to break up the magnitude of the tribes into petty chieftainships, and thus lesson their power for combination. Did time admit, I would enter more into this subject, as it is, I must pass to the present of the Cape Colony.

Ladies and Gentlemen, when I tell you that the Revenue of the Cape in 1836 was only £180,000, that in 1873 it had risen to £1,280,000, and will this year exceed £2,000,000, I am sure I need not add how prosperous that Colony is at the present moment. The exports were, in 1856, £1,300,000; in 1873, £4,000,000; in 1874, £4,500,000; and will this year exceed £5,000,000.

The chief article of export is wool, merino sheep having been first introduced into the country about the year 1836; of this article 43,000,000 lbs. weight were exported in 1874, valued at £3,000,000, over 33,000,000 lbs. of it have been shipped from the Eastern Provinces—the homes of the British settlers of 1820—and 1,500,000 lbs. from the new Province of British Kaffraria. Next to wool, which will always remain the chief staple commodity of the country, the mineral wealth is something enormous, and in the future of South Africa will be quite beyond conception.

I need not tell many of those present that the first diamond was discovered in South Africa in March, 1867 and up to the present time over £12,000,000 worth have been found at the Diamond Fields, which is at the rate of £2,000,000 a year—over £150,000 a month; but, to bring it nearer home, say £5,000 worth a day. This, as you will perceive, is alone a great source of wealth to a country; and by accounts received by recent mails it appears that large diamonds of great value have lately been found; and in addition to the known sources of mineral wealth it is now reported that a silver mine has also been discovered.

South Africa has also "black diamonds" as well as white and yellow ones—I do not mean the Kaffirs and the Hottentots, I mean coal. In Natal vast coal fields exist, extending over an area of above 300 square miles, and, strange to say, they were discovered in the county of "Newcastle," bringing forcibly to mind the old English saying.

While Lieutenant-Governor of that Colony I visited these black diamond fields, and saw seams quite twelve feet thick, with only a few feet of soil above this strata of coal; at other places layers of it run horizontally into mountains, so that there would be no necessity to go down into the bowels of the earth, as in England, to the great risk of human life; but it would be brought along its own plane, and run down into trucks on to the railway.

The railway now being constructed at Natal—from Durban to Pietermaritzburg—must, and will eventually, be continued on to this deposit of wealth, and it will mingle with, and impel the trains on the same line with grain of every description, for which the country is so highly adapted; with wool, and with all other varieties of produce—to say nothing of the vast productions from the Trans Vaal, and the interior of Africa.

I have so far only alluded to the two most valuable minerals, viz. that of "black" and

"white" diamonds, but the whole continent of South Africa is a mine of future wealth, for I am aware that metals of every description are there in abundance. Many of the hills are composed of "iron," another great material of the future: the hills around Grahamstown, the capital of the Eastern Province, abound in it, and only require access to coal and capital to convert it into iron roads, and articles of agriculture and commerce now imported from other countries. This valuable ore exists in all the Colonies and States in South Africa.

Copper also extensively exists, and the Namaqualand Mines are said to be the richest and most paying in the world; the supply, I believe, unlimited. I need only say that the original price of the Cape Copper Mining Company was £5 per share, and they are now £38 10s. This metal crops up in many other parts of the country, and only requires the development of coal to be worked to advantage. The great mountain ranges extending from Cape Town to the Eastern Provinces, and from thence to Natal, contain this and other valuable metals, while quantities of lead ore of a very pure description (containing a large percentage of silver) is found in the Trans Vaal Republic, and I am not therefore surprised that a silver mine has been discovered. Iron, coal, copper, plumbago, and, "last but not least," gold is known to be there in abundance, and I have no doubt but that all these metals will be further discovered in the Cape and Natal Colonies.

Before concluding this part of my subject I must allude to one other deposit, which will in the future enable the princes of Africa (as it has done princes of England and other countries) to build their marble palaces. I do not mean our noble royal princes only, but the princes of wealth, of civilization, of Christianity, and of progress. I must tell you that in 1866, while in company with Mr. Shepstone and Dr. Sutherland, we came upon a deposit of marble in Natal, extending over an area of thirty square miles, many hundred feet thick, and within four miles of the Umzankulu mouth, which will one day become a most important port in that part of the world.

To return to the Cape Colony; I need scarcely tell you that the geographical position of Green Point is in latitude 34° 21', and longitude 18° 29', the mean temperature is 61° 26 Fahr. in the shade, and the annual rainfall about 25 inches; but the latter varies greatly in different parts of the Colony, the greater portion falling in the Cape districts during the winter months, while the reverse is the case in the Eastern Province.

During 1874, 1,171 English, and 249 foreign ships were entered at the several ports in the Cape Colony, with a tonnage of 615,000, and 77,000; making a total of 1,458 ships, with a tonnage of 700,000, and employing 30,000 sailors. The number of ships proceeding from the Colony would naturally be about the same.

Many of these ships are steamers. The Union Steamship Company, and Messrs. Donald, Currie, & Co., now run five ships monthly to and from the Cape and from the Cape coastways to Natal: their combined tonnage in 1872 was about 20,000, in 1875 it increased to over 40,000, with an average passage of twenty five days, as against from thirty two to thirty three days in 1872.

The Union Company has been subsidized by Government for the conveyance of mails since 1857. Under the new contract (1876) the mail service will be performed alternately by the above two companies running

weekly, and very superior ships are being constructed.

The chief articles of produce taken from the Colony by these ships were (1874):—

1. Wool 42,620,481 lbs. valued at £2,918,571; 2. Ostrich Feathers 35,820 lbs. valued at £205,610; 3. Goat Skins 1,478,761 lbs. valued at £191,323; 4. Sheep Skins 1,462,367 lbs. valued at £144,538; 5. Angora hair 1,036,570 lbs. valued at £107,139; 6. Copper Ore 13,617 tons valued at £321,434.

These are the chief items, but the declared value of the total export of produce for the year 1874 amounted to £4,138,838 sterling. During the year just come to a close (1875), the ratio of progress has been still greater as is manifested by an increase of over £400,000 to the revenue.

Thus the present epoch of the Cape of Good Hope must be considered most prosperous; but I look forward to the future with a still more hope. The inauguration of a system of railways throughout the country will add greatly to its prosperity. The want of transport and white population has heretofore been a great drawback: the one will be overcome by the carriage by "rail," and the expenditure in the construction of the railway will draw the other. Some idea may be formed of the amount paid for carriage of inland transport when I tell you that in one year (1872) over £600,000 was paid for waggon hire between Port Elizabeth and Grahamstown alone, a distance under 100 miles.

You are, no doubt, aware that £5,000,000 of money is about to be spent in the construction of railways in the Cape Colony, while £1,000,000 is also about to be expended in the same manner in the sister Colony of Natal.

Gentlemen, with all the virtues of the Dutch colonists they are nevertheless a non-progressive people, and it has been the Dutch interest (and that of some influential Englishmen who have intermarried with them), which has so long resisted the advance of railway communication. And they themselves will derive the greatest benefit from it, for this reason: heretofore, the Roman Dutch law of inheritance has prevailed in the Cape Colony, and the large estates of the old Dutch farmers have been so subdivided within the last two or three generations that their offspring have become very small holders of land; and where once the old possessors lived in affluence and riches, on the produce of their flocks and herds, the present generation can scarcely exist for want of room, and their persistence in following the pastoral pursuits of their ancestors; the cultivation of the soil for export purposes being heretofore out of the question for want of railway conveyance.

A railway will revolutionise all this; as the iron-road passes through the fertile districts of the Colony, every one of which is capable, more or less, of being brought under agricultural process. These small farmers will reap the benefit, and the large holders of land will be able to subdivide and sublet their estates, and become (as in England) the landed gentry of the country, with their tenant farmers and tenants; the latter the yeomanry of the Colony.

The whole of the Cape Colony is capable of maintaining at least ten persons to the square mile, whereas now, in many parts, one farmer possesses nine square miles to himself. All the land in the Western Province is particularly adapted to the cultivation of "wheat," and other kinds of grain. Large tracts in the Cape, Stellenbosch, Paarl, Halmesbury, Piquet Berg,

Clanwilliam, Worcester, Caledon, Swellendam, and Riversdale, and part of George, are particularly suited, the soil consisting of loam and clay mixed with decomposed granite and gravel; while Victoria West, Beaufort, and Oudtshoorn are still more fertile, but the soil of a drier nature and therefore requiring irrigation; which capital and reservoirs will in time produce. In the remainder of George, and thence on to Uitenhage, the soil is of a most prolific nature, and includes a belt of forest lands from the Knysna to the Zietzakama capable of maintaining a very large population; it is well watered, and the soil most productive. This tract of land is bounded on the south by the sea, and to the north by a range of mountains running east and west varying from twenty to fifty miles from the sea. This locality is wonderfully suited for European emigrants. North of this range are the splendid valleys of the Long-Kloof, capable of producing anything in the world. They were formerly large stock farms, but are now so subdivided, that for the want of roads, and the means of transport, the sons of the old rich Dutch proprietors are very poor.

Uitenhage, the first of the Eastern Province Districts, is of a mixed nature; a portion of the soil is fertile, but much of it is of a dry nature and poor. The village of Uitenhage will, notwithstanding, one day become a flourishing town, when the railway is opened from Port Elizabeth. Port Elizabeth itself is the great sea-port of the Eastern Provinces, and is a town of very great commercial importance, as may be judged by its exports, amounting in value during 1874 to the sum of £2,863,975, while the custom dues yield £360,000 a year towards the Colonial revenue.

Albany is one of the richest counties in the Eastern Province; it formed the original locations of the British settlers of 1820, and from the energy of these men sprang the present prosperity of the Colony. Lower Albany, the land of my youth, is still to me a "fairly land;" it embraces hill and dale, park and pasture lands, and is withal fertile to a degree. This "district" embraces the second Port of the Eastern Province, named after H. R. H. Prince Alfred. Extensive marine works are still being carried on there. The exports amount to £ per annum, and the Custom duties to £50,000 per annum. Victoria East adjoins it, and is of the same nature of country.

The districts north of Grahamstown (the capital of the Eastern Province), viz. Fort Beaufort, Somerset, Cradock, Graaf Riet, Richmond, Colesburg, Albert, and Aliwal North, are more pastoral counties, although capable of great agricultural resources, and with the aid of water would be the most productive in the world.

I have now only to include Queenstown, lying north of British Kaffraria one of the richest provinces in the Colony for all purposes, and British Kaffraria itself, to complete my little history of the Cape Colony. The latter province is also one of the most productive in South Africa, and has a great future before it; a railway is now being constructed through its capital (King William's Town) to Queenstown, in direct communication with the interior of the country, and it has its own little sea-port of East London.

The only drawback to this province is the great disproportion of white to black population, which may any day become a source of danger, unless a very judicious policy be maintained in regard to the natives. The country east of Kaffraria, which extends between that province and Natal, is of the

same fine nature of soil, is entirely inhabited by native tribes, but becoming more and more fertile as you proceed eastward.

This terminates my account of the Cape Colony, and I shall in the next place proceed with some account of Natal.

(To be Continued.)

Extradition.

The article of the Ashburton Treaty which, by the action of the United States Government, is about to be cancelled is given below. The Treaty was negotiated during the administration of President Tyler, Daniel Webster being Secretary of State. It was signed at Washington, April 9th, 1842:—

Article X.—It is agreed that the United States and Her Britannic Majesty shall upon mutual requisition by them, or either of them, or their Ministers, officers, or authorities respectively made, deliver up to justice all persons, who, being charged with the crime of murder, assault with intent to commit murder, or piracy, or arson, or robbery, or forgery, or the utterance of forged papers, committed within the jurisdiction of either; shall seek an asylum or shall be found within the territories of the other; provided, that this shall only be done upon such evidence of criminality as, according to the laws of the place where the fugitive or person so charged shall be found would justify his apprehension or commitment for trial, if the crime or offence had been committed: and the respective judges and other Magistrates of the two Governments, shall have power jurisdiction and authority, upon complaint being made under oath, to issue a warrant for the apprehension of the fugitive or person so charged, that he may be brought before such judge or other magistrate respectively, to the end that the evidence of criminality may be heard and considered; and if, on such hearing, the evidence be deemed sufficient to sustain the charge, it shall be the duty of the examining judge or magistrate to certify the same to the proper executive authority, that a warrant may issue for the surrender of such fugitive. The expense of such apprehension and delivery shall be borne and defrayed by the party who makes the requisition and receives the fugitive.

Articles XI.—The Xth article shall continue in force until one or the other of the parties shall signify its wish to terminate it, and no longer.

REVIEWS.

The NEW DOMINION MONTHLY for May is received. It has a very good portrait of the Rev. Mr. Bond, L. L. D., Dean of Montreal, and is on the whole an interesting number. The following are the contents. A glance at the geographical history of Montreal, by R. W. MacLachlan, a very entertaining paper. The history of Jesuitism is concluded in this number. The Legend of the Pansy, (Poetry) by John J. Procter. Kitty Thorncroft's Lovers, a sketch of Canadian University life, by Evelyn Elthridge. Stray thoughts from an old book; or, a leaf from the Algonquin Bible, by G. V. LeVaux. Tecumseth Hall, by the author of "Lepay's Governance," continued. The Highland Soldiers, by Fanny French. The Young Folks are not neglected; there are several interesting pieces for them. THE HOME too has its share also. John Dougall & Son, Montreal. Publishers. \$1.50 per annum.

DOMINION OF CANADA.



MILITIA GENERAL ORDERS.

HEAD QUARTERS,

Ottawa, 7th April, 1876.

GENERAL ORDERS (G.)

No. 1.

MILITARY COLLEGE.

Referring to the regulations for the preliminary Examination for Entrance to the Military College, it is to be understood that Candidates who are examined in German or Latin, may translate those languages either into English or French as may be preferred by them, instead of into English as heretofore prescribed, and where provided that English is to be translated into German, the translation may be from either English or French into German.

In other subjects, Candidates may prepare their answers in writing at the Examination, either in the English or French language.

No. 2.

Captain Kensington, R. A. and Captain Ridout, 9th Regiment, recently appointed to the staff of the Military College have arrived at Kingston.

No. 3.

ACTIVE MILITIA.

PROVINCE OF QUEBEC.

5th Battalion, "Royals,"

The General Order of 2nd June, 1871, notifying the disbandment of this corps, is hereby amended inasmuch as to permit Captain James Esdaile and Lieutenant George MacDougall to retire retaining their respective ranks from that date.

By Command,
WALKER POWELL, Colonel,
Adjutant General of Militia,
Canada

The iron armor-plated war ship "Téméraire," eight guns, 8,415 tons and 7,000 horse power was successfully launched at Chatham Dockyard, on the 9th.

RELIGIOUS RIOTS IN TURKEY--GERMAN AND FRENCH CONSULS MURDERED.—A serious riot occurred in Salonica, European Turkey, on Saturday, between Christians and Mahometans. The trouble arose from the fact that a Christian girl wished to become a Mahometan. She was forcibly taken from her Turkish friends by the Greeks. During the riot the French and German Consuls were assassinated by Mahometans. Further disturbances are apprehended. At last accounts the authorities had taken no measures to protect life and property, and no arrests had been made.—It is stated in Constantinople that a body of Christians, who attempted to take the would-be convert from the Turkish quarter of Salonica, acted at the instigation of the American Consul. Fighting between Christians and Turks ensued. The French and German Consuls went to the Mosque, and were killed by the exasperated Mahometan populace, notwithstanding the efforts of the Governor to protect them—A frigate left Constantinople for Salonica, with Echerif Pasha, who has just been appointed Governor of Salonica; the Turkish Commissioner, the second Dragoon of the French Embassy, and the German Consul at Constantinople are also on board. The punishment of the guilty has been ordered, with the publicity befitting the gravity of the crime. A French man-of-war left Constantinople immediately on receipt of the news to protect the lives and interest of the French citizens and the honor of the flag.

At a meeting of the Royal Irish Academy held recently, a letter was read from the celebrated writer and historian, Thos. Carlyle, thanking the members for the honor they had done him in electing him an honorary member of the institution.

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Canadian Pacific Railway.

Tenders for Grading, Tracklaying, &c.

SEALED TENDERS, addressed to the Secretary of Public Works and endorsed "Tender Pacific Railway," will be received at this Office up to Noon of Monday, 22nd May next, for the EXCAVATION and GRADING required to be executed on that section of the Pacific Railway extending from CROSS LAKE eastward to RAT PORTAGE, LAKE OF THE WOODS, about 37 miles in length; also for the GRADING required from the WESTERNLY end of the 13th Contract to ENGLISH RIVER, a distance of about 60 miles; also for tracklaying and other works of CONSTRUCTION west of Fort William.

FOR PLANS, SPECIFICATIONS, APPROXIMATE QUANTITIES, FORMS OF TENDER, and other information, apply to the office of the Engineer in Chief, Ottawa.

No tender will be entertained unless on the printed form, and unless the conditions are complied with.

By order, F. BRAUN,
Secretary.

Department of Public Works,
Ottawa, 20th April, 1870. 31n.17

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REFERENCES.—by kind permission we refer to the following: Franklin S. Lane, Louisville, drew \$13,000. Miss Hattie Banker, Charleston, \$4,000. Mrs. Louisa T. Blake, Saint Paul, Piano, \$7,000. Samuel V. Raymond, Boston, \$5,500. Eugene P. Brackett, Pittsburg, Watch, \$300. Miss Annulo Osgood, New Orleans, \$5,000. Emory L. Pratt, Columbus, Ohio, \$7,000.

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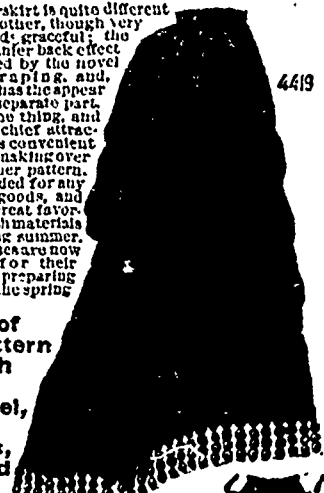
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Prospectus for 1876--Ninth Year.

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That this progress has been achieved in a period of general financial depression, shows how deep an interest is felt in the enterprise; and now that the support of the American people has brought it triumphantly to the threshold of their centennial jubilee, the conductors of *The Art Journal of America* are fully impressed with the responsibility of the situation, and are determined to spare no exertion to co-operate with the national idea of demonstrated progress.

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The idea of THE ALDINE has always been to win its way as a teacher through the interest and affections of the people—to avoid a technical exclusiveness, and to show rather than to talk of art matters. Without abandoning the popular feature, the publishers feel that the time has come for a more particular discussion of topics connected with the artistic and aesthetic culture of our people, and to this end they propose to introduce many new features.

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It will not be imported from England, and "published" here by the addition of an American imprint.

It will not be foreign to the ideas and interests of Americans.

It will not depend for its American character mainly on added pages from the illustrated catalogues of large manufacturers.

It will not hinder art cultivation by using superseded processes of illustration because the plates are to be had second-hand and because there was a popular prejudice, preceding education, that valued "steel-plates" by comparative expense rather than by excellence.

It will be thoroughly American and national, without being narrow or conceited.

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1776. 1876.

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