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THE

VOLUNTEER REVIEW.

VOL. IX.

FROM JANUARY 5th TO DECEMBER 28th, 1875



OTTAWA:
DAWSON KERR, RIDEAU STREET.

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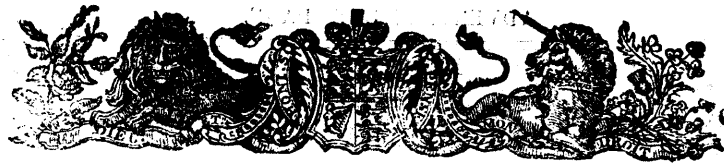
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The Volunteer Review

AND MILITARY AND NAVAL GAZETTE.

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

VOL. IX.

OTTAWA, (CANADA,) TUESDAY, JANUARY 5, 1875.

No. 1.

The Volunteer Review

is published EVERY TUESDAY MORNING, at OTTAWA, Dominion of Canada, by DAWSON KERR, Proprietor, to whom all Business Correspondences should be addressed.

TERMS—TWO DOLLARS per annum, strictly in advance.

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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. IX.

OTTAWA, (CANADA,) TUESDAY, JANUARY 5, 1875.

No. 1.

NEWS OF THE WEEK.

On Saturday the employes of the Customs Department presented James Johnston, Esq., the newly appointed Commissioner of Customs, with a congratulatory address, in which they express their satisfaction at his well-merited promotion, to which Mr. Johnston returned a suitable reply.

The following orders has just issued to postmasters by the United States authorities:—On and after the 1st of January, 1875, all printed matter of the second class, destined for Canada, will be treated as though it was destined for the United States, the arrangement with the Canadian authorities being, that it shall be delivered there free of charge. All matter coming into our offices from Canada will be delivered free of charge. The same rule also applies to transient newspapers and postal cards on after the 1st of February, 1875. The single letter rate to Canada will be 3 cents.

We are glad that the troubles of poor unhappy Spain are likely to be brought to a speedy end, by the acceptance of the Crown of Spain by Don Alphonso, son of the ex-Queen. The following are the particulars:—

Madrid, 1st.—The republican armies in Catalonia and Saragossa have accepted Don Alphonso as king. It is reported that one of the first acts of the new ministry will be to telegraph to the Captain General of Cuba, to exercise a conciliatory spirit, and to pacify the Cubans by re-establishing as far as possible a cordial understanding between the Home and Provincial Governments and the Creoles.

The Spanish army and navy yesterday, everywhere accepted Don Alphonso as king. Marshal Serrano has quietly transferred the command of the armies to Gen. Lazerna. General Dortegaray has laid down his arms and other prominent Carlist leaders are about to give in their adhesion to King Alphonso. The Spanish Ambassador at Paris has resigned. The Duke De Montpensier and the Orleans princes have congratulated Don Alphonso upon his accession to the Spanish throne.

A special despatch from Madrid to the London Times says General Primo De Rivera some time since informed Marshal Serrano that he intended to have Alphonso proclaimed king, and persisted in this intention despite the offers of Serrano to him of the most elevated position in his gift, including that of Captain General of Cuba. Marshal Serrano was unable to supersede Rivera, as he alone had disposal of the military forces in Madrid.

The Minister of the Interior has sent the following despatch to the Government of the provinces:—"Alfonse the XII has been unanimously heralded King by the army, nation and ministry. A regency has been formed under the Presidency of Convoas de Castello without a portfolio. We hope your patriotism will induce you to firmly maintain the great interest confided to you. The Alfonsists consider that Carlism has received a death blow. Ex-Queen Isabella has received the following despatches: "All the towns have responded enthusiastically. Among the mottoes displayed at his late residence, were, "Rescue Cuba now," "equal rights," "human rights above all laws and constitutions." "That one is a man proves that he is entitled to all the rights of a man."

King Alphonso's ministry is announced as follows: Castro, Minister of Foreign Affairs; Cardinas, Minister of Justice; Jovellar, Minister of War; Salaverrai, Minister of Finance; Malins, Minister of Marine; Pabledo, Minister of the Interior, and Avala, Minister of the Colonies.

Captain-General Conchas, Cuba has issued an address to the officers commanding the Spanish troops to act leniently towards captured or surrendered insurgents, but to execute all incendiaries and filibusters who may be made prisoners.

The Times Berlin correspondent says the question is being discussed at Berlin, whether it is possible to punish the Carlists for the outrage and the seizure of the German ship *Gustave*. Advices from San Sebastian are to the effect that the *Gustave* is deeply imbedded in the mud, and the Carlists are busily engaged in unloading her. The Captain of the *Gustave* was slightly wounded by the Carlists.

The Carlists have offered to restore the German brig *Gustave* seized by them last week off Zarawz, if the amount which they allege is due to their Custom House by that vessel be paid.

Food is reported to be very scarce at Pampelona. All known Carlist sympathisers are being expelled from that place.

A London despatch says it is reported that Queen Victoria has written a letter to the Emperor William, urging him to compromise the ecclesiastical conflict in Germany.

The Times's special despatch from Paris says the retirement from the French Government of Duke Decazes, Minister of Foreign Affairs, is probable, on account of his opposition to the undecided policy of the Cabinet. The Legitimist and Bonapartist Deputies in Assembly demand his retirement from the ministry as the price of their support of the Government.

The *Presse*, semi official newspaper, however, announces that there will be no modification of the Cabinet before the meeting of the Assembly, and that its fate will be determined by the vote on the proposal to discuss the bill for the creation of the Service.

The *Official Gazette* of to-day publishes Prince Bismarck's circular note of 14th May, 1872, which was read in secret session of the Von Arnim trial. The note declares that because of the declaration of the Dogma of Infallibility of the Pope it is desirable that the Powers should take steps towards concerted action in view of the next Papal election.

An imperial ukase has been issued declaring the Grand Duke Nicholas, a son of the Emperor's brother the Grand Duke Constantine, insane, and placing him under the guardianship of his father. This Nicholas is the Grand Duke who abstracted his mother's jewels some months ago, and gave them to a French actress.

The Archbishop of Cologne has again been fined thirty thousand thalers, and will probably be imprisoned again before long.

The German Consul at San Sebastian writes that the captain and a portion of the crew of the German bark *Gustave* have been imprisoned. The Carlists fired upwards of two thousand round at the vessel whilst endeavouring to enter the harbor of San Sebastian.

The Carlist organ asserts that the well known Spanish statesman, Gen. Espartaco, died on the 21st ult.

Food is reported scarce in Pampeluna. All known Carlist sympathisers are being expelled from that place.

An engagement has taken place at the town of Rhoda, Province of Barcelona, between a band of Carlists and a body of National troops, in which the former were defeated, with a loss of 30 men killed.

Garibaldi has written a letter in reply to a statement contained in the recent report of the Investigating Committee of the French Assembly on the Army of the East. Garibaldi blames Bourbaki for not communicating with him, and asserts that he opposed Manteuffel to the last extremity. In the same letter Garibaldi makes a bitter attack on the French priesthood.

Count Von Arnim has appealed to the Kammergericht from the sentence in his case.

Robert J. Dallas, late cashier of Molson's Bank, Toronto, was arrested in Elizabeth, N. J., the morning of the 28th Dec. \$48,700 were found on his person.

The Bureau of Ordnance.

BUREAU OF ORDNANCE,
NAVY DEPARTMENT, Oct. 30, 1874.

Hon. George M. Robeson, Secretary of the Navy:

SIR: I have the honor to submit the annual report of this bureau with accompanying estimates for the fiscal year ending June 30, 1875.

Besides the ordinary duties of preparing our ships for service, and preserving the public property placed under its charge, the bureau has continued its examination into the various important questions enumerated in its last annual report, and which are briefly discussed in the succeeding paragraphs, each under its respective heading. Additional to these are mentioned the experiments of Mr. Norman Wiard, at Nut Island, resumed during this summer, but not yet completed. At their conclusion, a separate and detailed report will be made to the department.

The most important operations of the bureau occurred during November and December of last year, on the occasion of the seizure of the *Virginia* by a vessel of war of the Spanish navy.

It was deemed advisable to immediately arm and equip every available ship of the Navy, then in the ports of the United States.

The complete and rapid armament of so many ships, including ironclads and the largest frigates, although a heavy task, was nevertheless successfully performed without the omission of a single important detail. The exertions made were commensurate with the exigencies of the occasion, and involved a large accumulation of stores, nearly all of which, however, are still available for future operations.

RIFLED CANNON.

The organization of our ordnance dates from 1845, and from that period it has been fully recognized in the Navy that our ships should compensate for inferiority of numbers by superior armament of individual ships; and so long as the smooth bore formed the batteries, that superiority was maintained by a limited number of powerful guns.

With the introduction of ironclads, and the universal adoption of rifled cannon by other powers, we are forced to adopt the same armament, otherwise, we shall, if engaged in war with even a second rate power, find ourselves overmatched, not only in numbers, but power of individual ship. There is, however, no reason why our ships, heretofore superior to all others in armament, shall not be restored to equality.

The bureau therefore recommends the entire re-armament of the Navy, with breech-loading rifled cannon, which can be done at a very small cost, in the present reduced state of number of ships and guns required.

With wooden ships the mere lodgment of a shell in the side before the explosion might inflict a fatal injury; but against armored, or even wooden cased double bottomed ships, complete perforation and explosion of a large charge within is essential.

The present types of foreign armored cruising ships carry from 4½ to 6 inches of armor, and at present we have no guns except the XV. inch in the monitors, which will seriously injure the lightest of these armored vessels. Substitute a 7 inch of 8 inch for the XI. inch smooth bore, which even our smallest ships carry, and few of them would come off without great damage.

The sphere of offence of the monitors does not extend beyond 500 yards, which might be increased to 3,000 yards, by the substitu-

tion of an efficient rifle of the same weight of 10 inch or 11 inch calibre, for the XV. inch smooth bore.

WIARD'S EXPERIMENTS.

The experiments of Mr. Norman Wiard on the conversion of smooth bores to rifled cannon on his system commenced last autumn, and since continued under the nominal supervision of this bureau, have not developed any new or unexpected results. A single shot was fired from each of two XV. inch guns of the shot of 450 pounds weight, and a charge of 140 pounds of powder, the other rifled on Mr. Wiard's plan, with a pointed shot of the same weight, and same charge of powder at similar targets composed of five 3 inch plates set up at a distance of 160 feet. The first broke up the plates; the second penetrated them. A few fires for comparative ranges were then made, and the experiments suspended. The recoil, as was to be expected with a charge nearly treble that for which the gun was designed, was such, (twenty four feet), as to be entirely uncontrollable in the turret of a monitor, or indeed anywhere in service. This element, it is essential to consider, for, notwithstanding the improvements in powder, which are equivalent to an increased strength in the gun, the weight of the gun is designed for a fifty pound charge.

It would appear to those unacquainted with artillery practice, that a great result had been obtained, but a comparison with other experiments will show that nothing new has been developed. Whitworth has fired a IX. inch shell of 404 pounds, propelled by fifty pounds of powder through three 5 inch layers of iron concrete, (made of iron turnings and lead), the whole forming a mass 25 inches thick. An equal result has been produced by the English 10 inch gun, firing a 400 pound shell with seventy pounds of powder, at a distance of 1,000 yards; and by the Krupp, twenty six centimetre, firing fifty seven pounds of powder and 415 pounds shot. Thus showing that with well proportioned guns, projectiles and charges, the disproportionate and dangerous charges of Mr. Wiard are useless.

The experiments were resumed in September of this year, and at the thirteenth fire with heavy charges and at the distant target the rifled gun burst, the target not having been hit. This result I anticipated, and do not hesitate to declare that it is impossible to convert a cast iron smooth bore into an efficient rifle by any system of rifling.

Since this draft was prepared, the bureau has received a report of the burst, at the first fire, of a second XV. inch gun, Navy pattern, rifled on Mr. Wiard's plan, firing a charge of 180 pounds, and a sub calibered shot of 492 pounds, aimed at a 30 inch target.

No person in the least acquainted with ordnance, could hope to fire half a dozen such charges; therefore, even if successful in a single fire, no useful result was to be expected from the experiment.

The principal advantage of rifled projectiles consists in the greater penetration due to the concentration of effect on a smaller and better form of surface—next in greater content of explosive for some calibre, than range, and lastly accuracy.

Since the weight of the gun is fixed by the construction of the vessel, and the recoil cannot exceed certain well defined limits, the conditions of calibre of gun, length of bore, weight of projectile and charge of powder, are also fixed within close limits, and cannot be departed from without a loss of effect.

For these reasons, neither the XV. inch nor XI. inch Navy guns can be converted into efficient rifles, on any plan, even by reducing and lining the bore. They are too short to properly utilize a proportionate charge of suitable powder, nor can they be converted to breech loaders, which the bureau considers the essential feature of any rifled system.

POWDER.

The experiments on the improvement of powder have been prosecuted as far as limited means will permit, and the general questions of manufacture settled.

Our stock of gunpowder had been allowed to fall quite low during the prosecution of these experiments, at last autumn a quantity was ordered necessarily at a most unfavorable season. Fortunately, circumstances did not require immediate delivery, as the difficulties of manufacturing uniform powder in winter are very great. The bureau submits the propriety of an appropriation for gradual increase of our stock.

BREECH LOADING HOWITZERS.

The subject of increased efficiency of our boat and field artillery has attracted the earnest attention of the bureau which has prepared model guns of two classes, a light howitzer of 350 pounds adapted to all boats, even the smallest, and a heavier one of 500 pounds, firing the same projectile with different charges.

They are on two systems, one a wedge breech on the plan of Mr. B. B. Hotchkiss, the other a slotted screw. Both use metallic cartridges which, in the opinion of the bureau, is the best plan, and overcomes several objections to breech loaders. The latter, can, however, use the common cartridge bag. They are mounted on carriages which give 40 deg elevation, 45 deg depression, the latter condition being very useful as a defence against torpedo boats. The model guns are completed in bronze, but the construction is stopped for want of funds, and because suitable steel block cannot be supplied by any of our steel manufacturers.

GATLING GUNS.

Fifty of the small Gatling guns have been purchased, a suitable carriage devised, and they are now ready for issue to the service. This gun, too, has been arranged to fire down at great depression, a very important condition for a gun designed to be used in the tops, and for firing into boats close alongside. Some difficulties relative to feeding in this position, remain to be overcome.

TORPEDO STATION.

The general character of the instruction at this station is given in the accompanying report of the board detailed to witness the examination of officers under instruction:

During the past year it has supplied complete outfits of torpedoes and electrical apparatus to all our cruising ships, and the mechanical facilities of the station are sufficient for any probable future exigency. The assembly of ships at Key West afforded opportunity for extensive practice, developing defects of our system, and causing remedies to be applied. Frequent report are made to the bureau from cruising ships of the efficiency of the apparatus now supplied.

The course of instruction was interrupted last autumn by the detachment for sea service of most of the class before the completion of the course. In ordering a new class it was deemed advisable to utilize more of the favorable season for experimental practice. This has resulted in marked benefits. The principal defect observed is, that the majority of the officers ordered for instruction

go there expecting to be taught, not for the purpose of personal investigation, and to learn from the great facilities placed at their disposal. Few have either the aptitude or application necessary for theoretical study. Nor does it appear to be necessary for the majority to take more than a practical course. Those who develop particular aptitude, and those only, should be retained for further instruction during the winter.

It is also necessary that the officers of the station should be relieved of the routine instruction and allot some time for theoretical and practical investigation, otherwise no progress will be made.

The torpedo school differs from most scientific and practical institutions in that there are no text books, and few points determined by experiment. The whole subject is yet in an indefinite state, and some body of facts must be accumulated, in order to have a subject to teach. The torpedo boats *Intrepid* and *Alarm* have been completed, but owing to the advanced season, fewer experiments have been made with either to determine their capabilities.

The experiments recently made abroad show that little reliance is to be placed on

NEWPORT, R. I., Oct. 23, 1874

TORPEDO SCHOOL

WILLIAM N. JEFFERS, Chief of Bureau.

I have the honor to be etc.

most important means of offence and defence. It is necessary to develop the capabilities of the torpedo boats for operations. We are at least as far advanced as others, but I take leave to recommend liberal appropriations for expenditure in the most important part of the service. This new element is however, attracting the serious attention of all maritime powers, and the ironclad vessels beneath their armor, yet in its infancy, is receiving great attention as well as other methods of attack. The movable torpedo boats, will be required. The movable torpedo boats, with monitors as bases for movable harbors (such as New York), the aid of the opinion that for the defence of our large harbors, and the risk of accident must be very numerous, entailing a considerable effect being quite limited, these machines stationing torpedoes for the defence of important harbors. The radius of destruction of torpedoes for the defence of important harbors, and the risk of accident must be very numerous, entailing a considerable effect being quite limited, these machines stationing torpedoes for the defence of important harbors.

Hon. G. M. Robeson, Secretary of the Navy.

Sir: We have the honor to submit herewith our report of the examination of the graduating class of students attached to this station, which we have witnessed in accordance with the orders of the department. The following are the subjects of examination, viz: electricity; explosive; fuze making.

The management and use of all kinds of torpedoes under different circumstances, and experiments made with various explosives.

It is very satisfactory to the board to be able to say that these examinations, both in the manner in which they were conducted and in the proficiency of the students, afford the strongest assurances of the competency and fidelity of the instructors, as well of the zeal and capacity of the students. The board is persuaded that the objects pursued at this station, the course of instruction and discipline, and their special and general results, promise to be of vital importance to the future usefulness and efficiency of the naval service. We have the honor to be etc.

C. H. Davis, Rear-Admiral and President; A. C. Rhind, Captain; Rich'd W. Meade, Commander; W. A. Kirkland, Commander; Chester Hatfield, Commander.

russian and English Manœuvres.

As a cure for the melancholy Englishmen are apt to feel about any movement from which the gilt of novelty has worn off, and as a fair comparison upon points really admit of being stated in parallel columns, we know of no article of recent date which is more interesting, or which has given us more real pleasure than the one Captain Henry Knollys, R. A., has contributed to *Blackwood's Magazine*. It has not attracted half the attention it deserves, and we unreservedly commend it as a tonic to the weak, and a stimulant to the depressed. It is written to check our excessive spirit of self-deprecation, which amounts, at times, to positive self flagellation, after the manner of fanatics. He begins by quoting some words of General Blumenthal, uttered in 1871, as to our tactical errors in the course of our autumn manœuvres not being by any means "in excess of those which habitually occur" in Germany. Captain Knollys more than shows the truth of this statement. In fact, when summing up, towards the end, he declares himself as follows:—"Do we, in the course of our exercises, from time to time, commit tactical errors? So do they, and to a much greater extent. I can honestly assert—and I believe I shall not be contradicted by the other officers who were present—that, in this respect, we have fallen into the habit of underrating the standard of excellence whereunto we have attained. The errors and absurdities which occurred on the occasions referred to were so frequent and so grave that, had they been committed during our own autumn manœuvres, they would have been followed by an instant and public outburst of condemnation." Distance, in this as in other cases, lends enchantment to the view. We have detailed accounts of the mistakes made by our own soldiers, and we dwell upon them, with all the persistence of morbid thought. We hardly find in Prussia, and we fancy they never occur. The scenery at hand is broken; in the distance it is bold and striking.

Nor is this mere surmise. Captain Knollys writes from experience. He was present at the recent manœuvres in the vicinity of Berlin and Hanover, and he writes out his notes fairly and equitably. They ought to be read by every officer in Her Majesty's Service, and if some civilians, who are Prussian mad, would study them carefully before making their next onslaught upon our silly manœuvres and inferior soldiers, it would do them good all around. Captain Knollys thinks the Prussian infantry very good, and "little inferior to our best English regiments." The cavalry were but indifferently mounted, whilst the artillery had "sorry specimens" in the way of horses, and their "ill fitting, ill cared-for, and slenderly constructed harness and accessories were huddled on in a slovenly manner." He adds that were the very slackest of our batteries to venture to preset themselves in public, turned out in the style of crack Prussian batteries, their condition would be pronounced eminently discreditably. This criticism is backed by the remarks of a Prussian officer as to the English artillery, which he says is "most excellent," as we honestly believe it to be. When we enlarge the comparison, and come to the Militia and the Volunteers, the parallel cannot be maintained in our favor, and there is no advantage in maintaining the contrary. Coming to the manœuvres themselves, it is noticed that there were precisely the same errors visible we manifest in this country; "the same

contests for outlying villages, and the same rush for the possession of important tactical points; the same periods of weary waiting, when everything seems to hang fire, and the same—or rather somewhat worse—in-avoidable blunders and absurdities." Capt. Knollys was present when General von Paps, the umpire in chief, summed up his criticisms on the two days' fighting near Berlin and the summary is not a little remarkable. It was noticed that the cavalry patrols were too strong, that their information was insufficient, and that cavalry commanders were too prone "to fight independent actions"; that the artillery fired at impossible ranges, failed to select good positions, and, on one occasion, came into action near a wood filled with skirmishers; and that the advance guard of the army was pushed on too far, whilst the intervals between battalions and brigades had been too great. The fire of antagonists was generally held to be "destructive, and so on. The writer of the article makes a special point of the fact that a bivouac ground is selected for the troops, just as it is with us, for the convenience of Control. Leaving these things to chance is to raise difficulties which as the Prussians have found them "insurmountable," can hardly be overcome by ourselves. In the Hanover manœuvres he had no *critiques* to listen to, and makes his own observations, but the facts do not differ. The outpost duty was of "very elementary nature"; skirmishers blazed away into each others' faces, and their method of attack was at times, "confused and imperfect." The artillery came into action at impracticable ranges, and lost many opportunities by reason of pushing too far the principle of a concentrated overpowering fire. There batteries were "unguarded by any escort whatever." In fact, Captain Knollys asserts that English artillerymen have not "much to learn from their German colleagues." There are other points in the article deserving of comment, but our object is only to generally indicate that in our manœuvres we are by no means much, if at all, behind our supposed Prussian models. They plan their campaigns beforehand, commit the same blunders, and have to bear the same reproofs. Indeed, if blunders were not committed in practice there would be no real instruction in the art of war. As General Blumenthal truly says, the object of such exercises is "to prevent the errors from getting too much ahead." Such mistakes often occur in war—they occurred in the Franco-German campaign often enough—and the value of preparatory training is to reduce them, as far as possible, to a minimum.

We have supposed, says the *London Army and Navy Gazette*, that the oldest artillery officer living was Captain Robert A. Rollo, now on half pay, who joined the army, August 17, 1803, and has been captain since December 29, 1810. In column 172 of the "Army List" for November will be found the name of Captain C. C. Saxton, who has, it seems, held his present rank since November 10, 1796. The "Army List" makes Captain Saxton out to be a veteran indeed. The Comte de Chabot, father of the Comte de Jarnac, Ambassador of France at the Court of St. James's is, we believe, the oldest holder of a Royal Commission in the British service now alive, for Captain Saxton must be impossible.

The Oberon Experiments.

The sixth attack upon the *Oberon*, target ship took place Nov. 11th, in Stokes Bay near Portsmouth. The *Oberon* was moored in her usual place off Fort Monckton, where the firing party were stationed, and all the details of the trial were freshly prepared. The submarine mine, consisting of a wrought iron cylindrical case, containing 500 lbs. of Abel's discs wetted, was suspended from the end of a spar projecting from the ships starboard side 30 feet, and submerged 48 feet—the absolute distance from the outer skin of the hull being thus 52 feet, the depth of the sea being about eleven fathoms. All the details were precisely the same as on the previous occasion, with the exception that the primed charge of dry gun cotton was increased from 1 lb. to 2 lb., and the increase of detonating force certainly appeared to have its value—for the explosion was the finest of any yet observed from a like charge. As seen from one of the dock-yard tug boats, at about 100 fathoms away from the starboard quarter, the explosion presented magnificent effects. A stiff breeze was blowing, with a bright sky, and the frosty temperature made the fingers tingle, and freshened life within one into healthy vigor. Steamers and craft flitted about as on regatta days. The sound of the bugle presently floated over the sparkling sea and drew attention to the devoted ship. All eyes were intently fixed on the spot of the anticipated principal but evanescent object of the picture. Soon a sharp thud was felt, and immediately there arose close to the *Oberon* a great dome of green water, swelling unbroken until it reached the overhanging spar; then out of it jetted a massive fountain near as high as the *Oberon's* flag staff, and out of this again there burst a magnificent dark colored geyser, ragged and rugged in form that foamed high into the air, and snowy white and fell white and mediate between the first green dome and the sides of the ship, and intermediate between it in time and the first fountain, there was a great spurt of spray as if the water between the explosion and the *Oberon's* hull had been bodily jerked out. Some idea may be formed of the height of the great geyser by the fact that its visible height was at least three times the height of the mast-head above water: that is to say, mast above deck 72 feet, deck above water line of ship about 13 feet, total 85 feet to truck. The height of the geyser, therefore, would be above 250 feet. When the water from the outburst of the explosion struck the *Oberon* she seemed to rise and move over slightly, and for some minutes there was a run back of water over her sides from the downpour of the geyser. Quickly the troughs were along side, and a boarding party of riggers was thrown on board. The pumps were immediately sounded, and it was quickly made clear that no leaks were sprung. By about one o'clock the *Oberon* was in dock, and by three the water had left her dry and the extent of damage to the outer skin was made plain. It was, indeed, very slight, although it extended over the whole immersed surface of the ship's exposed side from the bow to the ninth vertical frame, a length of about 35 to 40 feet, and from the keel to waterline. The plates were bent in, say three quarters of an inch at the utmost from their proper outline between the frames: but otherwise there was neither opening of the seams nor of the caulking. On board there was less disturbance than on some previous occasions: all the movable objects were dis-

placed in the fore compartments, but the extent of disturbance rapidly diminished towards the after part of the ship—the torpedo having been exploded well in front of the starboard bow. Besides the 500 lb. mine there were three subsidiary charges placed at distances of 100 feet away and 100 feet from each other, namely 50 lb. of Abel's gun cotton in a net; 50 lb. of Abel's gun cotton, wetted, in an iron case made for a 100 lb. charge, the interspace being packed with wood; and the third charge made up of two 25 lbs. of dynamite in tin cases. These were all submerged ten feet below the surface, and the object was to see if the grand mine would explode them. The result was that the buoys which marked there whereabouts were washed about a good deal, but beyond this no effect was produced.

The details noted on board by careful examination were:—Compartment No. 1 (Bow)—On starboard side on lower deck, second knee started, so that a chisel blade could be inserted between to and the under side of the deck; ladder thrown down; one iron midship stanchion loosened; a 1 inch bolt head off from second port knees and another bolt loosened. Below this deck the second beam was slightly sprung; and from the third beam there was half a dozen similar bolt heads off. In No. 2 compartment, in the space below the lower deck, there was one half inch bolt head off from port side of the centre of the first deck beam; one off from second beam on starboard half; top barrels, filled with water, slightly shifted. On the lower deck the ventilator covers were displaced on starboard side, being jerked to port nearly a yard; strut to fourth beam on starboard side shifted 1-4 inch. On deck, the cable bit arm, a large piece of timber 12 inches by 20 inches in section, and 10 feet long, was displaced to the extent of six inches away from the bit to its port end. In the third compartment on the lower deck, the two water tanks were violently displaced; the iron water tanks were thrown down; the iron water tanks were displaced; and two of the 4 inch struts in starboard portion of cabin had been forced upwards, so as to start the deck planks above them; one strut broken and lying on starboard side of lower deck, at six feet abaft the foremost bulkhead, the iron covering or outside ledge of the double bottom was separated 1-16th inch over a short distance. A timber strut, 8 inches by 6 inches, stretching from foremost bulkhead to third beam, was started 4 inches; the foremost iron stanchion, 2 1/2 inches in diameter, was thrown down; the struts generally displaced, as also the iron water tanks, and all movable objects; and, lastly, the great transverse wood beam above the aftermost bulkhead was lifted vertically, showing a crevice in some places 3-4 inch wide in the gaps. Of the 1 1/4 inch mooring chain cable, two lights, one about 6 feet and the other 10 feet, were thrown down the hatchway. This massive chain must have been jerked upwards at least three inches. On deck the spar which suspended the torpedo had been broken off at six feet from the ship's side, and the remaining portion overboard had a split ten feet long from the broken end. The two inch wire rope shackle, or 3/4 inch iron ring, which had been attached to the torpedo, when drawn out of the water showed the wire rope frayed for about four feet, and having three out of six strands cut out at the joint with the shackle. In No. 4 compartment there was one iron water tank displaced, three or four of the covers off, and two struts thrown down; the engine room

hatch on starboard side thrown one foot or side after a vertical lift of at least three inches. All the remaining struts shifted. In No. 5 compartment the after pipe from inlet valve of condenser was leaking a good deal at the top side of the joint of the flanges next the condenser; from these flanges there were four bolt heads broken off. The valve had been left open during explosion; the exit valve had been closed, and there was no injury done to the exit pipe. The condenser had filled while the *Oberon* was at her moorings, showing that the inlet valve had leaked. Therefore, as after the explosion water was not to be found at the top of the condenser with the valves shut down, it follows that the leak at the flanges was enough to relieve the leaks of the valves and to gradually empty the condenser. All the shores to iron ballast tanks were slightly shifted; lids of tanks also displaced. On deck, over No. 6 compartment, the wedges at the foot of the derrick were slightly shifted; down below there was nothing amiss. In No. 7 compartment there was no damage whatever: light things only displaced. In No. 8 compartment a wood stanchion was thrown down and broken along the line of previous split.

Taken altogether, the damage is not, as we have said, so severe as on former occasions. This is mostly due to the fact of the exploded mine having been buoyant. In former cases the mines were on the sea bottom. Looking at the general results of this very important experiment, one may consider submarine mines much more calculated to scare than to destroy; and indeed, it is now questionable whether with 500 lb. mines the distance will not have to be reduced to something like 10 feet before serious injury would be effected on the *Oberon's* double bottom; if so in large and heavy vessels, little damage would probably be done to their massive machinery. Nothing but hugging contact will, in the end, we are sure, as we have always contended, be thoroughly effectual in warfare. The present experiments are being made on the starboard side of the target ship, the port side being reserved for the *Harvey*, *Whitehead*, and boat torpedoes, and this second series will be exceedingly interesting. The crusher gauges suspended over the *Oberon's* side at 15 feet depth gave the highest pressures ever as yet obtained.

The *VOLUNTEER REVIEW* contains a whole series of articles on *Torpedoes*—we have to add now the result of the sixth experiment on the *Oberon*—and the conclusion we have long ago arrived at are abundantly confirmed. There is no need to point out what condition of success are necessary for submarine mines, they are not as effective as land mines nor can they be made so.

According to a telegram from Calcutta yesterday, the Government is satisfied that that the Gwalior prisoner is not the Nana. Scindiah admits he was mistaken, and it is uncertain who the man is or what will be done with him. The rumoured disaffection of Scindiah's troops is untrue. From Afghanistan it is reported that Yakooob Khan is closely confined in the Palace, that the Amceer has not yet answered the Viceroy's remonstrance, and that the Government does not anticipate any necessity for interference.—*Broad Arrow*, 5th Dec.



The Volunteer Review,

AND

MILITARY AND NAVAL GAZETTE

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

OTTAWA, TUESDAY, JANUARY 5, 1875.

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.

LIEUT. J. B. VENTER, of Victoria, and Captain H. V. EDMONDS of New Westminster, are our authorized Agents for British Columbia.

Owing to the frequent removal of subscribers from one place to another as well as the difficulty experienced in collecting from those living in remote parts of the Dominion, and some leaving the country altogether, we are forced to adopt the pay-in-advance system. We, therefore, call on all who wish to have the paper continued to them to send in their subscriptions without delay—as this rule will be strictly adhered to in the future. Subscribers in arrears will have their accounts made out and forwarded to them, and if not paid within a reasonable time, will be placed in the hands of an Attorney for collection.

It is again our pleasant duty to greet our patrons at the opening of a New Year and to wish many happy returns of a period which has been marked with such happiness and prosperity to her Majesty's loyal subjects of British North America. The events marking the past year, in a military point of view, have not been characterised by such striking incidents as distinguished preceding periods, but on the whole the condition of the Canadian Army warrants the belief that its development will eventually be effected in accordance with the intention of that wise, just, and vigorous Legislative action which called it into existence. Experience has taught us that the worst of all evils to which a military force can be subjected is that of incessant legislative interference, and it must afford every true lover of his country intense satisfaction to know that in this respect Canada furnishes a marked contrast to all other constitutionally governed countries.

Several changes have taken place in the command and administration of the force during the past year, all tending to its advantage. A distinguished British General has accepted the Command-in-Chief, thus evincing his faith in the soundness of the

principles on which it is organised, and we trust that under his fostering care its full development will be effected.

The distinguished civilian who filled the onerous and important position of Deputy Minister of Militia has retired to enjoy well earned leisure, his place has been fitly and appropriately filled by a trained Canadian soldier, to the contentment of every man in the force. Another distinguished Canadian soldier, has succeeded to the command as Deputy Adjutant General of the Fourth Military District; and a most successful expedition in the North West has been brought to a close by the late inspector of artillery and warlike stores in Ontario, Lieut. Colonel FRENCH.

In literary efforts Lieutenant Colonel STRANGE, commanding B Battery of Artillery at Quebec, has furnished a most valuable and intellectual treat in his "Artillery Retrospect," a synopsis of which has appeared in the columns of the REVIEW. And now, while chronicling the achievements of the force of which the VOLUNTEER REVIEW is honored in being the literary representative, we have in the first number of our Ninth Volume to say a word for ourselves, disclaiming any attempt at egotism.

Most of our readers are aware under what difficulties the VOLUNTEER REVIEW made its first appearance in 1867, one or two able attempts had been previously made to start a Military Journal in Canada—but although sustained by most powerful literary talent they proved failures—the events of the year 1866, with its Fenian raids and the proved necessity of organizing a respectable military force, rendered it necessary that a reliable organ of that force should exist—whose role should be that of dealing with its purely military needs eschewing all political matters or anything tending to weaken the bonds of discipline—the writer of this article was the author of the first article in the first number of the VOLUNTEER REVIEW, and he appeals to his brother officers as well as the force generally as to how that programme has been carried out. Whether it has been a literary success is not for its Editor to say, but there is no difficulty in assuring its patrons that it is anything but a commercial success.

In this department of the Volunteer force there is and has been as in all others where individuals discharge faithfully the obligations they owe their country, a much greater amount of abnegation and self denial than the outside world will credit, but the answer of a quiet conscience is as necessary to the soldier as the theologian or the Statesman.

Embarked in a cause which has for its object the upholding of authority and the preservation of the authority of the laws, we look to the justice of the State to aid our efforts to strengthen the hands of authority and to disseminate that knowledge without which any army, no matter how well organ-

ised, must be a mere mechanical engine incapable of self action.

To the officers of the Canadian Army we look for those literary efforts in the cause of scientific knowledge which alone will prove its presence, and we invite their communications on matters tending to the benefit of the force or the advancement of its interests.

The year just closed has been marked, in an unprecedented degree, by the most frightful casualties that has ever fallen to the lot of a journalist to record. What with earthquakes, tremendous tornadoes, and fearfully destructive fires, resulting in the loss of thousands of lives, and the destruction of billions of property, both by sea and by land, no previous year's record can compare with it. And one of the most harrowing, and the last that has reached us, is the account of the burning of the British ship *Cospatrick*, which sailed from London for Auckland, New Zealand, on September 14th and was destroyed by fire on November 19th off the Cape of Good Hope, an account of which we copy from the *New York Sun* and and is as follows:—

"A telegram from Madeira says that the British ship *Cospatrick* which has been burned at sea, was bound from London for Auckland, New Zealand. She sailed from London on September 14, and was spoken on October 23 in latitude 11° south, longitude 34° west. She took fire during the voyage, and was totally destroyed on Thursday, November 19. The vessel was then in latitude 37° south, and longitude 12° east, off the Cape of Good Hope. The British ship *Sceptre* picked up one of the boats of the *Cospatrick*. It contained three survivors of the wreck. These were the second mate, Henry McDonald, and two sailors. They had been ten days drifting about in the boat. A greater part of this time they sustained life by drinking the blood and eating the flesh from the bodies of their companions who died in the boat. The remainder of the crew of the *Cospatrick* four cabin passengers and 424 steerage passengers, who had emigrated under the general regulations for Australia, are supposed to have been lost. The Government emigrants were for the most part agricultural laborers, who left England in consequence of the recent labor strikes. Many of them were married, and were accompanied by their families."

The following further additional particulars we clip from the *N. Y. Herald* of the 29th ult. :—

"She took fire and was totally destroyed on Thursday, the 19th of November. Her crew and passengers numbered 500 souls. Of the passengers lost there are four cabin 424 steerage, who had emigrated under the Government regulations for Australia. The Government emigrants were for the most part agricultural laborers, who left England in consequence of the operation of the recent labor strikes. The *Cospatrick* had been employed for many years past in the carrying of British troops to India. The last voyage she made previous to the fatal trip was when carrying coolies from Calcutta to Demerara. She was frigate built, in the fashion of all the teak ships built by the East India Company, and was valued at £60,000."

The United States Army and Navy Journal of the 12th December, publish the following letters from correspondents on the torpedo question, showing what little value they possess either as defensive or offensive weapons. They also point out forcibly how utterly defenceless our neighbor's harbors are and the folly of their rulers in not providing a proper fleet for defensive purposes.

To the Editor of the Army and Navy Journal.

SIR: The series of torpedo experiments that have been carried on against the iron ship *Oberon*, at Woolwich, must, I feel sure, cause serious doubts to be entertained by General Abbot, chief of the Army Torpedo Institution, respecting the power of the anchored torpedo as a defence of the harbor of New York. These experiments have shown conclusively that the power of this instrument has been greatly overrated; they are, indeed, another proof of the folly of relying on abstract theories, instead of depending on the only certain method, in such cases, in reaching trustworthy conclusion, viz., experiment. It would take hundreds of motionless torpedoes to be of any use defending approaches to such a harbor as New York, either singly or "quintuple" groups as may be chosen. Think of the miles of wire cable, the endless quantity of the batteries, circuit closers, plane tables (if there is a haze or smoke what is the use of these?) and the scores of "stations for observers." The wires and torpedoes to be planted in channels where the tide often runs 7 to 8 knots, with the expectation that they are to remain in working order for weeks, if not months, and, finally, if they should explode, the effect would be nil, unless close to the enemy's side.

To the Editor of the Army and Navy Journal.

SIR: Divine Providence has wisely ordered that the art of destroying our fellow creatures without risk to ourselves shall be one of difficult accomplishment, and in nothing is this more apparent than in the application of torpedoes to naval warfare and in coast defence.

Theoretically, there is not the least difficulty in the destruction of a hostile ship, endeavoring to enter the harbor of New York, by a pale student in Washington, who, poring over a chart of the approaches, and advertised by a couple of observers at Sandy Hook of the ship's approach to a line of torpedoes, follows her advances touches a firing-key, and the explosion takes place.

The *Oberon* experiments show the practical difficulties to be so great that the submarine mine may be rejected as a means of defence, as not less than 1,000 large ones would be required to efficiently close this harbor. Those who have had some experience in electrical experiments will judge of the confusion and entanglements caused by a multiplicity of cables and batteries, the perplexity of observers, and the small probability of the system being kept in working order. The failures to ignite the charge as in the last *Oberon* experiment, will be frequent, the chances of exploding them at the proper time to very uncertain, and serious damages improbable.

We may place in the same category such movable torpedoes as are intended to be operated from such a considerable distance, such as the *Lay* or the *Whitehead*. The first can be directed continuously and allowance

made for inexact estimation of relative speeds, but the speed is too low to render success probable against a vigilant enemy. At very short range. (say not exceeding 200 yards) the *Whitehead*, improved as described in your last number, should be a formidable weapon of offence or defence, but it will be very difficult for the vessel launching the torpedo to pass with safety through the fire of hostile guns to reach a proper position.

The projected armored torpedo boats we dismiss as incapable of sufficient speed, and fall back on the "bag of powder on the end of a pole," carried by small swift launchers, as the most efficient means of harbor defence yet developed.

There is no offensive torpedo suitable for service in even moderately rough weather at sea.

TORPEDO.

Broad Arrow of 23th November has an article (which will be found in another page) entitled "Prussian and English Manœuvres," which is a comment on a paper in *Blackwood's Magazine* for November, attributed to Captain HENRY KNOLLYS, R.A. Our readers are aware of the attitude the VOLUNTEER REVIEW assumed and maintained on this question, of the excellence of the so-called Prussian System since 1870, and indeed previous thereto. We do not at all deprecate the value of education and discipline on which the success of any military operation, is in a great degree, dependent; but we look on the *furor* raised about this Prussian mode of training officers and men as the mere mad enthusiasm of theorists without practical knowledge or experience, and events have proved that the position thus assumed was correct. At the close of the Franco-Prussian contest the position assumed by a very influential portion of the Press of Great Britain (with presumably military correspondents or at least those possessed of sufficient technical knowledge to pass for such) was confessed that of wholesale advocates of the *pedantic* training of the officers and men of the future British army—individual trained action and educated intelligence were to be the characteristics of rank and file—while the Captain of the old *file leader* with his subalterns were to be safely ensconced in the rear merely directing the educated intelligence and guarding by advice, we suppose, the trained intelligence under fire.

The little schoolmaster with his spectacles and stool in his telegraph office miles beyond the smell of "villainous gunpowder" managing the whole with a facility which the *geni* of the wonderful lamp might envy! Well Mr. CARSWELL destroyed the British Army and in the attempt to replace it by a machine managed, as described, substituted an armed riddle that it outraged common sense to dignify with the name of an army; and the close inspection of the so-called model shows that it was not one whit better in any respect, and in nine cases out of ten far worse, than the force that distinguished *Charlatan* destroyed.

The rapidity of German conquest during the late war was due to two causes primarily: The immense numerical force they had trained to arms irrespective of the want of individual or national resources, and the utter indiscipline prevailing in the French military force, owing to the vices of those doctrinaires of whose School CARSWELL and his associates are disciples, and mere imitators.

In judging of the events consequent on the contest of 1870-71 it would be profitable to speculate a little on what the consequences might have been if Prussia stood beside Austria in the Italian campaign of 1859, or in front of the men who fought through the Russian campaign of 1854-56, the result would have given a full test of the value of a system of which so much has been written without due knowledge. In connection with the subject we can only look at it as it is likely to affect ourselves.

The Canadian Army is organized on principles adapted to the social condition of the people and in accord with those that govern the industrial resources of the country; the development of the force must submit to those conditions and should be directed towards making the soldiers individually familiar with the duties to be performed, and by giving the officers sufficient practical instruction to ensure the intelligent discharge of their several functions.

This end may be obtained by completing the organization, by confining instruction in minor tactics to company and battalion headquarters, and by devoting the annual drill to field operations embracing major tactics and strategy; in fact inaugurating a series of "Annual Manœuvres," in which something beyond the mysteries of the goose step will be taught to the Canadian soldier, and that he may be enabled to return to his home with a full knowledge of how to advance under cover to find shelter and to move forward without exposing his full dimensions to the rifle of his enemy. This lesson will never be learned under our present system, nor will all our target practice teach our troops to handle their weapons with effect under fire. We have advocated the idea of sending a brigade or division of the Canadian Army to the Autumn Manœuvres in England, and are satisfied the money expended would not be thrown away. Commerce and Finance require absolute security to prosper or be remunerative, and the evidence of a force capable of protecting national interests would be decidedly advantageous for both. A far-seeing energetic Statesman will easily grasp the notion that the display of actual force is far better than all the logic of a blue book.

We publish in another page the Report of the Chief of the "Bureau of Ordnance, Navy Department," of the United States, a document full of matter for grave consideration, and one that points unmistakably to the

total failure of the *torpedo* as a weapon either of offence or defence. The question of rifled artillery also receives considerable attention, especially with reference to Mr. WIARD's experiments, and we believe the United States possess in the admirable material of their cast iron, the desiderated medium which European powers are seeking after, and if those experiments would take the shape of inserting in each gun a steel rifled tube with shunk malleable iron coils on the outside, a weapon would be produced far superior to any manufactured at Essen or Woolwich. Our readers will not be surprised at the state of the iron clad Navy.

The *Hour* is of opinion that the analogy attempted to be established by the *Times* between the submerged portion of the *Devastation* and that of an iceberg is transparently fallacious, and that it needs but the most elementary acquaintance with the cellular system adopted in the construction of the double bottom of vessels of this type to know that this portion of the ship, so far from ensuring stiffness and stability in a heavy seaway, contains the element of that danger which in all probability caused the *ca. size of the Captain*. The *Times* tells us that, as the submerged portions of an iceberg give it stability and prevent its toppling over, so the enormous weight of the ship's hull invisible and comparatively buried beneath the sea, is, although inappreciable to the uninitiated, the means by which such vessels are rendered secure. The error of this statement can at once be made manifest. The enormous weight of an ironclad's armour is not upon her bottom or floor, but chiefly upon her sides, about and immediately below the water line; and while we are willing to admit that these weights upon the sides of a ship, in comparatively smooth water, or even in the midst of small waves increase the moments of inertia, as the waves have not sufficient power to lift or disturb the mass; yet this very inertness, being the absence of vital power, may in other circumstances, and under adverse conditions of wind and wave, change to an amount of oscillation and roll which, combined with, and assisted by, the buoyant portions submerged, may end in the ship tearing herself to pieces or completely rolling over. The principle of the lifeboat, as designed by Admiral Sir William King Hall, is as nearly as possible the antithesis of that of the modern ironclad. The principle weight, or ballast, is placed upon the floor, while buoyancy and stability are caused by a thick belting of cork, inside and outside, fitted between the gunnel, and rising to the thwarts in the former, and around the water-line on the latter. A 30 feet ship's cutter thus fitted was filled with in three inches of her gunnel with water, and yet she carried forty men easily, while it took fourteen men, hanging over by ropes and standing on the gunnel, to capsize her. After she was capsized, the men, catching by a batten on her bottom, righted her at once, and her crew then clambered into her from the water. In spite, therefore, of the onslaught by Mr Froude upon "F.R.S." in the columns of the *Times*, and without wishing to depreciate the value of the *Devastation* as a fighting-ship, our contemporary cannot avoid believing that we have, in many of our ironclads, reversed those conditions of safety which enabled our old-fashioned craft to weather almost any stress

of wind or wave; and the experiment suggested by Admiral Fishbourne, of placing the cork upon the keel of the cutter and the belting of iron round her water-line, would illustrate in a homely and easily comprehensible manner the fallacies of those theorists who persist in their advocacy of deep empty spaces in our ironclad's bottoms, and high centres of gravity.

The above paragraph will satisfy our readers that it was not without reason we denounced the *monitor* type of armor-clad vessels and the attempt made in England to design models contrary to all the natural laws which govern the flotation and movement of bodies in water.

"F.R.S." writes to the *London Times* concerning the *Devastation*: "Having had occasion to visit the *Devastation* recently on several occasions while she was in dock at Portsmouth, I was deeply impressed with all I saw, and all I heard of the instability of this far-famed armor-clad vessel, and my impression was confirmed that this ship was suitable only for coast and harbor defence. Her recent brief cruise with the fleet round our coasts proved emphatically that she was not destined to brave the great seas in the Bay of Biscay or the deep waters of the Mediterranean during heavy weather. In her late trial, with but moderate winds and seas, her low projecting bow and stern were frequently under water when pitching or her bow lifting, and it is fearful to contemplate what must be her behaviour in an Atlantic gale and cross chopping sea in the Bay of Biscay. An armor-clad vessel of this class, doubtless most powerful and formidable in her proper place, has neither the buoyancy nor requisite stability to cope with a great sea. The huge tubular mast, weighing 14 tons, used for hoisting in and lowering the larger boats, and as a reconnoitring crow's nest when in action, must add greatly to her peril when heeling over with the waves. This defect could readily be remedied by hinging it, like the smoke funnels of the river steamers, and lowering when at sea on to the flying deck, alongside its derrick or boom. This would considerably ease its leverage; for it would be absurd to suppose that its gear could be handled rapidly enough when rolling to lower the launch or large boat; the ship would lurch over and sink in a few seconds. The *Devastation* though not encumbered with the taut, over-rigged "top-hammer" of the ill-fated *Captain*, has scarcely any freeboard; her double bottom of air compartments, where ballast ought to be, though adding to her general buoyancy, tends greatly to her instability, for the great weight of her turrets, her four enormous guns and supports, her two funnels, huge mast, flying deck and all her gravity, suggest the most serious apprehensions as to her safety, should the authorities at the Admiralty still adhere to their intention of sending her to Gibraltar during the present month. It is, of course, just possible that she may steer clear of a severe gale and a safe voyage; but it is politic, is it just, thus to risk the lives of so many noble fellows, officers and men, all of whom go cheerfully and without a murmur wherever duty dictates, but who nevertheless expect to meet a similar fate to that of the *Captain*?"

We regret to learn of the destruction of the *Belleville Intelligencer* printing office by fire, on the night of the 26th ult. The publisher, however, informs us by circular that he has made arrangements for the renewal of type, procuring additional machinery, and securing new premises, and he confidently hopes to be in a position within a day or two, of re-issuing the *Intelligencer* in a new and improved form. We are sure our brother has the sympathy of the entire press of Canada in his misfortune, and will hail with delight his re appearance.

REVIEWS.

The December number of *Blackwood Magazine* comes to us in the usual plain style, and shows no consciousness of the approach of the Christmas season. Indeed, in its poems, "Agathon," and "The Case of Lucan," it is rather suggestive of heathenism, but probably when the articles were prepared, the cheering odours of mince-pies and plum-puddings had not reached the olfactory organs of the writers.

The story of "Valentine and his Brother" is not yet finished, and we have another part of "Alice Lorraine," in which troubles cluster thickly round the unfortunate Hilary.

In "The Abode of Snow," we have succeeded in reaching the snow-capped summits, having attained the attitude of 16,000 feet, but the entrance to Chinese Tartary is barred in the following interesting manner: The travellers were approaching the village of Shipki by a very fatiguing road, and the servants were sent on in advance to prepare the tents, etc. The village is on a hillside, and there is so little level ground in the vicinity, that the only space available for the purpose was in the narrow terraced fields, and there was a difficulty about obtaining one of them, for "a band of handsome red or black tunics, loose trowsers, and immense cloth boots—had constituted themselves the guardians of these terraced fields, and whenever Chota Kahn or any of his companions attempted to enter, they not only placed their bulky persons in the way, but even showed determined fight."

We have come to the last of "International Vanities." Like the Fourth of July exhibition of fire-works, the most dazzling subject has been reserved for the last, and we have a dissertation on that brilliant and intangible thing, Glory.

"The Parliamentary Recess" has been a time of such extreme quiet at home, that the people have had leisure to look about them, and see what their neighbors are doing, as well as to study their own affairs. The present article, after a rapid glance at the continent, discusses the speeches of Messrs. Goschen and Fawcett, and various other matters relating to both Church and State.

"The French Chamber and the Septennate" is an explanation of the political position of France, according to the views of one of the leaders of the Right Centre.

DOMINION OF CANADA.



MILITIA GENERAL ORDERS.

HEAD QUARTERS,

Ottawa, 31st December, 1874.

GENERAL ORDERS (35).

No. 1.

Tenders for Militia Service.

Adverting to No. 1 of G.O. (34) 18th December, 1874, in fifth line, immediately after the words, "required for Militia Service," add "previously sanctioned and authorized to be tendered for."

No. 2.

ACTIVE MILITIA.

PROVINCE OF QUEBEC.

3th Battalion "Stadacona Rifles."

Lieutenant and Adjutant Richard John LeSeur, M.S., to have the rank of Captain.

No. 5 Company, Quebec.

The resignation of Lieutenant J. D. Gilmeur is hereby accepted.

50th Battalion of Infantry, or "Huntingdon Borderers."

No. 1 Company, Hinchinbrooks.

To be Captain:

Lieutenant Samuel Henderson, V.B., vice John Henderson, who is hereby permitted to retire retaining rank.

BREVET.

To be Lieutenant Colonel:

Major Edouard O. Martin, M.S., Rimouski Provisional Battalion, from 9th April, 1874.

To be Major:

Captain Alfred Lemieux, M.S., No. 4 Company, 17th Battalion, from 11th September, 1873.

CONFIRMATION OF RANK.

Lieutenant Colin McArthur, V.C.B., No. 1 Troop, Montreal, from 2nd December, 1874.

Ensign Thomas Howard Wright, V.B., 1st Battalion, from 2nd December 1874.
Ensign Frederic James Claxton, V.B., 1st Battalion from 2nd December, 1874.
Ensign William Smith Gardner, V.B., 6th Battalion, from 17th December.

PROVINCE OF NEW BRUNSWICK

73rd "Northumberland N.B.," Battalion of Infantry.

No. 3 Company, Black Brook.

To be Lieutenant, provisionally:

Sergeant James Chapman, vice Alexander M. Fraser, left limits.

Ensign Alexander M. Rennie having left limits, his name is hereby removed from the list of Officers of the Active Militia.

BREVET.

To be Lieutenant Colonel:

Major William Springfield Morris, V. B., 71st Battalion, from 10th December, 1874.

To be Major:

Captain D. McLeod Vince, V.B., No. 8 Company, 67th Battalion, from 10th September, 1874.

PROVINCE OF NOVA SCOTIA.

2nd "Halifax" Brigade of Garrison Artillery.

To be Adjutant:

Captain Archibald Mulvens, formerly a N.C.O., R.A., from No. 1 Battery, vice Smithers retired.

No. 1 Battery, Herring Cove,

To be Captain:

1st Lieutenant Daniel Johnson, M.S., vice Mulvens appointed Adjutant.

BREVET.

To be Major:

Captain M. B. Harrison, M.S., No. 3-Company, Cumberland Provisional Battalion, from 5th November, 1874.

PROVINCE OF BRITISH COLUMBIA.

CONFIRMATION OF RANK.

Ensign Richard Wolfenden, of No. 1 Company of Rifles, Victoria, having served as a Non-commissioned Officer in the Royal Engineers, is confirmed in his rank from date of appointment: 13th February, 1874.

No. 3.

CERTIFICATES GRANTED.

SCHOOLS OF GUNNERY.

PROVINCE OF QUEBEC.

FIRST CLASS "LONG COURSE" CERTIFICATE.

- Lieutenant Henry Collings Sheppard, late Quebec Provisional Brigade of Garrison Artillery.

BOARDS OF EXAMINERS.

PROVINCE OF QUEBEC.

FIRST CLASS CERTIFICATES.

Captain Alexander McTavish Watt, 1st Battalion, Lieutenant William John Kenney, 6th Battalion.

SECOND CLASS CERTIFICATES.

Ensign Thomas Howard Wright, 1st Batt.
do Fredric James Claxton, do
do William Smith Gardner, 6th do
Samuel Paxton, do

SECOND CLASS CERTIFICATES.

(Cavalry.)

Lieut. Colin McArthur, No. 1 Troop, Montreal
Sergeant Thomas Porter, do do

By Command of his Excellency the Governor General.

WALKER POWELL, Lieut.-Col.

Deputy Adjutant General of Militia, Canada.

Dona Blanca, the wife of Prince Alfonso, who is so often spoken of in the intelligence concerning the present Carlist war, is on her mother's side a German. She was born and grew up in Germany, and even her marriage with Don Alfonso was celebrated on German soil. Her father was the ex-King Dom Miguel, who, after his expulsion from Portugal, married the Princess Adelheid von Lowenstein, in Kleinheubach (in the Bavarian circle of Unterfranken), and died in 1866. The brother of the princess is the former Ultramontane member of the Reichstag, Furst von Lowenstein. Dom Miguel and his wife lived for the most part in the Lowenstein castle at Brambach, near Wertheim, on the Main, and at Rheinheubach, in a somewhat unassuming style. They were, however, very much beloved, and everybody in the neighborhood was able to tell of the benevolent disposition of this family. Their marriage was blessed with seven children, six daughters, of whom Dona Blanca is the eldest, and a son, Miguel, who is now twenty years old, and of whom his mother still cherishes the hope that he will one day become King of Portugal. In 1871 the marriage of Alfonso with the Princess Blanca was celebrated at Kleinheubach. The second sister married last year the Grand Duke Karl, brother of the Emperor of Austria. A third was married last April to Duke Karl Theodore in Bavaria.

The Empire and Colonies.

The British Empire is the most wonderful political structure that the world has ever known; and no part of it more strikingly illustrates the genius of the English race for administrative organization than the success with which it has dealt with two such diverse elements as the Colonies and India. The divergences and contrasts of these two vast social organizations are as strongly marked as they possibly can be; yet in each case the exact political constitution has been that which the nature of the case admitted, and a most durable institution of government has been founded. Other nations have found it hard to provide for each of these two relations—the Colonial and the subject dependency—separately. Yet England has triumphantly succeeded in the management of both. Rome had an enormous agglomeration of subject people under her rule; she embraced the whole civilized world within the arms of her Imperial power; and England spreads the same majestic sway over India. But the difference of the results is wide as the poles asunder. Depression and decay marked the course of Roman sovereignty; the nations were involved in lingering imbecility and moral and social stupor. It was deliberately designed that their political faculties should have no exercise: they received commands from a central despotism; they were stripped of all responsibility for their political life; and by the irresistible law of human nature, the faculties which were never used, whether of body or mind, pine away and shrivelled into nothing. There was no moral life in the countries governed by the Roman despotism.

It is wholly otherwise with India. True, India is the result of conquest, as were the Roman provinces. There is no identification of the conquering with the conquered race, any more than in the Roman Empire, but then in India the peculiarities of the subjugated people and of their religion did not admit of fusion. Nevertheless, between Roman and English rule, the contrast is most vivid. Selfishness and delay marked the Italian rule; England governs India with the strictest regard for her improvement; all the great interests of her life are studied and promoted; not only trade and order are developed, but still more institutions are made to expand which train up Indians to progressive participation in the administration of their country life, not decay, characterize that vast region under English ascendancy. We have only to turn our eyes to French rule in Africa to understand the difficulty of the task and to appreciate the ability with which it has been overcome.

Still more wonderful are the skill and fast with which the British Colonial Empire has been developed; it is unique in the history of mankind. Englishmen have yet to learn the greatness of the work which they have achieved. The materials required the most delicate manipulation; so strong was the energy of the British colonist, so national and so deeply rooted the independence of his feeling, so ever present and so ever imminent the danger of the separation of the child from the parent, so social and yet so refined was the political organization required. All these conditions have been victoriously fulfilled—even amidst a widely spread scepticism in England, which pronounced the obstacles to success insurmountable. The day is not long gone by when English Colonial Ministers, and the Government to which they belonged, had no faith in the possibility of a

British Empire; and their administration naturally breathed an apathy, an acceptance of separation, which spoke little for the elevation of their views or the loftiness of their spirit. But the Empire has emerged into safe waters, and the result is due as much to the colonists themselves as to the force of public opinion at home. It is impossible to praise too highly the frankness with which the Colonies clung to the idea that the union with England was their true destiny, and the remarkable political skill with which they adapted themselves to the conditions involved in the realization of this idea. No decrees, after the French fashion full of high sounding phrases and ostentatious *plediscites*, were seen; the thought of separation was simply absent, and then each colony for itself worked its way to the place which naturally belonged to the Imperial edifice. And that is the reason why the structure is so stable and so abiding; it is a natural growth, firm as a mighty tree which stands on a foundation made by adding rootlet to rootlet. The Empire was more the work of the colonists themselves than of England; the part that England took and it was most meritorious and most political in a governing country—was to let the Colonies solve the problem for themselves.

It has always seemed to us that the accomplishment of this settlement was largely facilitated by a modern fact—modern, we mean, in the sense that it scarcely existed before the disruption between England and her American colonies—of great influence, namely, the number of Englishmen settled in the Colonies, but intending to return to England when their fortunes were made. This has been an invaluable link between the two countries. It created powerful interests in each country in the same individuals; they left their capital behind them in the Colony, whilst their presence in the old country explained many a matter, and kindled a large amount of every growing sympathy. Many a political hitch has been got over by the intervention of old colonists resident in London. The Colonial office has obtained more accurate acquaintance with colonial feeling, and when the Colonists urged a policy founded on the knowledge of their needs it was an immense gain that policy concerned closely important men who had returned to the land of their birth, but whose fortunes were identified with those of the Colony. This class of persons has been largely on the increase, with great advantage to both sides. The deputation which waited on Lord Carnarvon on the Fiji Islands question is an instance of such benefit. It was large and influential; it displayed thorough mastery of the subject, and explained it to the Colonial Secretary with as much ability and force as were shown by any deputation. The money interest, too, produces a very weighty effect. Immense districts in Australia are owned in England or by English settlers who intend to return home, and who probably have obtained large advances of English capital. The power in this connection to bind and attach is obvious. It renders many people here thoroughly alive to the welfare of the Colonies, and very prompt in counteracting any policy or acts which tend to severance. Their attention is ever kept upon Colonial affairs; they watch what is going on, they master details, and thus become a very important part of public opinion in both countries. The time will come, no doubt, when this class of semi-colonists will diminish; it has done so in Canada, and at a later period will do so in Australia. This is as it should be. As the Colony acquires a denser popu-

lation, the number of temporary settler will naturally bear a smaller proportion to the remaining mass; but they will have rendered one most valuable service. They will have carried the Colony and the Mother Country through the critical time of what may be called political incubation. They will have defined the mutual relation; in other words, they will have established membership of one common nation; they will have built up the British Empire. It may be said that when they disappear from the scene, Colonial nationality will assume an intenser form, and independent peoples will come into being. It may be so; and if such should be the desire of the Colonies, England will offer no opposition to it. But our faith in the continuity in the British Empire is more robust; we see no signs whatever of its end at the present hour; there is nothing in the way of fact to shake our confidence; and that is enough for us.

Trial of Palliser Guns.

One of the naval rifled 64-pounder Palliser guns was fired at Shoeburyness on Friday last week, by desire of the Admiralty, for the purpose of ascertaining the value of these guns for bombarding a fort or arsenal from distances at which the ships carrying the guns would be comparatively safe. The gun was laid by Captain Ellis, Royal Artillery, who recently pointed all the guns at the Eastbourne experiments, and excellent practice was made at various ranges up to 7000 yards distance. The projectiles employed were common shell, which contained bursting charges of 7lb. of power, and they were fired with the ordinary service charge of 8lb. of power. It has been erroneously urged against these guns that they are deficient in range and accuracy, but this trial has now completely disposed of the objection. As a popular illustration we may state that at the range of four miles every shell would have struck the cupola of St. Paul's, while at three miles distance every shell would have hit the ball of the cross on the summit. We understand that some further trials will shortly be made with elongated shells, termed double shells, and carrying about 13lb. of powder.

The Lords of Committee of Privy Council for the Lords Commissioners of the Admiralty to a decree recently issued by the President of the French Republic, assimilating the rules for the "Steering of Merchant Vessels to those observed on board French Ships of War." In accordance with this decree the orders or "Starboard" or "Port," as well as the signs and signals used to confirm or repeat such orders, will indicate, not that the helm is to be put over to "Starboard" or "Port," but that the wheel is to be so placed that the ship's head may go to "Starboard" or "Port." An Admiralty Circular on the subject, suggest that "This change in the French regulations should be borne in mind, with a view to avoiding collisions, on occasions when French pilots are employed on board Her Majesty's ships."—*Broad Arrow*, 5th Dec.

Some young men in Vienna have formed a matrimonial league. Every member of the league must be the son of a man of property and must pledge himself to marry a poor girl, one who was neither dowry nor expectation, and must forfeit 10,000 florins if he violates this pledge.

MARRIED.

At York Church, on the 30th ult., by the Rev. J. Leroyd, Geo. C. Holland, Esq., Editor, Ottawa Citizen, to Allison H. Robinson, of Downsview Ontario.

THE OLD BANNER.

(From All the Year Round.)

The poor old banner! Give it here I say!
Though king and church are topping to their
fall:

I saved it from the Roundheads any way,
When black Long Marston made an end of all,
Why could not Rupert keep his squadrons back?
Unbattered, they might have broken Crom-
well's line.

But scattered far on flyuz Leslies' track!
Ah, staunch and true it stood, that troop of
mine!

Whi' boots it now, when every one's down,
And even the great and ring my father gave
Jelted with all the rest to help the Crown;
The old man willod it, speaking from his grave.
Thank God, that I have neither wife nor son
To perish in the ruin we have wrought
Poor Katie I waltzing till the game is won!
Well, here's her flag, from its last battle
brought!

Her deft hands brodered it. Blood-stained and
rent!

It hangs about the staff. Why, who could
guess

How gallantly to the gay breeze it bent
With gold and glitter, when, amid the press
Of shouting Cavaliers, I flung it forth,
And Katie clapped her little hands to see
How bravely the battalions of the North
Around her banner marched to victory.

To victory! the Ouse runs swollen and red,
Sullenly sweeping to the angry main,
With the best blood of bonnie Yorkshire fed,
For on her banks knights fell like Autumn
grain.

Well, life will scarce be long, or axe and block,
Or starting mid the Frenchmen, which were
best?

O comrades, slain in fiery battle shock,
I would my time were come to join your rest!

So, to the vaults, I'll leave my flag in trust,
To all our long line, wrapt in dreamless sleep,
I shall not lie amid ancestral dust,
Nor kin nor vassal live my rites to keep,
And better so I'll place my treasure close
Beneath my father's blazoned coffin lid,
And when, anon, the rebels sack our house
They'll miss, perchance, a prize so grimly hid.

There's just one diamond left that claspt my
plume,

Take it to my bright lady's feet, and tell,
I leave her banner to my father's tomb,
I leave my heart to her; and so farewell,
Whether to die mid cushing bow and bill,
Or rot in prison, like some noisome thing,
Or make my last short shift on Tower Hill;
Who knows, who cares? Not I! God save the
king!

The Great Bone Harvest.

[From the Rocky Mountain News.]

The extent of the collection, assortment, and sale of the skeletons of defunct buffaloes on the plains is surprising. During the season hundreds of men engage in the business, and all the stations on the Kansas Pacific and Atchison, and Topeka and Santa Fé railroads have bone-middlemen, so called, who make good profits by buying and shipping the pickings of the "pickers." The skeletons are, of course, plentifully scattered over the plains, and parties of half a dozen, or dozen, or more, with wagons, go in search of them and bring them into the stations for shipment. It is said that since the first of last month from ten to twenty tons of buffalo bones have been shipped over the above named lines every day.

The bones are worth, delivered at the railway station, an average of \$5 a ton. The bulk of them is sold for fertilizing purposes in the soil-enfeebled districts of the eastern and middle States, Philadelphia being the principal point of consignment. Certain portions of the buffalo skeleton, however, are adapted to no other uses than the invigoration of worn out earth, and are sold at a handsome price to the manufacturers of buttons, combs, and knife handles. At almost every railroad depot are great piles of these queer remains of the bounding bison awaiting shipment; and the variations of the value of bones are of more interest to

the people than the fluctuations of grain markets. In assorting for market, strange discoveries are sometimes made. It is no uncommon thing for instance to find Indian skulls, legs, and arms; and in some instances the skull and vertebra of women and children have been picked up. These latter are usually tossed aside in a rude sort of reverence for the helpless and innocent; but no such respect is paid to the bones of the Indian. An Indian skull is said to be worth a dollar and a quarter for combs, and the Indian thigh makes knife handles that are beautiful to behold.

MERCILESS BUTCHERY.

Hide hunters along the Kansas Pacific are even more numerous than the bone pickers and their trade is much more exciting and hazardous. They usually follow in the wake of buffalo hunting expeditions and roving bands of Indian "meat-jerkers." The Indians who kill buffalo take only a small portion of the animal, and the white men who slay them for sport rarely touch them with a knife; so that the hide hunter who goes after is usually sure of his spoil, as the hide remains in good order for removal nearly a week after the killing, if the wolves keep away. When hides are not to be had fast enough or with personal safety in this way, the hide hunters project little raids of their own into the buffalo ranges, killing the animals simply for their hides, and leaving the meat to decay, or selling it at a nominal rate to accompanying parties of dealers. The hides are tanned and dressed by a much more rapid, but less perfect and effective, process than that followed by the Indians, and only the hides of animals killed in cold weather make really valuable robes.

In a little more than three months over 50,000 of these hides were shipped from the stations on the western division of the Atchison, Topeka and Santa Fé Railroad, and it is estimated that the shipments for this year over that road and the Kansas-Pacific will aggregate 125,000. As each hide represents a slain buffalo, these figures convey a fair, though not a full idea of the magnificent butchery which has been going on among these "monarchs of the plains." The hides, after being dressed, are rolled up in as small a compass as possible, and shipped to the large Eastern cities, where they are subjected to a process of re-clearing and drying, and put into the market for sale. The original purchaser of the hides gets about as much for them as the New England or New York farmer receives for the hides of his cattle; but the profit to the Eastern dealer, as can be seen at a glance, is considerable. Attempts have been made from time to time to convert the buffalo hide into leather, but without much success; and it probably has no great value except for use as a robe.

BUFFALO MEAT.

But of still greater importance than bone-picking or hide hunting, is the trade in buffalo meat. It has employed during the last year or two an amount of labor and capital that would seem incredible to a person unacquainted with the facts. The meat market opens in November, when the weather becomes cool enough for its transportation, and continues until the first of April. During these five months as much as 2,000,000 pounds are shipped from station on the Kansas Pacific to all parts of the country. In the winter months a buffalo steak can be obtained as easily and

almost as cheaply in the butchers' stalls of the leading northern cities as a beefsteak or a mutton chop, and in Colorado and Kansas it is as common as antelope. When buffaloes are killed for the meat, only the hams and shoulders are brought in, and shipments are usually made in that shape, the hide nearly always being left on to the end of the journey. The leading markets for buffalo meat "in the rough" are St. Louis, Chicago and Indianapolis, whence it is reshipped, in cleaner and more artistic condition, to cities of the seaboard. At Kansas City, too, large quantities are cured and packed for Eastern use, and some successful experiments have been made in shipping direct to New York and Philadelphia in refrigerator cars. The price in the towns along the middle and eastern divisions of the Kansas Pacific ranges from \$50 to \$80 per ton in bulk, and the local dealers retail at six to eight cents per pound. The settlers adjacent to the stamping ground of the buffalo procure meat enough in a day's hunting to last them through the winter; and many a poor homesteader in the valley of the Arkansas has kept the wolf from the door on this article of diet alone for months at a time. The flesh of the buffalo is not such as gods would delight to feed upon, nor would poets find it particularly conducive to the cultiva-tion of sweet and tender imagery. It is very nutritious, however.

A rifled 64 pounder converted gun has been presented by Sir Winham Palliser to the Staff College at Sandhurst, where it has been mounted upon a carriage by the commandant, Colonel Hamley, C. B. This gun has fired 2236 rounds, the last hundred shots being with 14lb. charges whereas 8lb. only is the regular service charge, and at the end of the trial the gun remained quite uninjured. This test was so severe a one that two wrought iron 64 pounders burst while undergoing it. The Palliser guns have now been extensively introduced into both land and sea services. One of them has lately made very good practice at upwards of two miles range, the extreme range being upwards of four miles. It appears by the army manufacturing accounts last year that the cost of converting these guns was £100 each, while the cost of the wrought iron 64 pounders was £272 each. About 1500 of these guns have now been converted at a cost of about £150,000. The same number of wrought iron 64 pounders would have cost £405,000; the saving, therefore, already has amounted to £255,000.

On Saturday experiments were made at Chatham Garrison with a new army signalling apparatus, invented by Major Younge, R. A. the operations being carried out under the direction of the Royal Engineer Committee. The system it considered to be more simple to learn than the one hitherto in use, and less laborious in the working, as the signals, instead of being made by waving flags, are given by the working of a vane upon a plate which has the appearance of a clock face. To carry out the experiment on Saturday parties of Royal Engineers were stationed at Fort Amherst, in Chatham Garrison, on the road to Rainham, and at Callam Hill, near Sittingbourne. Between the parties at Fort Amherst and on the Rainham road numerous signals were interchanged, but the atmosphere was too thick for the party at Callam Hill to be seen. Of course the heavy weather would equally have interfered with working flag

signals. The result of the experiments so far as they were carried out was considered to be very satisfactory, and more trials will be made.

Active Warfare in Cuba.

HAVANA, Dec. 16.—On the morning of the 30th of November from 900 to 1,000 Cubans attacked the fort and town of Cascorro and after a sharp struggle succeeded in capturing the fort and hauling down the flag of Spain. This act, however, caused the loss of the leader of the storming party, Major Arango, who was killed inside of the fort, the Spaniards also losing a colonel and two lieutenants, and about twenty soldiers killed and wounded. A large lot of arms and ammunition was captured in the fort, which the Cubans took off safely.

On the night of the 6th the village of Sier ra, near Cienfuegos, was captured by the Cubans numbering about eighty, and the Spaniards defending the place were attacked, but without success. After the sacking of the stores they were burnt, the forts in the meanwhile keeping up a fire on the Cubans who lost three killed and five wounded. However, their coolness did not desert them, and they took plenty of time in arranging the captured property for transportation.

On the same night about thirty Cubans attacked the fort and village of Matienpo, and truly the place was not ill named, for the Cubans made it lively for the Spaniards. They captured large quantities of stores, as well as arms, ammunition, and provisions. The Fort was garrisoned by guardia civiles, who were snugly ensconced in the fort, and having heard no noise for some time, thought that the Cubans had gone off again. So they mustered up courage and made a sally, but much to their discomfiture, were greeted with a discharge from the rifles of the Cubans, who were watching the fort. The Guardia civiles returned at a quicker rate than they came out. After the Cubans had taken all that suited them, they left very quietly, without being molested and without losing a single man.

Several other small skirmishes between the Cubans and Spaniards have taken place lately in the Cinco Villas.

The troops from Spain do not arrive. Most of the regular soldiers are sick in the hospitals, and the few that are well are helping the volunteers and the newly drafted men, together with the colored firemen, in garrisoning two various forts and intrenchments, very seldom daring to show their faces outside them. There are times when they pass days without food on account of the non arrival of a convoy, said convoy having most probably been gobbled up by the Cubans. How the Spaniards are to end the insurrection by pursuing this line of conduct is incomprehensible. The Cubans are increasing in strength daily by reinforcements from the Spanish army, regular as well as drafted men from this island, the regular soldiers objecting to being mowed up in intrenchments and forts, without anything to eat and no pay, so they gladly join fortune with the Cubans, where at least the get enough to eat, and enjoy more liberty.

The Cubans in Havana are somewhat disappointed by the message of President Grant. They had strong hopes that something definite was to have been recommended. Still, the Cuban nature is very sanguine, and they build their hopes and expectations

upon the slightest of foundations, and are now awaiting anxiously for that special message which President Grant promises upon the affairs of Spain and Cuba.

The Spaniards, on the contrary, are wrothy, but take it very coolly. Nevertheless, there is a feeling of apathy, engendered by the disgust and suspicion inspired by the acts of Gen. Concha and his whole staff of officeholders. They know that they are being bled for the support of the army of cormorants who arrive weekly from Spain to fill the int positions under Government, but as they see no remedy they remain passive, pay as little as they can in the shape of taxes, and as for the volunteers they vow that not another one of them will go out campaigning.

Threatened War With Spain.

WASHINGTON, Dec. 22.—It is an open secret here that our relations with Spain at the present time are very unsatisfactory, and that a war between the two countries may be precipitated at any moment. Spain, while complying with Great Britain's demand for indemnity in the Virginus case, has thus far taken no steps toward complying with our demand in the same case, and which should properly have precedence. An active correspondence is going on between Secretary Fish and Minister Cushing concerning the points at issue, which shows a strong desire on the part of this Government for the abolition of slavery in Cuba, and equally strong desire for the independence of that island. With regard to affairs in Cuba, Secretary Fish writes:

War still rages; there is no chance in the military situation, and this condition of things grow day by day more unsupportable to the United States. The policy of the United States in reference to Cuba, at the present time, is one of expectancy.

- The points at least between the two Governments, briefly stated, are as follows; First—The existence of slavery in Cuba.
- Second—Injury to American citizens in Cuba without adequate means of demanding immediate reparation on the spot.
- Third—Wrong done American citizens by the embargo of their property for a alleged despotism. Restoration is demanded by the Government.
- Fourth—Indemnity in the Virginus case.

Fifth—The expressed desire of this Government for the independence of Cuba. To this must soon be added the offence committed by Spain in the detention of the American schooner Wm. Wilson. No official information has yet been received here of the boarding of the American schooner Wm. Wilson, six miles from Porto Rico, in the passage from a port in Spain to Turk's Island, by a Spanish cruiser, as reported in the press despatches of the 13th inst. It appears the schooner was hoisted by the firing of three blank cartridges from a Spanish war vessel, boarded, her cargo and destination ascertained, and she was then allowed to proceed. This case when officially presented by the Government will demand its immediate attention. As reported, Spain has been guilty of a breach of international law, for which she must be held to account.

On the 16th of June, 1858, the Senate of

the United States unanimously adopted a resolution in these words:

Resolved, As the judgment of the Senate, that American vessels on the high seas in the time of peace, bearing the American flag, remain under the jurisdiction of this country to which they belong; and, therefore, any visitation, molestation, or detention of such vessels on the part of a foreign power is in derogation of the sovereignty of the United States.

After the passage of this resolution Great Britain formally recognized the principle thus announced, and other maritime powers and writers on international law assert it. The President, in his message transmitting the Virginus correspondence to Congress said:

No state of war existed conferring upon a maritime power the right to molest and detain upon the high seas a documented vessel.

And the Attorney General, in his decision in the case, said:

Spain, no doubt, has a right to capture a vessel with an American register and carrying the American flag round in her own waters, assisting or endeavoring to assist the insurrection in Cuba; but she has no right to capture such a vessel on the high seas upon an apprehension that, in violation of the neutrality or navigation laws of the United States, she was on her way to assist the said rebellion.

The detention of the American schooner William Wilson on the high seas by a Spanish war vessel is therefore clearly a breach of the international law which this Government cannot afford to overlook.

It is well known to the authorities here that for months past Spain has been making extensive naval preparations to defend China.

General de Cissey has just written a highly complimentary letter to Colonel Reffye, Director of the Arsenal of Tarbes, on the subject of the breech loading field piece invented by him, and now adopted in the French service. The War Minister says that the regiments have the greatest confidence in their new piece, and that the only guns which have been damaged were some made by private firms during the war. "The system of artillery, which the army, through gratitude, has called after your name, has allowed us the space of fifteen months to reconstitute our field batteries." General De Cissey also mentions that "our first line of defence" will also soon be armed with the Reffye guns. These guns were first used in Paris during the siege. General Daurot had them when he crossed the loop of the Marne and attacked the German lines at Champaigoy; the Reffyes were then highly spoken of; but not only were the troops not used to them, but the weather was so bitterly cold that the breech apparatus had not fair play.

A letter from Berlin, the writer of which is entitled to credit, says: "To the ordinary military budget 226,000,000F. has to be added, devoted to the manufacture of muskets and cannon, the construction or strengthening of fortresses, and the construction of strategic railways. This extraordinary expenditure, spread over years, has been long voted, and the 226,000,000F. to be voted for 1875 brings up the entire war budget to 626,900,000F. with 36 millions for the navy. The bill on the Landarmy will be passed without any amendment, and it is calculated that for the cadres of this new contingent, 6,262 officers will be required."

Lost at Sea.

New York, 28th.—The ship *Cospatrick*, the report of the burning of which is published in this morning's papers, was not from London for New York, as therein stated, but probably from London for Auckland, New Zealand.

London, 29th.—A telegram received by the vessel's owners confirms the reported burning of the emigrant ship *Cospatrick*. The Superintendent of the Brazilian telegraph cable at Madeira also telegraphs that only three persons are at present known to survive, the second mate and two seamen; those were picked up by the British ship *Sceptre* after having been ten days in an open boat subsisting part of the time upon the flesh and blood of others who had died whilst in the boat.

New York, 29th.—The *Herald* has the following in addition to what has already been heard of the disaster to the *Cospatrick*. She took fire and was destroyed on Thursday, the 19th of Nov. Of the passengers lost are four cabin and 424 steerage passengers who emigrated under the Government regulations for Australia. The Government emigrants were for the most part agricultural laborers who left England in consequence of the operations of recent labor strikes. Many of them were married and were accompanied by their families. The *Cospatrick* has been employed for many years past in carrying British troops to India. The last voyage the *Cospatrick* took previous to her fatal trip was when carrying coolies from Calcutta to Demerara. She was a frigate built on the fashion of all the Teak ships built by the old East India Company, valued at £60,000. The name of her captain is Alexander Elmslie. He is about thirty eight years of age, a native of Aberdeen, in Scotland, and is a married man having one or two children. He took command of the *Cospatrick* about 1863, when his brother left her to take out a steam corvette to the Sultan of Zanzibar. The captain of the *Cospatrick* was a remarkably careful navigator, almost over careful if such a quality be possible. The *Herald's* informant attributes the fire to the pipes of the emigrants who are in the habit of smoking between the decks; the English emigration laws being flexible in that respect, conferring but little power on masters to punish a violation of them.

LATER.

London, 29th.—Special despatches from Madeira to the London morning journals give the following additional particulars of the burning of the emigrant ship *Cospatrick*. The fire broke out at midnight, Nov. 17th, and within half an hour enveloped the vessel nearly the entire length. The scene was one of wildest confusion. But two boats succeeded in getting away, each of which contained thirty persons. These remained alongside the ship until the 14th of November, when her hull was completely burned out and she sunk. The two boats then started for land; they kept together for two days when a gale arose and they became separated. One of them has not since been heard of, the other was fallen in with by the British ship *Spectre*. At that time it contained five living persons, two of whom died before the *Spectre* reached the Island of St. Helena.

Berlin, Dec. 30.—Count Von Arnim appealed yesterday to the Kemergericht from the sentence in his case.

Postal Treaty.

WASHINGTON, Dec. 29.

For the purpose of placing the communication by post between the United States and the Dominion of Canada upon the most liberal and advantageous basis, arrangements have been agreed upon, to be carried into effect on the 1st of February, 1875, or as soon thereafter as the necessary measures can be perfected for putting them into operation.

1. The unification of the postal system of the two countries in respect to correspondence exchanged between them, each country to forward and deliver, free of charge, correspondence of all kinds, written and printed, received from the other, which correspondence must in all cases be prepaid at the established domestic rates of the country of origin.

2. Each country will transmit the domestic mails of the other in closed pouches through its territory free of charge, by its ordinary mail routes.

3. No account shall be kept between the Post Office Department of the two countries in regard to international correspondence of any kind exchanged between them, each department retaining to its exclusive use all the postage it collects on mail matters to the other for delivery.

4. It is understood to be the desire and intention of our respective Post Office Departments that the provisions of this agreement shall extend to an international money order exchange as soon as practicable.

5. The provisions of this agreement, as far as relates to the rate of letter postage, will, be carried into effect on the 1st of February, 1875.

6. All provisions of the existing postal convention, inconsistent with this arrangement, are hereby abrogated.

7. Formal articles, embodying the provisions of this agreement, shall be prepared for execution as soon as possible.

The document is signed by the Deputy Postmaster-General of Canada, and Marshall Jewell, Postmaster-General of the United States.

A rifled 64 pounder converted gun has been presented by Sir William Palliser to the Staff College at Sandhurst, where it has been mounted upon a carriage by the commandant, Colonel Hamley, C. B. This gun has fired 2,286 rounds, the last hundred shots being with 14 lb. charges, whereas 816 only is the regular service charge, and at the end of the trial the gun remained quite uninjured. This test was so severe a one that two wrought-iron 54 pounders burst while undergoing it. The Palliser guns have now been extensively introduced into both land and sea service. One of them has lately made very good practice at upwards of four miles. It appears by the army manufacturing accounts last year that the cost of converting these guns was £100 each, while the cost of the wrought iron 64 pounders was £272 each. About 1,500 of these have now been converted, at a cost of about £150,000. The same number of wrought iron 64 pounders would have cost £408,000; the saving, therefore, already has amounted to £258,000.

The Russian Government has despatched a naval attaché to the Berlin Embassy for the purpose of reporting on the progress of the Prussian navy. Russia has hitherto sent naval attachés only to London and Paris,

The commission appointed by the Conseil National, in June, to study the project for the organization of the Army of the Confederacy, hit upon the idea of pursuing their investigations at Muren, the pretty mountain village above the Lauterbrunn valley, where the precipices and snow-tops of the Jungfrau can best be seen in their rugged grandeur. M. Woltz, the chief of the Federal Military Department, is, says the *Continental Herald*, now at Murren with the view of conferring with the commission upon the proposed scheme.

By command of the Sultan, the *Levant Times* says the Grand Vizier has signed a contract with the local representative of the Krupp foundry at Essen, ordering 200 field pieces for the Turkish Army, with the corresponding gun carriages and other appurtenances complete. His Majesty will defray the cost of this order out of his private purse. The Grand Vizier has also signed a similar order for thirty of these field pieces at the request of the Valide Sultana, the Sultan's mother, who will herself defray the cost of this second order, her highness having previously paid for twenty other pieces of Krupp's artillery for the troops. The Valide Sultana makes it a condition that the thirty cannon she now orders shall be delivered within four months.

The Gold Coast.—An account is given by the Cape Coast correspondent of the *Western Morning News* of a very important "palaver" convoked by Captain Lees to induce the Awoonahs to sign a treaty of peace with the Accras and Adahs. The former had been the allies of the Ashantees in the late war, but it was now thought desirable to establish cordial relations between all the tribes of the coast. A meeting having taken place between the hostile parties for this purpose, the interpreter standing forth delivered the administrator's message to the Awoonahs, and said, "You have now the Ashantees to protect you, and we want you to be our allies. If such does not please you, there is no need to conceal the fact that we think it necessary for us to take an active part in protecting our interests, and showing we intend to maintain our rights and once our power. Do you doubt there are Ashantees present; for I will call them, and you will hear what they have to say." Then there stood in the open space an Ashantee messenger, bearing his emblematic two-handed sword, who told the Awoonahs his people were at peace with the English, and to be their friends for ever. After some trouble "fetish" was eaten by those who had lately been foes, and a binding peace was effected between them.

The discovery is reported to have been made at the war office, Stockholm, of a manuscript work composed by special order of Charles XII, to give an exact description of the military successes of Sweden upon the continent. The work is in twenty volumes, and contains more than two hundred pages filled with drawings, representing the flags taken in battles and sieges up to 1697.

For the encouragement of literature, the King of the Belgians has founded, out of his own private funds, a prize of £1,000, to be given annually for the best work on historical, commercial, or artistic subjects, and once in four years foreign authors will be allowed to compete with native writers.

The *Temps* of last Monday's date say that the Berlin Cabinet has endeavored to explain to the French Government that its intervention in Spanish affairs will have in it nothing of an unfriendly character to France,

A telegram, dated Madrid, Nov. 10, says: "The statement made by several foreign newspapers that M. Bazaine intended to offer his services in a military capacity to the Spanish Government is entirely without foundation. He is expected to arrive here next Thursday, and will reside in Madrid as a private individual."

The *Army and Navy Gazette* recommends staff officers, etc., to look out for the *Stadimetre Geographique* described in our French contemporary, which gives, by a simple reading, the length of any line, straight, curved or broken, on maps and plans of every description of scale.

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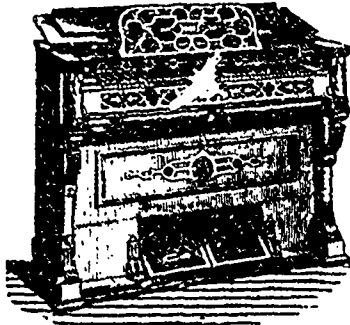
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