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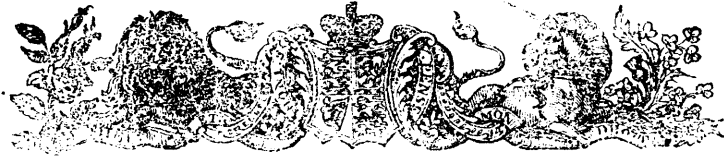
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# The Volunteer Review

## AND MILITARY AND NAVAL GAZETTE.

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

VOL. X

OTTAWA, (CANADA,) TUESDAY, FEBRUARY 1, 1876.

No. 4

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

### TO CORRESPONDENTS.

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

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

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

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

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

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

### TERMS OF ADVERTISING:

First insertion, measured by } 10cts. per line.  
 solid nonpareil type. }  
 Subsequent insertions..... 5cts. " "  
 Professional Card six lines or under, \$6 per  
 year; over six lines and under fifteen, \$10 per  
 year.  
 Announcements or Notices of a personal  
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 a line for the first insertion and 12½ Cents for  
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 the first insertion, and Twenty-Five Cents  
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 Special arrangements of an advantageous charac-  
 ter made with Merchants for the Year, Half  
 Year or Quarter.

### PROSPECTUS FOR 1876 OF THE "WITNESS."

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

favor of the *Witness*. Indeed, the fact that the  
 last assault has been followed up for six months  
 with the most untiring efforts to break down  
 the paper on the part of the most powerful moral  
 opposition that could be organized on earth, and  
 has resulted in cutting us off from some, at least,  
 of those Roman Catholic readers whose good  
 will we formerly enjoyed and highly prized, give  
 us perhaps, some claim on the kind offices of  
 those who value free speech and freedom of reli-  
 gious belief. The actual diminution of the circula-  
 tion of the *Daily Witness* is of course, compar-  
 atively small, amounting to about 500 out of 13,000,  
 or less than four per cent., and does not effect us  
 peculiarly, as we can still claim a circulation  
 equal in volume to that of all the rest of the daily  
 city press, probably the majority of our old Ro-  
 man Catholic reading being such still.

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

	Cir. Daily.		Cir. Semi-Weekly		Cir. Weekly	
	1st Sept.	1st Sept.	1st Sept.	1st Sept.	1st Sept.	1st Sept.
1871,	10,700	3,000	8,100			
1872,	10,000	3,600	9,000			
1873,	11,600	3,600	10,750			
1874,	12,900	3,800	17,000			
1875,	12,400	3,200	19,700			

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

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

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

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

The *Daily Witness* is in every respect a first  
 class daily containing much more reading mat-  
 ter than the papers which cost twice as much,  
 for \$3.00 per an.

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

Daily Witness	50c.
Tri-Weekly	35c.
Weekly	25c.

### PROSPECTUS FOR 1876 OF THE "CANADIAN MESSENGER."

THE PIONEER PAPER.

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

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

The following are the prices of the *Messenger*

1 copy	\$ 0.50
10 copies	2.50
25 copies	6.00
50 copies	11.50
100 copies	22.00
1,000 copies	200.00

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

### PROSPECTUS FOR 1876 OF THE "NEW DOMINION MONTHLY."

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

### LIST OF PRIZES.

- To the person sending the largest amount of money on or before 1st Nov., as payment in advance for our publications..... \$50.00
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- " " 4th " 20.00
- " " 5th " 15.00
- " " 6th " 10.00
- " " 7th " 10.00

Five prizes of \$5 each for the next largest amounts ..... 20.00

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JANUARY & JULY.		Cash
1 premium of		\$100,000
1 premium of		10,000
1 premium of		3,000
1 premium of		3,000
1 premium of		1,000
10 premiums of \$500 each		5,000
10 premiums of 200 each		2,000
27 premiums of 100 each		2,700
48 premiums of 50 each		2,400
900 premiums of 21 each		18,900
<b>Total</b>		<b>\$150,000</b>

APRIL & OCTOBER.		Cash
1 premium of		\$35,000
1 premium of		10,000
1 premium of		5,000
1 premium of		3,000
3 premiums of \$1,000 each		3,000
10 premiums of 500 each		5,000
10 premiums of 200 each		2,000
29 premiums of 100 each		2,900
44 premiums of 50 each		2,200
3900 premiums of 21 each		81,900
<b>Total</b>		<b>\$150,000</b>

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OF the Patterns and Cloth Models of the ENTIRE SUIT will be GIVEN FREE as PREMIUM to any person who sends \$1.10 to us, as one year's subscription to the "PATTERN BAZAAR."

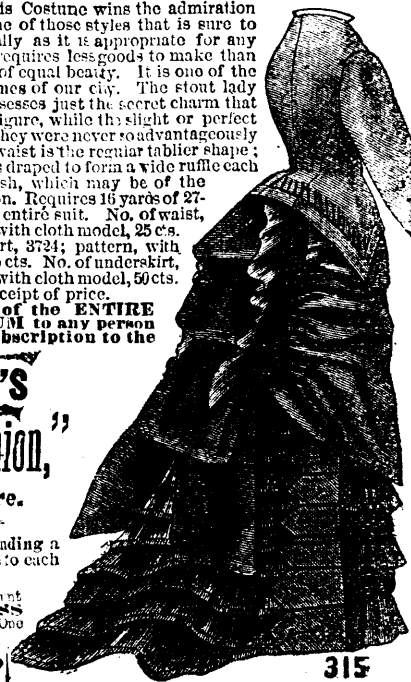
**A. BURDETTE SMITH'S**  
**Monthly "World of Fashion,"**  
FINE ARTS and POLITE Literature.  
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We send our CERTIFICATES for this amount upon receipt of subscription. (TWO of our DRESS ELEVATORS will be given IN PLACE of One Dollar's worth of Patterns, if desired).

The "MONTHLY WORLD OF FASHION," the very finest, most beautiful, attractive magazine to be found in this country, and every person who begins with taking it, will NEVER discontinue it while it is published.

No. 315. This Costume wins the admiration of all. It is one of those styles that is sure to please, especially as it is appropriate for any material, and requires less goods to make than any other suit of equal beauty. It is one of the leading costumes of our city. The stout lady will find it possesses just the secret charm that improves her figure, while the slight or perfect form may feel they were never so advantageously attired. The waist is the regular tablier shape; the overskirt is draped to form a wide ruffle each side of the sash, which may be of the same, or Ribbon. Requires 16 yards of 27-inch goods for entire suit. No. of waist, 3723; pattern, with cloth model, 25 cts. No. of overskirt, 3724; pattern, with cloth model, 25 cts. No. of underskirt, 3725; pattern, with cloth model, 50 cts. Mailed on receipt of price.



**Smith's Illustrated Pattern Bazaar**  
Sample Copy, 25 cents.  
Subscription Price, \$1.10 a year, post-paid.  
One Dollar's worth of Patterns given to each subscriber free as premium.

**\$4,500.00 IN GOLD COIN TO GIVE AWAY!**

We will give \$2,000.00 in Gold Coin to 65 persons who send us the largest number of subscribers to our "World of Fashion" at \$3 each, before March 5, 1876. As follows: To the Getter-up of the

- Largest Club.....\$300.00 in gold coin
- 2d largest club..... 200.00 in gold coin
- 3d largest club..... 150.00 in gold coin
- 4th largest club..... 130.00 in gold coin
- 5th largest club..... 120.00 in gold coin
- 6th largest club..... 110.00 in gold coin
- 7th largest club..... 100.00 in gold coin
- 8th largest club..... 75.00 in gold coin
- 9th largest club..... 50.00 in gold coin
- 10th largest club..... 35.00 in gold coin
- 11th largest club..... 25.00 in gold coin

and so on to the 65th largest club. You get a premium for every subscriber you send us. And every subscriber gets a premium.

Both of these Gold Coin Presents offers will be found at full length in the September Number, besides the names and P. O. addresses of 102 persons to whom we have just paid \$2,135.00 in Gold, according to our previous offers. You can write to one or all of them, and they will tell you that we do exactly as we promise.

**YOUR BEST** way is to send your own subscription to either of our Magazines, when you will get the first number and your Certificates of Premiums, which you can show, and at once begin getting subscribers, or send 25 cts. for one copy. Send stamp for Fashion Catalogue.

We will give \$2,500.00 in Gold Coin to 133 persons who send us the largest number of subscribers to our "Bazaar," at \$1.10 each, before March 1, 1876.

- As follows: To the Getter-up of the
- Largest Club.....\$300.00 in gold coin
  - 2d largest club..... 00.00 in gold coin
  - 3d largest club..... 150.00 in gold coin
  - 4th largest club..... 125.00 in gold coin
  - 5th largest club..... 100.00 in gold coin
  - 6th largest club..... 75.00 in gold coin
  - 7th largest club..... 50.00 in gold coin
  - 8th largest club..... 25.00 in gold coin
  - 9th largest club..... 25.00 in gold coin
  - 10th largest club..... 25.00 in gold coin
  - 11th largest club..... 25.00 in gold coin

and so on to the 133d largest club. You get a premium for every subscriber you send us. And every subscriber gets a premium.

Both of these Gold Coin Presents offers will be found at full length in the September Number, besides the names and P. O. addresses of 102 persons to whom we have just paid \$2,135.00 in Gold, according to our previous offers. You can write to one or all of them, and they will tell you that we do exactly as we promise.

**A BURDETTE SMITH**

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# The Volunteer Review

## AND MILITARY AND NAVAL GAZETTE

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

VOL. X

OTTAWA, (CANADA,) TUESDAY, FEBRUARY 1, 1876.

No. 4.

### NEWS OF THE WEEK.

The Senate and House of Commons are being put in order for the approaching session.

Major General Smyth, accompanied by his son Captain Smyth, A. D. C., returned from New York on Thursday evening last.

The work on sections 9 and 10 of the enlargement of the Lachine Canal will commence this week.

Sheriff Powell on Thursday evening last entertained the members of the County Council and a number of other friends at his residence, Maria street.

His Excellency the Governor General and Countess Dufferin will hold a Drawing Room in the Senate Chamber on the evening of the opening of Parliament—February 10th.

Mr. J. S. Gurnett, editor of the *Ingersoll Chronicle* is dead. He was a vigorous writer and is a loss to the Canadian Press.

We have been given to understand that the Canadian Government have received from the Colonial Secretary, Earl Carnarvon, a formal notification of the disallowance of the clause in the Supreme Court Bill debarring right of appeal to the Privy Council of England.

A Berlin despatch says it is expected that Queen Victoria will visit the Imperial Court while she is in Germany.

Sir A. H. Gordon, Governor of Fiji, has reported to the Colonial Office that a vessel of which the name and nationality are unknown, has kidnapped some of the natives of an island lying near the Fiji group.

The International Postal Congress has resolved to hold its next meeting at London, England, in June of the present year.

A committee, the members of which have recently been appointed, is now sitting at the War Office, England, with the view of revising the present scale of army pensions.

The British Government has ordered Her Majesty's Steamship *Sirius* to proceed to the West Coast of Africa to take on board Lieut. Cameron, the African explorer and his escort, who have just penetrated the Continent of Africa from Zanzibar to Loando.

It is said that agents of the Russian Ambassador are urging the Bosmans to join the Herzegovinian insurrection.

Four officers of the French army have been cashiered for attending the funeral service at Amiens, on the anniversary of the death of Napoleon III.

Committees have been formed in seven Serbian towns, including Belgrade, which openly agitate for the dethronement of Prince Milan.

Additional troops have been sent to Guertoria. The Carlists are concentrating in large forces at Artesua to cover Azpeitia and Dolos, firing around Hernani continues.

A special from Vienna reports that the Austrian frontier authorities have forbidden the formation of bands in Croe to aid the insurgents. Orders have been issued to disarm and intern all insurgents who cross the frontier into Austrian territory.

The municipality of Moscow recently resolved to send a second contribution of \$16,000 in aid to the sufferers from the Herzegovinian insurrection. Czar has refused to permit money to be sent, although he sanctioned the first contribution.

The Russian telegraphic agency has received a despatch from St. Petersburg, saying: "So far, the announcement of the Montenegrin *Gazette*, that the Sultan is resolved to declare war against Montenegro is unconfirmed. The relation, however, between the Prince and the Porte are in a state of great tension. The Powers will exercise strong pressure on both sides to prevent a conflict which threatens to block the work of pacification.

The *London Globe* says that private letters from naval officers on the China station represent that though the Chinese difficulty has blown over the general belief among European residents is that the Celestials are bent on fighting sooner or later. The Admiral has sent a man of war to each treaty port to protect British interests in case of emergency.

The following is received from Slavonic sources. A force of 3,500 Turks attacked the insurgents near Duzi, on Tuesday last. After a brief engagement the insurgent left their entrenchments and set fire to Dobovrole near Trebinage. An insurgent reinforcement of 1,000 arriving on the ground at this time the Turks were cut off from Tabinge and compelled to retreat to Dina.

Peko Paulovics has issued a general order taking the undivided command of the insurgent forces, banishing Lejubobratits and all foreign auxiliaries under pain of death. This is intended to emancipate the insurrection from the influence of the young Serbian party which is antagonistic to the Montenegrins and free it from identification with the political and national combinations of the South Slavonic politicians.

The *Pall Mall Gazette's* Berlin telegram says the Insurgent leaders in Herzegovina have issued a proclamation declaring that the Austrian programme is unacceptable though supported by the Powers, and calling upon the friends of liberty to answer it with a continuance of war and by a stouter resistance.

War is imminent between Guatemala and San Salvador. Both countries are arming.

Cardinal Timeoni, Nuncio at Madrid, has made a report on the Spanish elections, in which he says the Government of King Alfonso have been compelled to accept the alliance of the defenders of the so-called religious liberty, in order to secure a political victory.

The Emperor of Austria formally approved of the appointment of Monseignor Kutel'er to the Archbishopric of Vienna on the 12th inst.

The *London Times* Paris telegram says it seems quite certain that the Senate in no case will contain a purely ministerial majority by the support of our anti-republican group, including irreconcilable Bonapartists, and Ultra Legitimists, or by a union of moderate Left with Ministerialists. Buffet must renounce the least cooperation from moderate Left. The Leon Say and Ferry incident has placed an impassable barrier between the Left Centre and him. Buffet then can only govern with four groups of the Right. He resolutely pushes the Moderate Left towards the Radical Left and himself becomes a prisoner of Bonapartists of all shades, being forced at the same time to reckon on the support of the Legitimists. Such a combination would be a signal for most disastrous complications. If France is really to be saved; another policy, liberal, moderate, and firm against all violence and agitation must be given her. This policy is only possible with the Left Centre. Happily the good sense and honest ideas of President MacMahon will suffice to reassure France, and we may be certain that next session will open under a Cabinet, realizing the promise of Lille and summoning around it the moderate men of all parties.

M. Buffet, Minister of the Interior and Chief of the French Cabinet, together with M. Dufaure, have been defeated in the elections just held. The Orleansists seem to have made great headway in the recent electoral struggle.

The *Wiener Presse* reports that during an insurgent attack on a Turkish camp near Neum, three Turkish men of war anchored off Klek, and unexpectedly opened a violent cannonade on the Herzegovinians. As the vessels were in Austrian waters at the time of their action, it caused considerable surprise. The result of the attack is not known.

A committee of the Reichstag has passed a resolution in favour of the appointment of a special committee to consider the question of reducing the army, and ultimately propose an International Congress to discuss the matter.

### The Vanguard Court-Martial.

(BY SPECIAL TELEGRAM TO THE BROAD ARROW.)

The Vanguard court martial opened today (Friday 10th Sept.), the prisoners being Captain Dawkins, Lieut. Hathorn, Navigating Lieut. Thomas, and the rest of the officers and crew who were put on their trial for the loss of the ship. Rear Admiral Lord John Hay presided.

Captain Dawkins stated that he had to disapprove of the conduct of Captain Collins, of the Royal Marine Light Infantry. Captain Dawkins then put in a statement of the loss of the ship, in which he detailed the morning's experience and his going below safe. At 12.43 he was told that a dense fog had set in, and he then gave orders to blow the steam whistle three or four times; hearing no response from the *Iron Duke* he thought that she was still further off than the three cables; he reduced the speed from eight to six and five knots. Had heard no signals from the *Iron Duke*. Just before signalling a dense fog came, and he ported to avoid collision with a vessel. While issuing this order he found a ship abaft the beam, which proved to be the *Iron Duke*, and in a few seconds he was run into.

In reply to question by the President, Captain Dawkins said: At half past eleven the fleet altered to columns of divisions. At 12.43, when he came on deck, he could not see more than his ship's length. Though he put extra look out men on to watch, made no signal to the *Iron Duke*, showing that he had stopped the engine, owing to want of time. Never heard the whistle of *Iron Duke* during the fog. The *Iron Duke* was supposed to be three cables exactly in his wake. No signal was reported from the admiral as to the speed after the fog came on. The President: How do you account for the *Iron Duke* running into the Vanguard on the portside, when you stated that the course of the Vanguard was not altered more than one and a quarter point to port when clearing the strange vessel?—Witness: I know how the collision occurred, and why it occurred, the whole of it from my own knowledge. A little after half past twelve, when the fog came on, the *Iron Duke* gave a broad shear out. At the time of the collision he gave a general order to close the water tight doors, and when the signal to form columns of divisions was made, the squadron were doing seven knots. They had not attained their station abeam of the admiral. When the fog came on we were about three cables astern. The interval of time which elapsed from the *Iron Duke* being sighted to the moment of collision, was a short minute. When he saw the *Iron Duke* he ordered a full speed ahead, both engines. He gave no orders as to helm, but the mate of the watch, or the officers of the watch, called out "Port" or "Hard aport." Know this to be a right order, and not to make confusion he said nothing. The helm was shifted immediately. He was nearly beam of the Admiral when he knew. It is an Admiralty order to go slow in fogs. He judged that speed would get him into station, and that the Admiral, as soon as he possibly could, would probably have fired a gun indicating a reduction of speed, and he should have kept his station by sound as well as by judgment. Never heard any steam blow off in the Vanguard, which would have prevented his steam whistle being heard at two cables length. Sailing with a squadron, not to blow off if possible, which in this case it was, from the position of the collision on the chart and the place of foundering; the ship drifted 2½ miles S. and by

W.; he attributed it to the tide, which sets directly over Kish Bay. He did not know the ship which caused them to stop. She appeared to be a sailing vessel, would not say how she was steering. Passed her pretty close. Fired no guns as signal before the collision; the admiral was present, and there was no time considered. The steam whistle could have been heard from six to eight cables off certainly, on the day of the collision. They might have cleared the stranger without altering course, but to alter was an order of which he approved, on a sail being reported right ahead in a fog. Had no signal guns loaded—had no time to order it; but it was the custom in the Vanguard, in fogs at night, to have guns loaded on both sides of the ship. Heard no signal from the admiral after the fog set in besides the pennants. When he heard the admiral's pennants made, should think his vessel—the *Warrior*—was six cables off. At the time he estimated the *Iron Duke* to be most certainly not less than the same distance she was off before the fog—viz., three cables. As he could hear the admiral's pennants when made at about six cables distant, and as the *Iron Duke* did not make her pennants after he made his, he most assuredly assumed the *Iron Duke* had dropped astern during the fog. He knew there was no vessel astern of the *Iron Duke*, and he concluded that on hearing his whistle and the full blast of his cowel, he would have kept at a judicious distance in such a fog. The court then adjourned.

The court martial on Captain Dawkins, Lieutenant Hathorn, Navigating Lieutenant Thomas, and the rest of the officers and ship's company of the Vanguard, for the loss of that vessel, was resumed on board Her Majesty's ship *Royal Adelaide*, at Devonport, on Monday morning. The court was composed of the same officers as on previous days, Rear Admiral Lord John Hay, C.B., second in command of the Channel Squadron, again presiding; Mr. W. Eastlake officiated as Deputy Judge Advocate of the Fleet, and Mr. Lishman again appeared for the officers.

Vice Admiral Farleton was then examined, after receiving the usual caution. In reply to the president, witness said he was in command of the Reserve Squadron on the 1st of September. On leaving harbour it was composed of the *Warrior*, *Hector*, *Vanguard*, *Iron Duke*, *Achilles*. The squadron weighed together and left the anchorage in single column, line ahead, and when two miles outside the Kish Light the *Achilles*, which was the sternmost vessel, was detached, and he gave the order to form columns in divisions, line ahead. On the 1st of September the squadron was acting under no orders affecting the case before the court other than are to be found in the signal books supplied to men of war, and the regulations which govern the Service. No special instructions that he was aware of had been issued. His orders were on leaving Dublin Bay to proceed to Queenstown, the distance being about 170 miles. When the Squadron weighed he ordered a speed of seven knots to be provided for and to go, and for this reason, he was anxious to enter Queenstown Harbour with the ebb tide. It was high water at Queenstown on the 2nd at 6.19 a.m., and he made the calculation, therefore, that the squadron should arrive at Queenstown during the forenoon. He did not make any change to the squadron generally by signal in the speed after giving the order for seven knots, but to the *Hector*, which ship remained in company. He gave an order to the *Warrior*, as she did not average seven knots.

The revolutions were increased to thirty three. When he made the signal at 11.10 that the admiral intended to proceed at thirty three revolutions he intended the squadron to understand that he went to go as near as possible in the *Warrior* at a speed of seven knots. Had the weather remained clear it was necessary to be understood by the squadron, in accordance with the practice in the fleet, that this speed would be maintained by the flagship, unless contrary orders were issued by him. In the event of the weather becoming thick, and the vessels of the squadron losing sight of the flagship and of each other, means are provided in the signal book for communicating when the flagship changes her speed; and if the ships had been in their stations and the fog had continued, he should have given orders for regulating the speed of the squadron; but as the Vanguard when last seen from the flagship bore N.E. and by N., ½ N., five points astern of her station, he considered it safer, on the fog so suddenly coming on, to leave the handling of the ship to the individual discretion of the officers in command, whom he had every confidence. The Vanguard bore N.E. by ½ N. at thirty five minutes past noon.

The President: Please explain your meaning as to the handling of the ships being left to the individual discretion of the captains, and whether that was meant to go the length of their going at any speed they might select while they were out of station, and on account of their being enveloped in a fog.

Admiral Farleton: The captains had the instructions for fog to govern them, and were at liberty by those instructions to reduce speed should they deem it necessary. I considered I should distract their attention by doing more than indicating the position of the flagship, which I did by firing guns every half hour, and sounding continuously the steam trumpet.

The president requested Admiral Farleton to point out what part of the fog signal book instructions he referred to as a justification for the captain of a ship not getting into station and maintaining his station.

Admiral Farleton said he referred to Section 2, page 41, in the night for signal book, and Section 7, page 42. The Judge Advocate read the section. The latter section provides that, "during a fog the speed of a fleet, except under such circumstances, should not exceed three to four knots per hour."

Witness continuing, said the squadron was under steam alone at the time. It was right to suppose, as the ships were under steam, that in Article 2, the words, "during a fog the fleet is to maintain the same order and steer the same course as it may have been doing before the fog came on," were the only part of the article which applied to the case before the court. He thought it a matter of opinion that much must be left to the discretion of the officer. Section 7 directs that the speed of the fleet in a fog shall not exceed three to four knots an hour unless under special circumstances. There were special circumstances from the vicinity of the shoals on the Irish coast which induced him to go at a somewhat higher rate of speed, but the captain leading the port division would probably assume that Section 7 was being complied with. The first gun was fired immediately after the fog came on at 12.25, and guns were fired half hourly until half past three. The pennants were sounded by the steam whistle, but to the best of his knowledge were only answered by the *Hector*. He thought it doubtful if they could have been heard by the *Fur-*

guard, at the distance she was, immediately the fog came on. The *Vanguard* would have been likely to hear the gun fired from the flagship after the fog came on. She would, therefore, be aware of her being out of station astern.

The President: Would the captains of ships in the squadron, being informed by the admiral that he intended to proceed at a speed of seven or eight knots, and the fog coming on without any signal being made indicating reduced speed in the flagship, be justified in parting company from the admiral during a fog, and in so doing would they be justified by Articles 2 and 7 of the fog signal instructions?

Admiral Tarleton: Under the circumstances I consider that they would have been justified in parting company. The cruise of the squadron had virtually terminated. Three ships had already been detached. Queenstown was the last port we had to call at, and I anticipated that in the event of parting company they would rejoin the following day.

The President: It has been stated in evidence that immediately before the fog came on the *Iron Duke* was three cables distant astern of the *Vanguard*. Ought she to have been two cables distant? Witness: She ought to have been two.

The President: If the *Iron Duke* had been in her station with reference to the *Vanguard* when the fog came on, looking at the fact that communication was maintained between the flagship and the *Hector* the whole way to Queenstown by steam whistle, could she have maintained a knowledge of the position of the *Vanguard* during the same time by use of the same means?

Admiral Tarleton replied in the affirmative. In reply to the question as to whether he considered that the signal staff was sufficient as to numbers and efficiency for the purposes of evolution on board the ships of his squadron, and whether he had reason to doubt the sufficiency in that respect of the *Vanguard* and the *Iron Duke*, the witness said the ships were differently officered as to the signal arrangements from the fleet, inasmuch as there was no sub lieutenants; otherwise the signals were, as a rule, properly obeyed, and the staff in the *Warrior* under the fog lieutenant was good.

The President: It has been stated in evidence that when the *Vanguard* reduced speed from eight knots to 6.5, and, for a short time, to 3½ knots, it was not known to those in charge of the ship how a signal could easily be made to the *Iron Duke* by the steam whistle stating they had reduced speed. Is there any difficulty that you know of in making the signal by steam whistle, taken out of the signal book, "Reduce speed of engines"?

Witness replied that there was no difficulty; it only required practice. No seaman would be fit for the position of signalman in charge on board a vessel like the *Vanguard* if he could not make that signal by steam whistle. As the principle was the same as that of the flashing signals, he should be competent to signalise with the steam whistle. So far as his experience went, the existing signal books and instructions of naval service in respect to the conducting of fleets were sufficient to meet all the requirements under all circumstances. He had noticed no apparent slackness or incapacity on the part of the signal department in the *Vanguard* and the *Iron Duke*, and especially on the 1st of September.

In reply to Admiral Chamberlain, he said that he inspected the *Vanguard* on the 6th of August last, and was particularly satisfied of her condition for war and of her condition

in general, and so reported to the Admiralty. Captain Dawkins called his attention to the subject of the water tight compartments on his going around the ship, and informed him that he had established a system by which all the water tight doors might be immediately closed. He did not test this report by ordering that duty to be done in his presence.

The President: Did you observe during your inspection of the *Vanguard* whether the regulations as to watertight doors and valves being periodically examined were carried out?—I asked the question of the captain, and he informed me that they had. I do not remember any complaint was made to me as to the efficiency of the doors and valves.

By Captain Dawkins: I have a general impression that you called my attention to the importance of having some bugle call to close up at once all the watertight compartments of the ship, but I do not remember the exact manner in which you did so.

Captain Whyte was called, and deposed to the firing of the guns as stated in Admiral Tarleton's evidence. In answer to a question, he said: Knowing the density of the fog I do not think it possible that the *Vanguard* and the *Iron Duke* could have come into collision without the *Iron Duke* hearing the *Vanguard's* steam whistle if properly sounded. He should calculate it must have been heard, taking the fog into consideration, and assuming the steam whistle to be similar to the *Hector's* at a distance of not more than four cables. They found when the *Hector* was keeping her station two cables apart her steam whistle sounded at the distance not very clearly. In reply to Captain Dawkins, who asked at any time before the collision he heard the *Vanguard* sounding her pennants in answer to the *Warrior's* and also whether he heard a steam cowl in the direction of the *Vanguard* blowing off, or received any report of such sounds being heard, witness said he did not, nor was it reported to him. It was not reported in the signal book.

Admiral Sir J. Tarleton was then recalled, at his own desire, to explain that when he said that discretion was left to the captains as to the speed they should go in a fog, this discretion was only allowed to the captain leading a column.

On Tuesday the first witness called was Flag Lieutenant Edward Stratford Dugdale, of the *Warrior*, who was minutely examined as to the signals. In reply to Captain Lethbridge, witness said that on the first appearance of the fog he went to the flag captain and asked him about reducing speed because of the fog. He did not make any suggestion to the vice admiral or the flag captain of the advisability of reducing speed to enable the *Vanguard* to come up to her station, although the fog was coming on, and the *Vanguard* was one mile distant on the port quarter. He had not time to do so, the fog coming down before the signal could be made with flags. At 1.15, when the signal was made to the *Hector* by flags "reduce speed of engines," signals could, he should think, be made out at a distance of about two miles. Finding that the *Vanguard* was not in signal distance, a signal could not, he thought, have been made to her by guns to reduce speed of engines. No signal guns had previously been heard from the port column, and for this reason he did not think a gun signal from the *Warrior* would have been practicable. Charges of 10lb. were being used in the *Warrior*, he believed, and the gun was trained on the port beam when fired.

Captain Lethbridge: You have stated and

you have reported in the signal log as having heard guns at different times that afternoon. You also stated that they were probably fired from a lightship or from the shore. At what distance do you think those guns were?—I have no idea.

John Davis, the signalman of the *Vanguard*, and Robert Martin, yeoman of signals on the same vessel, were then examined, and they both stated that the steam whistle of the *Vanguard* was blown during the fog, but that no signals were heard from the *Iron Duke*. Replying to the president, who inquired whether the witness had been asked if there was any way of making a signal to the *Iron Duke* to reduce speed or to let her know that the *Vanguard's* speed had been reduced, Martin said: I do not remember the question being put to me to know if I could make a signal, but I believe the captain asked me a question by which I understood that he wanted to make an instantaneous signal, such as we used by day—viz., the steam cowl—and I replied that I knew of none; but I suggested making our pennants to show our position. Witness, continuing his evidence in reply to the president, said the exact words of the captain, as far as he could remember, were, "Will continually blowing on the steam whistle show that we are reducing speed?" If he had been asked whether there was a signal that could be made by the steam whistle in a minute to reduce the speed of the engines, he thought he should not have been able to tell Captain Dawkins that it could easily have been done. The signal to reduce the speed of the engines is one of three figures. Before that signal could be made, it would require a distinguishing signal of the division addressed of four short sounds and two long on the steam whistle, and the signal itself to reduce would require three short and one long. There being a fog, he thought the preparative would not be sufficient before making the signal itself, because by making the preparative they should probably be mistaken for the Admiral's ship. If they made the signal without the divisional signal he thought it would not be in accordance with the Signal Instructions, Articles 8 and 9. It would take about two minutes to make the signal, as he thought it ought to be made under the circumstances of the *Vanguard*—"Reduce speed of engines"—that was, for it to be thoroughly understood. He did not know of any more rapid means of telling the ships astern that they had reduced speed or stopped the engines.

Robert Martin was recalled when the court reassembled on Wednesday, and stated that the *Iron Duke* was seen coming through the fog at forty yards' distance, and at that moment the steam whistle of the *Vanguard* was sounding.

In reply to Captain Edge, witness said that when Captain Dawkins asked him about signals in a fog he did not suggest gun signals. From the time the fog became thick to the time of the collision there would not have been sufficient time to load and fire guns to indicate the *Vanguard's* reduced speed.

Alfred Smith, gunner of the second class, and George Sparks, private in the Marines on board the *Vanguard*, were then examined, but their evidence disclosed no new features.

Commander Tandy, of the *Vanguard*, said he had prepared a statement regarding the stations the officers and men in the *Vanguard* ought to have gone to after the collision on the 1st September. He had also prepared a list of doors of the watertight compartments and the names of the men

who closed them after the collision, which he handed in. The first statement was as follows:—The stations near fire quarter and closing watertight compartments were first watch—Richard George, James Harrold, J. Elliott, S. Gribbell, F. Hyde, E. Rendall; second watch—Charles Oaks, Joseph Adam, Richard Donovan, Thomas Aze, F. Axworthy; third watch—Luke Haggren, Thos. Gordon, Joseph Fox, Richard Donovan, Tinny Murphy. Numbers 1 to 5 of the long est watch off to repair to stations for closing doors. No. 1 sees that all is clear for closing doors between engine room and stokehole; No. 2 closes both doors of port shaft; No. 3 close both doors of starboard shaft passage; Nos. 4 and 5 closes both doors between the engine room and stokehole. According to the second statement, the two doors of the sick bay were left open, as also were the two doors of the provision room flat. Of the six coal bunkers, one was left open for use, and could not be closed on account of coals. The doors of some of the wing passages were also left open. All the doors of the double bottom were kept closed except two under tanks, the covers of which were on, but not screwed close down. All the other doors and covers were closed.

Three of the look out men were then examined and the court adjourned.

On Thursday several of the crew of the *Vanguard* were examined, and they heard no steam whistle from the flagship, or the guns that were fired from her. Robert Brown, chief engineer of the *Vanguard*, said that her machinery on the day of collision was in perfect order.

Captain Henry Dennis Hickley, of the *Iron Duke*, was then called, and said: A little after twelve, the weather being fine, and the course south half east, the flagship was visible, bearing south west one mile, and it being my impression that a fog was not coming on, I left the deck, having been there all the forenoon, in charge of the officer of the watch. At this time the engines were going fifty revolutions. I gave orders for the *Iron Duke* not to get astern of her station, the *Vanguard* and the *Iron Duke* being at this time three cables apart. Seeing the *Vanguard's* masts directly in one ahead, and my own ship on that course, I went below. After being below about ten or twelve minutes, the mate of the watch came down to tell me that the flagship and the *Vanguard* were out of sight. I immediately went on deck, and on going to the officer of the watch on the starboard side of the battery, asked what he was doing. His answer was that he had yawed a little out of line to get clear of his next ahead. I made answer, "That will not do; get into line again"; and I ordered the helm to be put a port again. While the ship commenced to pay off to the port helm I heard the *Vanguard's* steam whistle blowing, over the space of six or seven seconds, about two points on the starboard bow, and having every reason to believe from the position of the sound of the whistle, and presuming that she was continuing her speed, I ported with confidence, first to south by west, and then to south south west. There was no interval between the two except that I asked the quartermaster on both occasions how her head was bearing, he answering south by west and south south west. On his giving the latter course I said, "That will do; bring her to her course again" (south half east). When I heard the steam whistle of the *Vanguard*, I said to the man who was standing by our steam whistle, "Answer her signal," when the man turned the whistle, but the steam was not on it. I immediately, as the steam whistle is turned on from

the stokers' flat, sent down to have it turned on, at the same time giving orders, in case it should be defective, to have fog horns brought on deck. The mate of the watch, in running down the after ladder, met Mr. Rundle, one of the engineers, who instantly himself went and turned on the tap, and ran up to the steam whistle in time to turn it just as we had collided. The space in doing this, was therefore very limited. During this time an alteration in the course, as I previously stated, was occurring and from the time I ported the helm in the first instance to the time of colliding with the *Vanguard* was not more than three minutes; and her steam whistle was sounded once, and once only, as far as I can judge. What I mean by once only is the space of time that her whistle was heard. On the quartermaster telling me how her head was, south south west, and I had given orders to bring her to her course again, the ship canted a port with a quarter of a turn with the first of her starboard helm. I saw the *Vanguard* ahead about half a cable distant, with her head at about south east. I stopped the port screw to increase her swing to port, but, seeing a collision inevitable, I ordered full speed astern with both engines; but the engines had scarcely moved, if moved at all, when we ran into the *Vanguard* on her port side abaft the battery. After the fog came on the pennants had not been made by the steam whistle on board the flagship to my knowledge, neither had they been repeated by the squadron. This has been the practice of late years. When the fog came on I had look out men placed. No report was made of any steam whistle being heard during the fog, and up to the time of the collision, with the exception of that of the *Vanguard*. I think I could have heard signal guns from the flagship if they had been fired. Special look out men were put on, but I did not mention the *Vanguard* especially. The look out men that were specially placed were two men on the fore-castle, one of whom was on the jibboom end. Two signalmen were on deck, also a mast-head man up, a chief officer of the Coast-guard on the fore-castle, and a man on the life buoy, who also had directions to look out abaft.

The President: Can you state positively to the court that because you did not hear any signal from the flagship "reducing speed" that it never occurred to you that the flagship had reduced her speed because of the fog?—It did not occur to me that the flagship had reduced speed. My great idea was to get in station as soon as possible, and within signal distance.

(By *Electric Telegraph*.)

On Friday the cross examination of Captain Hickley, of the *Iron Duke*, was proceeded with. He estimated that the *Iron Duke* struck the *Vanguard* at an angle of six points.

Q. Did the *Vanguard's* hull appear to hold on to the prow of the *Iron Duke*, and bear it away with her to the effect of turning the ship's head?—It struck me that she canted our head to port, but our engines acting under the previous order to go astern, which I allowed to act to prevent ripping the *Vanguard's* side, and we were in collision a very short time. The engines were going at fifty four revolutions as I understood when I came on deck at 12.40; I ordered no change of speed before I ordered the port engines to stop. The utmost speed which could be got out of the *Iron Duke* at a trial some time before was sixty three revolutions.

Q. If the helm had been ported and starboard engine stopped, do you think the col-

lision would have been avoided?—No. it was impossible to have avoided it; the *Vanguard* would have been struck in a less vital part, but with much greater severity.

Q. What do you consider was the actual speed of the *Iron Duke* through the water at the instant of collision?—Not less than seven and a half knots.

Q. Had you such confidence in the officer of the watch as to give him no orders as to the number of revolutions he was not to exceed?—A. I had every confidence in the officers of the watches who, in keeping station, always regulated the speed, and I was certainly astonished to find that the officer of the watch had worked his revolutions up to sixty. The *Iron Duke's* steam whistle was not defective. It was effective when the steam was turned on. I estimate the time the two ships were in contact at a minute or a minute and a half.

Q. When you heard the confused sound from the steam whistle, did you form any estimate of the distance it was off?—A. Yes. Coming on deck as I did, and knowing in my own mind the approximate relative positions of both ships, I thought the sound of the *Vanguard's* whistle corresponded with the distance she ought to be, although too much on the starboard bow. The distance was, I thought, between two and three cables.

Captain Dawkins: Can you state positively that you know the sound of the *Vanguard's* whistle from any other?—A. Certainly not.

Captain Dawkins: Then am I to understand that the whistle you heard on the supposed starboard bow might for all you knew be that of another ship?—It is within the bounds of possibility that another large steamer with a powerful "cow!" might have come down between the lines, but I do not think it probable, seeing she was not in sight a short period before.

Captain Dawkins: Is it according to the rule of the road at sea when you hear a whistle in a dense fog on your starboard bow, to port your helm?—No, I should say not as a general rule. Had the *Vanguard* not seen the vessel ahead, I do not think the accident could have happened, as then her head would have been pointing on the course.

Captain Dawkins: Do you think, as a sailor, that the captain of a ship would be justified in at once starboarding his helm and stopping his engines if the look out man on the starboard or port cathead in a dense fog reported a ship right ahead?—Yes, if the report was "Right ahead."

Lieutenant P. G. Evans, officer of the watch of the *Iron Duke* at the time of the disaster, deposed: When I came on deck to take charge at 12.30, my orders were course S. half E., columns of divisions in line ahead close order, going fifty revolutions, the *Iron Duke* being slightly astern of station, and inclined to drop. On taking on, I put her on to fifty two revolutions, and in five minutes' time I ordered "as fast as possible," asking how many revolutions that would be in the engine room. The look out men had been previously placed on account of the fog by the officer of the forenoon watch. I ordered a man to go to the steam whistle. At 12.40 I lost sight of the flagship, and immediately sent down a chief officer of the coastguard to tell the captain, and as soon as he came up again, we lost sight of the *Vanguard*. On losing sight of the *Vanguard* knowing the speed I was going at, and not wishing to follow exactly in the wake of my leader for fear she might have to stop I gave the order "starboard" and then to keep her former course. The captain was close to

me by this time, and I told him I had given the ship a slight sheer as I did not like to follow exactly right astern of my leader. He gave the order "port," and a second order to "port" in about a minute and a half afterwards. Then a whistle was heard on the starboard bow. The captain gave another order to "port," and asked the quartermaster how her head was. He answered S. S. W. The captain steadied her. On hearing the steam whistle of the Vanguard Captain Hickley ordered our steam whistle to answer. About two minutes after the Vanguard's whistle had sounded, we sighted her from three to four points on the starboard bow, and about fifty yards off. The helm was put hard a starboard, the port stopped, and then full speed astern with both engines was ordered. About a short minute after that we collided, striking at an angle of forty five degrees; we were clear of her in about half a minute. The boats' crews were all then away. At this point the court adjourned.

(To be Continued.)

DOMINION OF CANADA.



MILITIA GENERAL ORDERS.

HEAD QUARTERS,

Ottawa, 23th January, 1876.

GENERAL ORDERS (2.)

No. 1.

ACTIVE MILITIA.

PROVINCE OF ONTARIO.

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

To be Captains:

Lieutenant William Henry Vandorsmissen, M.S., vice William Hodgson Ellis, who is hereby permitted to retire retaining rank.

Lieutenant Robert Baldwin Hamilton, M.S., vice Bennett, retired.

Lieutenant Edward Augustus Nash, M. S., vice Ryerson, retired.

Lieutenant William Roof, M.S., vice Delamere, retired.

To be Lieutenant:

Sergeant Joseph Martin Dolamere, M.S., vice Beaumont, resigned.

Captain and Quarter Master Edward Mar-

ion Chadwick, V.B., to have the honorary rank of Major.

13th Battalion of Infantry.

The resignation of Ensign Angus Peter Spohn is hereby accepted.

30th "Wellington" Battalion of Rifles.

To be Major:

Captain and Brevet Major John F. Hollinger, M.S., from No. 10 Company, vice John Alexander McMillan, left limits.

No. 10 Company, Arthur.

To be Captain:

Lieutenant William Wallace White, M.S., vice Hollinger, promoted.

BREVET:

To be Major:

Captain Albert Augustus Miller, M.S., 2nd Battalion, from 13th January, 1876.

PROVINCE OF QUEBEC.

6th Battalion "Fusiliers."

Adverting to No. 2 of General Orders (32), 3rd December, 1875, the additional designation of the 6th Battalion is "Fusiliers," the word "Hochelaga" being omitted in future.

9th Battalion of Rifles, "Voltigeurs de Quebec."

No. 2 Company.

To be Captain:

Lieutenant Mathias Chouinard, M.S., vice A. Eugène Gingras, whose services as an officer in the Active Militia are hereby dispensed with.

65th Battalion or "Mount Royal Rifles."

No. 2 Company.

To be Captain:

Joseph D. Chartrand, Esquire, M.S., vice Trudeau, retired.

Three Rivers Provisional Battalion of Infantry.

No. 4 Company, St. Gabriel de Brandon.

To be Lieutenant:

Gabriel Arsène Desmarais, Gentleman, M.S., vice P. A. Monday, whose resignation is hereby accepted.

BREVET.

To be Lieutenant Colonels:

Major John J. Shoppard, M.S., Joliette Provisional Battalion, from 13th January, 1876.

Major Jean Baptiste Amyot, M. S., 9th Battalion, from 27th January, 1876.

To be Majors:

Captain Andrew Charles Stuart, M.S., No. 4 Company, 8th Battalion from 28th January, 1875.

Captain Louis Elzéar Frongette, M.S., No. 1 Company, 9th Battalion, from 27th January, 1876.

RETIRED LIST.

Lieutenant Colonel Theodore Lyman, formerly Assistant Quarter Master General to the Active Force of Montreal, is hereby placed on the Retired list retaining the rank of Lieutenant Colonel.

PROVINCE OF NOVA SCOTIA.

Digby Battery of Garrison Artillery.

To be 2nd Lieutenant:

Edmond Bideu, Gentleman, M. S., vice William Sawry Gilpin, whose resignation is hereby accepted.

No. 2.

CERTIFICATES GRANTED.

SCHOOL OF GUNNERY.

PROVINCE OF QUEBEC.

FIRST CLASS "SHORT COURSE" CERTIFICATES.

Sergt Major J. H. Kennedy	Winnipeg F. B.
Sergt. C. F. Langan	N.B. Brigade G.A.
Sergt. Nelson Morley	Welland Canal F.B.
Sergt. D.G. McNaughton	N. B. Brigade G. A.
Actg. Bom. J. Munroe	"A" Battery.
Gunner Isaac Raines	Toronto F. B.
Gunner M. McLeod	Kingston F. B.
Gunner W. Tolton	Hamilton F. B.

SECOND CLASS "SHORT COURSE" CERTIFICATES.

Sergeant J. Dunlop	N. B. Brigade G. A.
Gunner W. Fox	Cobourg G. A.
Gunner W. Ehardt	St. Catharines G. A.
Gunner R. Bodle	Wellington F. B.
Gunner G. A. Blaney	do do
Gunner G. Hawthorne	Ottawa Brigade G. A.

By Command,

WALKER POWELL, Colonel,

Adjutant General of Militia,  
Canada.



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The Volunteer Review,  
 AND  
 MILITARY AND NAVAL GAZETTE

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

OTTAWA, TUESDAY, FEBRUARY 1, 1876.

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

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

As promised our readers we commence to publish the evidence taken before the Court Martial appointed to try the Captain and officers of Her Majesty's ship *Vanguard* for the loss of that vessel. For very obvious reasons we have refrained from any criticisms on that most unfortunate and unlucky event, nor would we now break through our reticence were it not for the extraordinary course pursued in some of the English military journals, the unwarranted and barefaced attempt to connect the finding of that court, the motto of the Admiralty consequent

thereon, with the accidental sinking of the yacht *Mistletoe* by the Royal yacht *Alberta* in the Solent, to the depreciation of the professional abilities of the officers of the latter, and the pandering to mob instincts by trying to make out that Captain DAWKINS was sacrificed to divert public attention from the imputed want of seamanship of Captains, the Prince of LEININGEN and WALSH, on the pitiful plea that the former was cousin to our Gracious Sovereign. It cannot be denied that the fourth estate has done good service to the cause of liberty, justice and humanity—that it has borne a fair share in the progress of civilizations, and that its tendency when managed with a sole view to the interests of society—and not as the organ of a party or clique—has been generally for good.

But journalism in Great Britain at the present day exhibits all the mischievous and paltry tricks attending the would be leaders of public opinion, who are compelled to become mob followers sooner than lose their place in the crowd.

It cannot be pleaded that the attempt to discredit on a learned and upright judge in the case of a gallant and unfortunate military officer was conducive to the interests of society, or that the senseless howl of "one law for the rich and another for the poor" was likely to ensure respect for the government and institutions of the country.

In the present case the attempt is even worse, for it is directed to the laudable task of loosening the bonds of discipline and engendering a feeling of contempt for all authority.

This is the more painfully evident because no sane man who understood anything at all of seamanship could fix blame on Prince LEININGEN or the officers of the Royal yacht, while no man who has carefully read over the minutes and evidence of the Court Martial can point out a fault in the finding or show how such a verdict could be avoided. Captain DAWKINS' friends are certainly not to be found amongst those journals to which we have alluded, but it is quite possible that extenuating circumstances which would warrant a total reversion of the sentence could be easily found, and might justly be urged in that gallant but unlucky officer's behalf. The following from the London *Globe* is a most powerful plea against the sentence, and there can be no doubt that "undermanned and with a scratch crew," the position the Captain of the *Vanguard* was placed in was sufficiently difficult. Indeed, it would seem that the remote causes which led to the loss of the vessel could be traced back in a direct line to the interference of such men as Mr. CHILDERS with the organization and discipline of the Navy, and it is quite certain that Mr. GLADSTONE's colleagues thoroughly disorganized both services, leaving to their successors to reconstruct what had been so needlessly and wantonly destroyed, at the call of that class which more than all others is dependent on efficiency in

both Army and Navy for existence. The *Globe* says:

"In the time of war the nation would naturally be prepared to hear of the occasional loss of a fighting ship, but it may be a trifle surprising to be told that the loss of the *Vanguard* may be traced to 'too much peace.' If we accept the reasoning of naval men, who certainly should be able to form a correct opinion on such a matter, it would seem that 'the piping times of peace,' about which that ex First Lord of the Admiralty, Mr. Childers, used to speak so gleefully, gave the opportunity for dealing with the naval service in a somewhat lax manner, which tended greatly to reduce its efficiency. It was thus open to Mr. Childers to reorganize the navy on a peace footing, which simply meant reduction both of *personnel* and *matériel*, and the coastguard suffered much curtailment. Under the new title of the 'First Reserve Squadron' a number of broken-down or obsolete ironclads with reduced complements were pressed into the coastguard. The present Admiralty has done much towards rendering these ships effective, and in upsetting the former system of making the coastguard a refuge for armour plated vessels which had been ordered home from foreign stations as unfit for sea service; but their lordships hesitated in carrying the reconstruction of the First Reserve so far as to restore to the ships of the squadron their sea going complements. They have, in consequence, remained for eleven months of the year with reduced crews, being fully manned for the summer cruise by the embarkation of antiquated chief officers and boatmen of the shore force, good old tars in their way, but naturally enough a trifle heavy in their ideas about water-tight doors and fog signals. To the chief officers are delegated those quarter-deck duties which are in a regular sea-going ship performed by young officers, and from a lack of 'smartness' in carrying out this service, the officer of the watch finds himself often but poorly assisted. With a scratch crew put on board, and with no junior officers, it is not surprising that the look out for signals was not as sharp as it should have been, or that all the water-tight doors were not closed with accuracy and rapidity."

Might it not be quite possible that want of thorough seamanship was the cause of the loss of the *Captain* and *Vanguard*?

Our readers will judge for themselves by perusing the evidence which we copy from the reports in *Broad Arrow* of Sept. 11th, 18th, 25th, and Oct. 2nd.

It was held at Davenport on board the *Royal Adelaide*. Admiral Lord JOHN BARR, C.B., President. The other members were Rear Admiral CHAMBERLAIN and Captains W. HOPE, OLDFIELD, LETHBRIDGE, WARD, BOGGS, PARKIN, and HENEGAGE. Mr. EASTLAKE, Judge Advocate.

CONNECTED with the recent loss of H. M. ship the *Vanguard* there are some historical reminiscences which lead us back to the period when England owned both ships and seamen.

The *Saturday Review* has given us an article under the title of "The Old *Vanguard*," which our readers will find copied in another page, and it will repay the trouble of perusal.

By recent despatches from England, we learn that Earl CARNARVON, Secretary of the Colonial Department, has advised the QUEEN that the clause of the Dominion Parliament's bill creating the Superior Court of the Dominion, which debars an appeal to the Privy Council of England, must be repealed.

Those who have received their accounts, and have not yet remitted us the amount thereof must do so immediately, otherwise their papers will be stopped, as we must for the future adhere strictly to our terms of pay in advance.

### The Prince of Wales in India.

#### THE PRINCE IN CEYLON.

COLOMBO, Dec. 6.

The Prince is at the shooting camp, Ruauwella. The Prince's visit to Ceylon has proved exceedingly interesting. The British subjects are delighted at the honor paid to the colony. The Singalese are overjoyed at the sight of one who represents the successor of the Kandyan kings. The Prince is charmed with the scenery, touched by the warmth of the reception he has met with, interested in the prosperity of such a noble possession of the Crown, and animated by the prospect of novel sport. The exertions of the Governor and his Staff to provide accommodation and amusements are most fully appreciated by him and his suite. The rain has not damped his enthusiasm. Though the bad weather which rendered the transit between the ships and the shore at Colombo by no means agreeable, it was accepted resignedly, if not cheerfully. So eager were all to see the Prince that some complaints have been made public that he did not land soon enough; but if circumstances had been known, no such words would have been written, for no one ever was less inclined to keep people waiting on such occasions than the Prince. The delay of the *Scrapis* and the consequent disappointment at Colombo were not due to him nor it must be said to the Governor.

There was less ceremonial at Colombo than at Bombay, infinitely less military display; indeed the materials did not exist for them in the colony, but there was more universal display of feeling and larger cordiality. It needed something to make amends for the grievous disappointment in Southern India, and it is to be regretted that the Prince's stay in Ceylon cannot be protracted. All the scenes at Colombo were marked by strong local coloring, but the incidents at Kandy were so entirely original that it is to the artist's pencil alone that the task of giving an idea of them must be left. The costume of a Kandy Chief would need many words of description; and if the simplicity of costume of the lower order would afford some set off to the quaint richness and extraordinary fashion of the garments of the nobles and chiefs, it would be still a work of time to convey an impression of the effect produced at Kandy by vast multi-colored crowds of yellow-robed Buddhist priests, with shaven bare heads, petticoated men with combs at the back of their heads, turbaned Hindoos filling up the spaces marked out by the most effective ornamentation of bamboos and cocanuts and palm leaves. Of the Veddas, or Aborigines, armed with bows and arrows, I did nothing much; nor does it commend these harmless savages much to our human sympathies to

learn that they never laugh. It would be odd, indeed, if they were cheerful, for hard is their lot in life, unless they are pleased with misery. The procession of elephants in private rehearsal and devil dancing on the night of arrival in Kandy might have been misunderstood by people if it were not known to all that the British Government has no longer any connexion with Buddhism, and that it will punish a priest as well as a peasant for a breach of the law.

The journey by rail from Colombo to Kandy, performed by thousands every year who think as little of its beauties as if they were in an underground railway, is worth a journey to Ceylon to see. Under the circumstances of the Prince's visit the scene was one never to be forgotten, and Kandy, if it be small, has a type of its own, and is unlike any other capital in the world. It may be doubted if for natural beauty the site can be equalled. The Kandy chiefs have expressed the utmost pleasure at the visit of the Prince. The native ladies present at the investiture were delighted. Having gone through his public duties so far as Colombo, it was only natural the Prince should desire to enjoy the sport for which Ceylon is specially famous, and see some of the lovely scenery rarely visited by travellers. It was not possible to get up a grand kraal, for at this time of year men are busy, and it needs many hundreds to drive elephants gradually into a fatal district where a labyrinth is ready. The grand sport prepared near Trucomalee had to be abandoned, as you know. The camps where the country swarmed with game were broken up, and all that could be done was to make arrangements for an elephant party elsewhere, and Ruauwella, a secluded spot, 46 miles from Kandy and 41 miles from Colombo, was fixed upon as a place likely to afford a little sport. It was reported that two herds of elephants were in the neighborhood, and the sportsmen of the district were employed in watching them and inducing them to draw near a kind of kraal hastily constructed. Servants and baggage were ordered to start on Friday afternoon. With extraordinary energy huts were run up, coolies collected, food and transport provided, and at 7:30 yesterday morning the Prince, attended by the Governor, Sir W. H. Gregory, the Colonial Secretary, Mr. Birch, and his suite, left Kandy by train for Ruauwella. Great crowds were assembled to see his departure, which was marked with the usual honors. At the station was General Street, with a guard of honor of the 17th Regiment. There was much cheering. The train, preceded by a pilot engine, ran pretty smoothly over the new line through one of the loveliest countries the world can show, all fresh from last night's torrents, which had in many places flooded the fields and carried away the earth from the dripping hillsides. Thousands of people slept, or tried to sleep in Kandy last night without any covering. At Gampola, the Duke of Sutherland, Lord Alfred Paget, Captains Glynn and Durant bade the Prince good bye for a time and proceeded to Nuwara Eliva, where they will be lodged in the Governor's Lodge and expect some sport. They will cross the famous Rambodda Pass and attain an altitude which renders fires morning and evening necessary. They rejoin at Colombo. Canon Duckworth, Captain Williams, Colonel A. Ellis, and Mr. F. Knollys remained at the Pavilion, Kandy. At all the stations from Kandy to Nuwara-Eliva there were pretty yet simple decorations, and pleased crowds of all classes. There were a few women, and these only outside. It was very unfortunate that the rain now began to fall heavily, for the

glimpses which could be had of the enchanting scenery were sometimes imperfect. When the rain clouds were risen for a few minutes, the eye rested with delight on mountains of the most varied form, clothed from foot to highest summit with the wildest profusion of tropical vegetation. The early morning was fine, but soon after the Prince left the train, the clouds gathered on the mountain tops thickened and descended towards the valley. Horses are rare in Ceylon, and transport is carried on by bullocks and coolies. But the Governor had some fine vehicles sufficient for the Prince and his party, who left the station amid frantic cheering from the large assemblage of planters and less noisy demonstrations of loyalty from many Singalese.—*London Times*.

### Russia in Khokand.

The St. Petersburg *Invalid* of the 3rd inst. gives a detailed account of the Russian campaign in Khokand. It seems that after the destruction of the bands under Autobadshi at Marghilan and Usob, General Kaufmann requested the new Khan of Khokand to come to Marghilan to arrange the conditions of peace. After its conclusion all the Russian troops were ordered to Namanghan. At the time they were crossing in a body to the right bank of the River Sir Daria the Kiptschak Khirgises again revolted under Autobadshi and the Sultan Murad Bek, the town of Undidshan being the centre of the insurrectionary movement. General Kaufmann, having no knowledge of this, had sent two persons under an escort of Dshigites on a scientific exploring mission to Undidshan, where they witnessed the fresh insurrection. They were, however, able to defend themselves, and succeeded in returning to Namanghan. A column of troops under the command of Major General Trotsky was despatched to chastise the inhabitants of Undidshan. The latter made a strenuous resistance, and the troops were compelled to storm the town. The fighting on the walls and in the streets was most severe. Two guns were captured from the insurgents. After setting fire to the town, the column returned to Namanghan, destroying on their way the villages of the Kiptschak Kischlaks. General Kaufmann, being without news from Major General Trotsky, marched to meet him. Previous to the junction of the two corps the Russians again attacked the camp of the Kiptschak Khirgises, stormed it and dispersed the defenders, capturing all their guns, nineteen standards, and other trophies. The loss of the Kiptschaks was enormous. On the Russian side twelve soldiers were killed, and five officers, thirty-five soldiers and five Dshigites wounded. On the 20th of October General Trotsky's column joined that of General Kauffmann, and both returned to Namanghan, where in the meantime another body of Kiptschak Khirgises, incited by false intelligence, commenced a fresh rebellion, which was, however, promptly suppressed. "The same false news," adds the *Invalid*, "caused the rising at Khokand on the 21st of October, by which the new Khan Nasr-Eddin was driven away."

LONDON, January 19.—The *Daily News* has the following special from Berlin:—A paper which often has relations with the Government publishes an alarmist article, similar to those which caused so much uneasiness a year ago. The article mentions reports of the formation of a French squadron in the Mediterranean, the collection of military stores at Nancy, etc., as reasons for Germany to be watchful.

## DOMINION OF CANADA.



## MILITIA GENERAL ORDERS.

## HEAD QUARTERS,

OTTAWA, 7th May, 1875.

## MILITIA GENERAL ORDERS (1).

No. 1.

## RESERVE MILITIA.

PROVINCE OF PRINCE EDWARD  
ISLAND.FIRST REGIMENTAL DIVISION OF QUEEN'S  
COUNTY.

## No. 1 Company Division (Townships 20 and 67.)

To be Captain :  
William Campbell, Esquire.  
To be 1st Lieutenant :  
James Elliot, Gentleman.  
To be Ensign :  
Malcom McDonald, Gentleman.

## No. 2 Company Division (Township 21.)

To be Captain :  
Donald Campbell, Esquire.  
To be Lieutenant :  
Joseph D. Harding, Gentleman.  
To be Ensign :  
William McKay, Gentleman.

## No. 3 Company Division (Township 22.)

To be Captain :  
John O. Clark, Esquire.  
To be Lieutenant :  
John Hogan, Gentleman.  
To be Ensign :  
John Trainor, Gentleman.

## No. 4 Company Division (Township 23.)

To be Captain :  
James A. Christie, Esquire.  
To be Lieutenant :  
Dominic Doiron, Gentleman.  
To be Ensign :  
James Bullman, Gentleman.

## No. 5 Company Division (Township 24.)

To be Captain :  
John Gaddie McNeil, Esquire.

To be Lieutenant :  
Adrien Dolron, Gentleman.  
To be Ensign :  
Alexander Houston, Gentleman.

## No. 6 Company Division (Township 29.)

To be Captain :  
George Howal, Esquire.  
To be Lieutenant :  
Thomas Rogerson, Gentleman.  
To be Ensign :  
John Bradley, Gentleman.

## No. 7 Company Division (Townships 30 and 31.)

To be Captain :  
Donald E. Campbell, Esquire.  
To be Lieutenant :  
Malcolm McPhail, Gentleman.  
To be Ensign :  
Daniel Henderson, Gentleman.

## No. 8 Company Division (Townships 32 and 33.)

To be Captain :  
Duncan Kennedy, Esquire.  
To be Lieutenant :  
Charles Augustus Warred, Gentleman.  
To be Ensign :  
William Henry Smith, Gentleman.

## No. 9 Company Division (Township 34.)

To be Captain :  
James Robertson, Esquire.  
To be Lieutenant :  
George Crockett, Gentleman.  
To be Ensign :  
Isaac Thomson, Gentleman.

No. 10 Company Division (Townships 35  
and 36.)

To be Captain :  
Edward Lane, Gentleman.  
To be Lieutenant :  
Patrick MacMannus, Gentleman.  
To be Ensign :  
John Court, Gentleman.

SECOND REGIMENTAL DIVISION OF QUEEN'S  
COUNTY.

## No. 1 Company Division (Township 37.)

To be Captain :  
George Clarke, Esquire.  
To be Lieutenant :  
John McQuaid, Gentleman.  
To be Ensign :  
James Coffin, Gentleman.

## No. 2 Company Division (Township 48.)

To be Captain :  
Isaac W. Wadman, Esquire.  
To be Lieutenant :  
Aaron P. Ings, Gentleman.  
To be Ensign :  
James R. Carroll, Gentleman.

## No. 3 Company Division (Township 49.)

To be Captain :  
Charles J. Hazard, Esquire.  
To be Lieutenant :  
Michael Haley, Gentleman.  
To be Ensign :  
John R. Rourke, jr., Gentleman.

## No. 4 Company Division (Township 50.)

To be Captain :  
Thomas Crane, Esquire.  
To be Lieutenant :  
Lemuel Hayden, Gentleman.  
To be Ensign :  
John McDonald, Gentleman.

## No. 5 Company Division (Township 57.)

To be Captain :  
Peter McDonald, Esquire.  
To be Lieutenant :  
John Campbell, Gentleman.  
To be Ensign :  
Wellington Mutch, Gentleman.

## No. 6 Company Division (Townships 58 and 60.)

To be Captain :  
Donald A. Murchison, Esquire.  
To be Lieutenant :  
Roderick McKenzie, Gentleman.  
To be Ensign :  
Daniel McLaren, Gentleman.

## No. 7 Company Division (Township 62.)

To be Captain :  
Alexander Martin, Esquire.  
To be Lieutenant :  
Duncan McMillan, Gentleman.  
To be Ensign :  
Donald Martin, Gentleman.

## No. 8 Company Division (Township 65.)

To be Captain :  
Donald Farquharson, Esquire.  
To be Lieutenant :  
Alexander Blue, Gentleman.  
To be Ensign :  
Edward Foley, Gentleman.

No. 9 Company Division (East half of Char-  
lottetown and Royalty.)

To be Captain :  
Elijah F. Purdy, Esquire.  
To be Lieutenant :  
John McPhail, Gentleman.  
To be Ensign :  
F. Herbert Beer, Gentleman.

No. 10 Company Division (West half of Char-  
lottetown and Royalty.)

To be Captain :  
Francis S. Longworth, Esquire.  
To be Lieutenant :  
Minnit John Fitzgerald, Gentleman.  
To be Ensign :  
Brenton F. Longworth, Gentleman.

REGIMENTAL DIVISION OF KING'S COUNTY.	To be Ensign :	No. 5 Company Division (Townships 12, 13 and 14 )
No. 1 Company Division (Townships 38 and 39.)	John A. McDonald, Gentleman.	
To be Captain :	No. 9 Company Division (Townships 59 and 61.)	To be Captain :
James R. McEwen, Esquire.	To be Captain :	Major James Barclay, from late 3rd Prince County Regiment.
To be Lieutenant :	William Johnson, Esquire.	To be Lieutenant :
Michael Cunningham, Gentleman.	To be Lieutenant :	Lieutenant John O'Connor, from late 3rd Prince County Regiment.
To be Ensign :	Charles D. Poole, Gentleman.	To be Ensign :
Benjamin Douglas, Gentleman.	To be Ensign :	Herbert Yeo, Gentleman.
No. 2 Company Division (Townships 40 and 41.)	Daniel Collings, Gentleman.	No. 6 Company Division (Townships 15 and 16.)
To be Captain :	No. 10 Company Division (Townships 63 and 64.)	To be Captain :
John A. McLean, Esquire.	To be Captain :	Captain Edward Darby, from late 3rd Prince County Regiment.
To be Lieutenant :	Malcolm McFadyen, Esquire.	To be Lieutenant :
William Hooper, Gentleman.	To be Lieutenant :	John Ramsay, Gentleman.
To be Ensign :	William Miller, Gentleman.	To be Ensign :
Peter J. Ryan, Gentleman.	To be Ensign :	John K. Lyal, Gentleman.
No. 3 Company Division (Townships 42 and 43.)	Thomas Clements, Gentleman.	No. 7 Company Division (Township 17.)
To be Captain :	REGIMENTAL DIVISION OF PRINCE COUNTY.	To be Captain :
Alexander McGinnis, Esquire.	No. 1 Company Division (Township 1.)	Captain Charles B. Saunders, from late 3rd Prince County Regiment.
To be Lieutenant :	To be Captain :	To be Lieutenant :
William Chaisson, Gentleman.	Captain Thomas Fairburn, from late 4th Prince County Regiment.	Thomas Frizzle, Gentleman.
To be Ensign :	To be Lieutenant :	To be Ensign :
Angus McCormick, Gentleman.	Captain Everestus Gallant, from late 4th Prince County Regiment.	Robert Bearisto, Gentleman.
No. 4 Company Division (Townships 44 and 45.)	To be Ensign :	No. 8 Company Division (Townships 18 and 19 including Princetown and Royalty.)
To be Captain :	Isidore Gaudet, Gentleman.	To be Captain :
James R. McLean, Esquire.	No. 2 Company Division (Townships 2 and 3.)	Captain James M. McNutt, from late 1st Prince County Regiment.
To be Lieutenant :	To be Captain :	To be Lieutenant :
William McLean, Gentleman.	Captain Charles Traversé, from late 4th Prince County Regiment.	Ensign John Montgomery, from late 1st Prince County Regiment.
To be Ensign :	To be Lieutenant :	To be Ensign :
James Keefe, Gentleman.	Ensign Elijah Mountain, from late 4th Prince County Regiment.	Ensign Bennet McLellan, from late 1st Prince County Regiment.
No. 5 Company Division (Townships 46 and 47.)	To be Ensign :	No. 9 Company Division (Townships 25 and 26.)
To be Captain :	Artemus Clark, Gentleman.	To be Captain :
Leuchlan McDonald, Esquire.	No. 3 Company Division (Townships 4, 5 and 6.)	James Carruthers, Esquire.
To be Lieutenant :	To be Captain :	To be Lieutenant :
Simeon Cheirine, Gentleman.	Major Benjamin Rogers, formerly in the Volunteer Militia.	Daniel McDonald, Gentleman.
To be Ensign :	To be Lieutenant :	To be Ensign :
Ronald McDonald, Gentleman.	Lieutenant Hubert Hunter-Duval, from late 4th Prince County Regiment.	James Montgomery, Gentleman.
No. 6 Company Division (Townships 55 and 56.)	To be Ensign :	No. 10 Company Division (Townships 27 and 28.)
To be Captain :	Artemus Clark, Gentleman.	To be Captain :
John Scrimgeour, Esquire.	No. 4 Company Division (Townships 7, 8, 9, 11 and 11.)	Captain John L. Muttart, from late 2nd Prince County Regiment.
To be Lieutenant :	To be Captain :	To be Lieutenant :
Frederick G. Boryer, Gentleman.	Major Benjamin Rogers, formerly in the Volunteer Militia.	John Manson, Gentleman.
To be Ensign :	To be Lieutenant :	To be Ensign :
John Parker, Gentleman.	Lieutenant Edward Mansfield, formerly in the Volunteer Militia.	Ensign Murdoch Ross, from late 2nd Prince County Regiment.
No. 7 Company Division (Townships 51, 52 and 65.)	No. 4 Company Division (Townships 7, 8, 9, 11 and 11.)	By Command,
To be Captain :	To be Captain :	WALKER POWELL, Colonel,
Austin McDonald, Esquire.	Captain George Carroll, from late 4th Prince County Regiment.	Adjutant General of Militia,
To be Lieutenant :	To be Lieutenant :	Canada.
Hugh D. McDonald, Gentleman.	Lieutenant Abraham Kinlay, from late 4th Prince County Regiment.	
To be Ensign :	To be Ensign :	
Alexander Hamilton, Gentleman.	Augustino Callaghan, Gentleman.	
No. 8 Company Division (Townships 53 and 54 including Georgetown and Royalty.)		
To be Captain :		
William Wightman, Esquire.		
To be Lieutenant :		
Albert G. Aitken, Gentleman.		

**THE SPUR AND THE SPEAR.**

As doubtless many of the subscribers to the VOLUNTEER REVIEW have participated in a "Pig Sticking" excursion in India, the following verses may perhaps be familiar :-

A bumper to spur and to spear,  
A bumper to challenge a song,  
A bumper to those, who where're the Boar goes,  
Come spurring and dashing along.

CHORUS.

Then hurrah for the spur and the spear,  
Hurrah for a jolly good song,  
And hurrah for all those, who, where're the boar goes  
Come spurring and dashing along.

There are some always in the right place,  
There are some who but toddle and trol,  
There are some who delight every danger to dare,  
And many, I'll swear, who do not.

Then hurrah, &c.

It's good to be steady and cool,  
It's better to dare than to doubt,  
It's best to keep clear of the mudds in the rear,  
And be rather thrown in than thrown out.

Then hurrah, &c.

Here's a cheer for the charms of the chase,  
Here's a cheer for a glorious burst,  
And who would not cheer, when the brave win  
the spear—  
For the bravest are over the first.

Then hurrah, &c.

Here's a sign for the sportsman afar,  
Here's a welcome to those that are here,  
And a welcome to those, who, where're the boar goes  
Are friends of the spur and the spear.

Then hurrah for the spur and the spear,  
Hurrah that I've finished my song,  
And hurrah for all those, who, where're the boar goes,  
Come spurring and dashing along.

R. L.

Montreal, 19th January, 1876.

**The Old Vanguard.**

It is a remarkable and unpleasant fact that two of the finest, or at least of the most expensive, ships of the new construction have been named in commemoration of Nelson's services, and both are at the bottom of the sea. In 1797 the broad pennant of Commodore Nelson was carried by the 74-gun ship *Captain*, which belonged to the fleet commanded by Sir John Jervis. At that time both Spain and Holland were in alliance with France against us, and a combination of the French and Spanish fleets had driven the British flag from the Mediterranean. At the close of the year 1795 Sir John Jervis was at anchor in the Tagus and the grand fleet of Spain lay in Carthage. Early in the next year this fleet passed Gibraltar, intending first to visit Cadiz, and, if not interrupted, to sail thence to Brest, join the French fleet and proceed with it to Holland, and then the combined fleets of the three Powers were to invade England. On the 14th February, 1797, Sir John Jervis fell in with the Spanish fleet off Cape St. Vincent, and gained a victory which frustrated this combination and earned for himself himself a peerage. The part taken by Nelson in this battle first indicated his great capacity to the nation, and it so happened that two Spanish line of battle ships surrendered to the Captain, although they were reduced to submission partly by the fire of other ships. The British fleet had been in line on the starboard tack, and the Captain was the last ship but two. The Spanish fleet was in two divisions, and the British fleet passed between them. The main division was running past the British fleet, and aiming to cross its rear and join the ships which had been temporarily cut off. Instead of following the leading ships of the British line, and tacking in

succession, Commodore Nelson gave the order to wear the Captain, and thus brought her into close action. It has been disputed whether this was done in obedience to any signal from the Admiral, or by divination of his wish. The object was to gain for the Captain the principal part in an important victory. After about two hours of close action the ship had become so damaged as to become unmanageable, and the only course open to her was to board the Spanish ship *San Nicolas*, which was nearest to her. A soldier of the 69th Regiment broke the upper quarter gallery window of the Spanish ship, and Nelson and others jumped into her cabin. He pushed thence to the quarter deck, where he found his first lieutenant in possession and the Spanish ensign hauling down. At this moment a fire of musketry opened from a second Spanish ship, which was foul of the first, and Nelson called on his people to follow him in boarding her, and was helped by them into her main-chains. A Spanish officer said that they surrendered, and Nelson made his way to the quarter deck, and there received the swords of the Spaniards, which, he says, I gave to William Fearney, one of my barge-men, who put them with the greatest sang-froid under his arm." The *San Nicolas* was of equal force with the Captain, and the *San Josef* was a first rate ship of 112 guns. In memory of that day, the name of Nelson's ship was given to that splendid exemplification of the turret principle which now lies many fathoms deep in the Bay of Biscay.

Later in the same year Nelson failed in an attack on Teneriffe, and lost his arm. Having recruited his health in England, he was sent out next year in the *Vanguard* of 74 guns to rejoin Earl St. Vincent off Cadiz, and was immediately detached under orders from home to the Mediterranean to ascertain the object of the rumoured preparations at Toulon. The fleet and transports carrying Bonaparte and an army to Egypt sailed from that port on the 19th May, 1798, and on the 2nd July the French took possession of Alexandria. The chief part of Nelson's fleet could not be detached from off Cadiz until the 24th May, so that the French had a good start of their pursuers. Nelson tracked them to Malta, but they had taken the island, left a garrison and quitted it before he arrived, and he could only guess that they had gone to Egypt. He missed them on this which really was their road, and arrived at Alexandria on June 28th to find the harbour empty and the Turkish Governor disposed to regard him equally with the French as an enemy. He departed as quickly as he came, and the French arrived three days afterwards. Nelson returned to Syracuse, and there obtained not only provisions and water, but certain intelligence that the French were gone to Egypt. His fleet again set sail, and a fresh breeze astern and a heavy following sea drove them rapidly towards the goal of their hopes. On August 1 Alexandria was sighted, and the port was seen to be full of French ships, but there were few men-of-war among them. Soon, however, one of Nelson's look out ships signalled to him that a fleet of line of battle ships lay at anchor in Aboukir Bay. This signal was made a little before 1 p.m., and by 3 p.m. Nelson, had determined to attack that night, and made the signal to prepare for battle. At 4 p.m., he made the signal to prepare to anchor by the stern. The French fleet was anchored in a line which may be roughly described as extending from north-west from the shoal surrounding Aboukir island to-

wards the south-east. The wind was north north-west. The British fleet, steering to the eastward, was at 5.30 p.m. nearly abreast of the extremity of the shoal. Signal was now made to form in line ahead and astern of the Admiral as most convenient from the position of the ships. About this time Nelson hailed the *Zealous* to know if Captain Hood thought the ships were far enough to the eastward to be bear up. Captain Hood replied that the *Zealous* was then in eleven fathoms, and he had no chart of the bay; but he would bear up and by sounding carefully carry the Admiral as close to the shoal as could be done with the wind on the larboard quarter, bore away, and rounding the shoal brought the wind on her starboard beam. This minute description is necessary to convey a just idea of the seamanship displayed.

The *Goliath*, which was the leading ship, had probably not rounded the shoal so closely. Then came the *Zealous*, and when line was formed the *Vanguard*, bearing Nelson's flag, was the fifth ship. This line consisted of only eleven ships, for Nelson having no look out frigates, was obliged to spread his fleet in cruising, and thus three ships were at some distance when the action began. If there had been less perfect confidence between the Admiral and the captains of his fleet, the attack would have been deferred to daylight, and in the night the French would, if possible, have escaped. The rapidity and precision with which the eleven ships formed the line elicited the admiration of the French, and more so on account of the "p.lemble" way in which the ships had approached. At about 6.20 p.m. the leading ships of the French line opened fire on the *Goliath* and *Zealous*. These two ships successively crossed the head of the French line between it and the island, and, raking the leading ships, anchored inside them. A broadside from the *Zealous* at musket shot distance brought down the foremast of one of the French ships just as the sun was sinking in the horizon. No British ship except these two had as yet fired a shot, and this auspicious commencement of the attack was greeted with three cheers by the whole fleet. Nelson had resolved to complete the capture or destruction of the Federal van ships ere he made any serious attempts on the ships in the rear, being aware that these, from their leeward position, would be unable to afford any immediate support to the former. As the first step in the execution of this plan, the *Vanguard* edged away towards the outer side of the French line, exposed, in passing, to a raking fire from the van, and at 6.40 p.m. anchored within eighty yards of the starboard beam of the third ship of the French line. Other British ships followed the *Vanguard*, and Nelson's plan was carried out with wonderful accuracy, considering that his ships had no steam to help them to their stations. The five leading French ships had eight close assailants, but the two next ships of the British fleet each undertook, single-handed, an antagonist too strong for her. It happened, too, that the *Bellerophon* dropped her stern anchor so as to bring up abreast instead of on the bow of the first French three decker *L'Orient*. The *Majestic* also brought up abreast, and within musket shot, of a powerful opponent, and soon lost her captain, who fell in the arms of victory, as appears in the monument in St. Paul's. Yet, by a combination of good judgment and fortune some of the British ships were so placed as almost to destroy their enemies with only moderate loss to themselves. Thus the *Zealous*, on the inner or larboard bow of

the first French ship, raked her from almost a safe position, until Captain Hooc. tired of slaughter, and having hailed again and again without answer, sent his first lieutenant and took possession of the Frenchman. Her loss in killed and wounded was estimated at half her complement, or at least 350 men, while the *Zenous* had only seven men wounded. The second French ship was overpowered as completely, and surrendered earlier. The third French ship had for her principal assailant the *Nanguard*, and as two other British ships could bring some of their guns to bear on her, it is not wonderful that she was reduced to rander about the same time as the leading ship. But the *Vanguard*, having, besides the broadsides of the third ship, been exposed to a raking fire from the fourth French ship, lost severely. She had 30 men killed and 76 wounded, and Nelson himself received a painful though not dangerous wound. The fourth French ship also surrendered, and the fifth, being greatly disabled, parted her cable and dropped out of the line.

Thus by 9.30 p.m., or about three hours after the commencement of the action, the five leading French ships were disposed of. But the *Bellerophon* found her station hotter than she could bear, and the same may be said of the *Majestic*. Two of the three British ships which were at a distance when the battle began had now come near enough to take part in it, but Captain Trowbridge, in the *Culloden*, was fast upon the rocky shoal, and, except that his ship served as a beacon to the other two which followed him, he might as well have been in Portsmouth harbour. One of these ships, the *Swiftsure*, was coming up guided by the flashes of the guns when she met in the darkness a dismayed ship without light or colors flying, and was about to fire into her as an enemy, but, hailing first, was answered, "*Bellerophon*, going out of action disabled." Instantly the stern anchor was let go, and the *Swiftsure* brought up nearly in the spot which the *Bellerophon* had just quitted, and opened fire upon the French three decker. The *Alexander*, following her leader, joined in the attack upon *L'Orient*, and the *Leander*, of 50 guns, which had been detained to help the *Culloden*, now came up, and also assailed this, which was the strongest part of the French line. Fortune combined with skill and valour to make Nelson's victory complete. About 10 p. m. *L'Orient*, which had been for some time on fire, blew up. The nearest British ships made every preparation for this explosion, and managed to extinguish the fires kindled by the burning fragments which fell upon them.

The destruction of the French flagship was decisive of the battle, although firing was again more than once renewed. The *Culloden* was got off the rocks during the night, and although she was making seven feet of water in an hour, a gail was thrummed and put under her bottom, and we find her next year at Naples. Such an accident would probably be fatal to a man-of-war of the present day. The French fleet had consisted of only thirteen ships, but one of these, *L'Orient*, was nearly equal to two English ships and three others were more powerful than any of their opponents; also, one of the English ships carried only 50 guns. We may safely say, therefore, the French fleet was at least as strong in tonnage, men, and guns as the English; but the difference in skill, and in that confidence which skill inspires, was wonderful; and it was the growth of only a few years. In 1794 Lord Howe was not properly supported by all his captains, and the

victory which he gained over the fiery energy of the newly born Republic was the more welcome because not very confidently expected. But in four years all had changed. That quality, whatever it was, which made French soldiers victorious over Continental armies, either did not exist among their sailors, or it had no effect when Englishmen were their opponents. It is evident that the best hope of the brave and skilful Admiral Buceys, and of Bonaparte who instructed him, was that the French fleet might steal away from Egypt before Nelson could pounce upon it. On the other hand, the sure eye and firm hand of a great commander were never more clearly shown than in Nelson's conduct in Aboukir Bay. He might have truly said "Veni, vidi, vici." Almost all his captains gave either before or afterwards some conspicuous proof ability, and yet there were not specially selected. All the ships but one were of the same class of two decked line-of-battle ships, and they were mostly smaller than French ships of equal armament. The *Vanguard* was no better as a ship than the rest of the fleet, and her crew are said to have been at the beginning of the cruise inferior. Yet the result of that night's work was that all the French fleet except two ships was taken or destroyed. Victory was not doubtful from the moment that Nelson's design of doubling on the French line took effect, but this as Nelson himself said, was a conquest.

Nelson, having, as we have said, no frigates, sent home the 50 gun ship *Doander* to announce his victory, and she was captured by one of the French ships which escaped from Aboukir Bay. Nelson sent a duplicate of his despatch by an officer, who made his way very slowly overland; and thus it happened that a victory gained on the night of the 1st of August was first announced in London by the *Times* of 2nd October. We have changed all that, as well as the construction and armament of our ships, and nobody knows how much else that has to do with them. The new *Vanguard* is run down by a consort in our own seas and sinks helplessly. After this it will hardly do when the sufficiency of our army is questioned to point compositely to the navy. We had better bring ourselves to the state of mind which existed in 1793, when we prepared ourselves strenuously, but not over confidently, to contend against new, and, as then appeared, incalculable force. The spirit which was thus fostered in the nation triumphed over foreign and even more terrible domestic enemies. In the interval between the battles of Cape St. Vincent and Aboukir Bay occurred the *Mutiny* at the *Nore* and an Irish rebellion supported by French ships and troops. We need not fear to speak of '98, but the contrast between the careers of the old and the new *Vanguard* may excite in our minds some salutary apprehensions. Whatever be the ships of the future, let us hope that there may be men inside them.—*The Saturday Review*.

### The Prince of Wales at Bombay.

BY A NEW BRUNSWICKER.

The following account of the landing of the Prince of Wales in Bombay is taken from a letter addressed by a young naval officer, a native of New Brunswick, to his friends in Fredericton, to whom, as well as to his friends here, we are indebted for permission to use a very graphic letter. The

dates are in the early days of November, and the letters in the shape of a diary.

As I closed my letter to you on Monday the *Serapis*, with the Prince of Wales on board arrived. His landing, the welcome he received, and the illumination that followed, are now a part of the history of Bombay, but as a brief description of it may amuse you, I will, while it is fresh in my memory, try to give you one.

At 6 a.m., on Nov. 8, the *Serapis* was sighted, and the signal announcing that fact was, in a very short time, the means of circulating the news far and near through Bombay, producing and excitement among all classes, which, I imagine, has seldom or never been surpassed.

At 8 a.m., the fleet fired a Royal salute of 21 guns, and as the smoke cleared away, every man-of-war was discovered decked with flags, and looking in that perfect order, aloft and below, so peculiar to no other nation but our own.

Every vessel in the harbour followed suit and soon displayed bunting of many colors. As the light breeze swept the smoke of the guns clear of the entrance to the Bay H.M.S. *Serapis* was seen steaming majestically towards the anchorage with the Royal Standard flying proudly from her mainmast head. "Here she comes!" was the cry of all, and soon wharves, jetties and shores were lined with natives to see the vessel that carried the "Rance-Ka Chokra," (Son of the Queen) as they call the Prince in Hindoostanee. At 8.45 the *Serapis* entered the space between the two lines of men-of-war, and was received first with another salute of 21 guns from each ship and then with a cheer from the sailors who manned the yards of the different ships, which sounded as cheers only sound when coming from English throats. It was a glorious sight, a clear, sunny day, a light cool breeze floating the smoke slowly away, the *Serapis* steaming through the lines of men-of-war with the smoke partially hiding her from the sight of the crowds of spectators. At 9 a.m. the *Serapis* was moored, and His Royal Highness witnessed for the first time in His life the western capital of His future Empire.

The heat was so intense during the day that arrangements were made for his leaving the ship at 4 p. m.: At 3 p.m. the Viceroy paid him an official visit on board under a salute from shore and aloft of 21 guns. At 3.25 the Governor of Bombay went on board the *Serapis* under a salute of 17 guns, and was presented. He then returned to the shore, and landing at the place set apart for the Prince's disembarkation, stood ready to welcome His Royal Highness to his Presidency. A part of the dockyard had been prepared for the landing, and long stages reaching into the water, had been carried out from one of the building sheds which was beautifully decorated for the occasion. In this shed were seats for all the Native Princes and others of the officials, English and Native, as well as for other specially invited spectators. A guard of honor, with a band, &c., was placed near the landing. This shed presented a queer sight with its motly crowd of occupants, all in a state of intense excitement and awaiting impatiently for His Royal Highness.

At 4 p. m., under a thundering salute from the men-of-war, the Prince of Wales left the *Serapis*, and shortly afterwards, his boat, pulled magnificently by a picked boat's crew belonging to the fleet, was seen slowly wending its way through the two lines of men-of-war boats that lined his passage to the shore. At 4.20 p.m. His Royal High-

ness under a salute from the guns on shore, placed his foot for the first time on Indian soil, and was greeted by the Governor. The sight that met his eyes must have somewhat impressed him. On one side stood the Native Princes, (some of equal rank to his) covered with jewels, and surrounded by fierce looking, gorgeously dressed attendants, on the other side English ladies and officials of all descriptions in many colored uniforms. In front stood the Chairman of the Municipality and his confreres, with the inevitable address of welcome. After the guard presented arms, the Chairman, a Parsee gentleman, dressed in a long white robe, and wearing the peculiarly shaped hat of his creed, advanced, and first salaaming deeply, read the address. His Royal Highness replied, reading his address, his utterances were perfectly distinct, and could be heard over nearly the whole building. When this was finished, he inspected the Guard of Honor, and then advanced along the shed, accompanied by the Viceroy, and followed by the Governor and a magnificent staff of officers, naval, military and civil. As he reached the place where the Native Princes stood, he stopped, and they were presented in turn. This must have been a proud moment for him, as Princes of all ranks, from Guikwar of Baroda, the Maharajah of Mysore and the Maharajah of Coodepore, the latter the only Prince in India of unalloyed lineage, his ancestors having been Rulers in India before England was civilized, to the petty chief of some District, were presented to him. When this ceremony was over he was conducted to his carriage, the ground being sprinkled with flowers by some charmingly dressed little Parsee girls. The procession then began. To get a good view of it, I after witnessing the landing, pulled down to the Magazine, and hiring a buggy, drove to the Bycuba Railway Station, and managed to place the trap in a position that enabled me to see everything. At 5.30 p. m. the head of the procession was seen and great was the excitement amongst the lines of natives that surrounded my buggy and extended on each side of the road as far as the eye could see. Slowly the procession advanced. First came the 3rd Hussars (English), in threes with their band, then a squadron or more of Native (Sepoy) Cavalry in columns of nine, then a troop of Horse Artillery with guns (English), and so on, until the carriage containing the Heir to the grandest Empire in the world, came in view. The Prince drove in a full Field Marshal's uniform, and wearing a white helmet, sat in the back seat with the Viceroy beside him and an Equerry in front. It was only by the continued lifting of his hand to his helmet in return to the different salutations that greeted him that any one could distinguish him. Natives are not so vociferous as English crowds, so beyond a confused murmur and a cheer from a solitary European here and there, the reception was quiet, but he must have been struck with the orderly behaviour of this dense mass of red turbans and white dresses, and their picturesque appearance. I hardly think that any of the crowd had any very clear idea which was the "Rince ka Chokra."

Immediately behind the Prince's carriage came that allotted to the Deputation sent by the Nizam of Hyderabad; then came the prettiest sight of all, the little Guikwar of Baroda, covered with jewels, and seated in his golden chariot with silver wheels; this pleased the natives immensely, and loud were the expressions of satisfaction. Behind the Guikwar came the other Princes,

according to their different ranks, the most remarkable being the Maharajah of Mysore (quite a young lad), the Maharajah of Oodapore, and the Ras of Cutch, the latter a fine, handsome, tall man, and a great favourite amongst the Bombay people. Every Prince and Chief had a certain number of his own followers, wild looking horsemen, with swords and spears, following him. The number of motley vehicles that brought up the rear of the procession is beyond description; all I can say is that their occupants consisted of all creeds, classes, and nations. The procession, tho' a fine one, was not, in my opinion, as grand as it might have been made. It was a grand opportunity for instilling into the native mind the greatness of the people who rule them, and the opportunity was lost. On the whole, however, I fancy every one was more or less pleased, and the Prince saw a sight that he can never forget. His welcome to India by the natives was everything that could be desired. Yesterday being his birthday all the vessels again displayed their different colored bunting, and at noon the fleet fired a Royal salute. According to the papers, the Prince was engaged receiving and returning visits from the native princes until 4.30 p. m., when he visited the Admiral, on board the *Undaunted*, and again the noise of the guns shake up the people of Bombay. His Royal Highness remained on board the *Serapis* until 7 p. m., witnessing the illumination of the fleet. It was, indeed, a grand sight. On a gun being fired from the flagship, the whole of the vessels that had been before almost lost to view in the darkness, suddenly burst forth in one blaze of light—blue lights at the masthead, blue lights at the yardarms, blue lights along the upper decks, and a light in each port and scuttle hole met our gaze as we watched from shore. Presently the light all changed to red, then green, and so on. It was most beautifully done. Now a shower of rockets from the Admiral's ship finished the exhibition. Our attention was next turned to the shore illuminations, and as we drove slowly through the European quarter, seldom have I witnessed anything finer. Different colored lamps were hung all around the public buildings, till they appeared one mass of light. The different merchant offices and banks were also illuminated. Between the European quarter (called the Fort) and the native town there is a rise of about a mile and a half of magnificent broad road lined on each side with trees. This road was decorated by different colored lamps hung from Venetian poles. A blaze of light met our view. The green, tall, strangely painted houses shone out in a marvellous way, the effect of their different illuminations. All were in a blaze of light, and inside and out. Their occupants in their peculiar dresses, mostly white, with their dark faces formed a strange picture, as they sat, evidently well pleased with their own endeavors to do honor to the Prince, and watching the dense crowd of carriages, horsemen and foot passengers of all nations, climes, creeds and classes. Here would pass slowly by a carriage filled with English ladies; then would come a wild looking Arab Chief, with his still wilder looking attendants; then a small carriage containing a rich Parsee; then a closed carriage filled with Hindoo and Mussulman, ladies peering out through the blinds; next a native Prince, with a wild looking body guard of horsemen. All these, mixed up with a crowd of beings dressed in white and wearing mostly red feathers of all kinds of shapes, formed a picture long to be remembered. The regu-

lations for keeping the way were on the whole admirable. One could not help thinking what a wonderful race the English must be when they were able to instill such order and regularity in a country so totally foreign, and make the inhabitants who outnumbered them by millions, obey their orders.

There was such a dead lock of carriages at our place that we left ours, and walking back through the Native town, saw more of the illumination than we should have done otherwise. It was not very pleasant driving between carriages and horsemen, elbowing ones way through densely packed crowds of Natives, but it gave one an opportunity of seeing what a good natured lot an Indian crowd is. Aste—Aste Sahib "easy—easy Sir," was the only remonstrance as one tried to push through, and they made way with the greatest good humor. It was very close in the native town, and by the time we got to the landing place, where our boat was, we were hardly in a state to be seen, between the combined effects of the dust and profuse perspiration. The next day the Prince held a levee—and then there was something else to be seen. Bombay is in such a state of general loyal excitement that one can hardly do anything in the way of business.

Nov. 11—6.30 p. m. There has been another grand celebration—a dinner given by all the shore going people to 2000 men of the fleet. The Prince went through while they were at dinner, and was cheered most lustily. One Jack had the happy thought to offer His Royal Highness a glass of beer, which the Prince immediately drank amidst the most vociferous applause. Jack appreciated that immensely and I'm certain voted the Prince a right good fellow. One is almost tired of this continual saluting, and I am heartily glad that we are off to Karnali to-morrow morning.

**A1: ASTOUNDING WEAPON.**—Mr. Koykel, of Passaic City, N.J., has for ten years past, in connection with a New York mechanic, been at work on an invention which promises to revolutionize ordnance. There was an exhibition on Saturday in public of the gun. The little one used on Saturday looked like a twelve-foot gas pipe, with a half inch bore, carrying a needle shaped bullet. On the underside of the gun are metallic pockets, each filled with as much powder as the load at the breech. As the gun is fired these additional charges explode as the projectile passes through the barrel, so that before it gets out it receives the impending force of each additional charge. Beingspread along the barrel the danger of an explosion is averted, and the force increased to a wonderful degree. The first shot fired was through a solid mass of monitor iron four inches thick, which the projectile pierced as though it were a pine board, and buried it several inches in an osken stump, against which the iron had been placed. Then a shot was fired at a target composed of twelve plates of three eighths inch plate iron securely strapped together. The bullets went through this. One of these cannons of six inch bore, has been completed, and will be tested before United States officers in a few weeks, and it is estimated will send a ball from 12 to fifteen miles.

Prince Albert Victor, eldest son of the Prince of Wales, attained his twelfth year on Saturday the 8th instant, and received the congratulation of the Royal family of Denmark on the event.

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1776. New York. 1876.

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

The WEEKLY SUN, eight pages with fifty-six broad columns is only \$1.25 a year postage prepaid. As this price barely repays the cost of the paper, no discount can be made from the rate to clubs, agents, postmasters, or anyone.

The DAILY SUN, a large four page newspaper of twenty-eight columns, gives all the news for two cents a copy. Subscriptions, postage prepaid, \$5c. a month or \$5.00 a year. SUNDAY edition extra, \$1.10 per Address. We have no travelling agents.

THE SUN, New York City.

Prospectus for 1876--Ninth Year.

**THE ALDINE,**  
THE ART JOURNAL OF AMERICA.

SOLD ONLY BY SUBSCRIPTION.

**THE REPRESENTATIVE AND CHAMPION OF AMERICAN TASTE.**

Steadily, since its inception, THE ALDINE has been growing in the affections of the American people. As the exemplar of national achievement in the highest departments of illustrative and mechanical art, it has won for America respect and consideration from the most re- volutionary art schools of the Old World. THE ALDINE plates now go regularly by contract to publishers in England, France, Germany and Russia, and are also copied, without permission, by the unscrupulous foreigners who have hitherto denounced such appropriation on this side as "piracy." No better proof of superiority could be asked than the fact that it was reserved for THE ALDINE to start the flow of original American illustrations to Europe in the face of all tradition and opposition. This Nazareth of the art world has produced a good thing in art.

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

Undaunted by the misfortune which in a few moments made ashes and waste of the beautiful work of years, the lapse of a single day found THE ALDINE people housed in larger and finer quarters, and bending every energy to restore and replace their lost facilities. Condolence and sympathy, with generous lenders of substantial aid, poured from every quarter; and while relying wholly upon their own resources, the conductors of THE ALDINE were deeply moved and strengthened for the work by these evidences of the general anxiety for the welfare of their charge.

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

In attempting to describe what THE Art Journal of America will be, it may be expedient to begin by stating what it will not be.

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

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

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

It will not hinder art cultivation by using superseded processes of illustration because the

plates are to be had second-hand because there was a popular prejudice, preceding education, that valued "steel-plates" by comparative expense rather than by excellence.

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

It will teach Americans the benefits of their country and the progress of their art workers; but it will also bring home to their fireside examples of foreign masterpieces that shall show the heights to be conquered, and stir the emulation and ambition of our younger civilization.

It will furnish communication on art topics from a corps of regular correspondents at the principal art centres of the world—making a connected contemporaneous history of the higher branches of human industry.

**THE ALDINE AND AMERICAN SCENERY**

The glories of the unrivalled scenery of our country afford an exhaustless field for the exercise of the painter's art. Many attempts have been made to gratify the popular longing for scenes of "home, sweet home," but it will be universally acknowledged that, so far as our illustrated periodicals are concerned, such attempts have hitherto proved miserable failures—more caricatures or topographical diagrams rather than pictures. It remains for the publishers of THE ALDINE to inaugurate an artistic movement that shall be worthy of the subject—that shall give American scenery its rightful pre-eminence in the pictorial world.

In this age and country of universal travel, it is astonishing how comparatively few are acquainted with scenes not to be viewed from the windows of a railway car. Ordinary American "tourists" the mission of THE ALDINE will be to reveal the undiscovered beauties, to them "so near, and yet so far." To lovers of nature whose privilege it has been to enjoy the realities, these delineations will come as souvenirs in grateful harmony with the pleasures of memory.

1776. 1876.

**The Aldine and the American Centennial.**

In accordance with their purpose to give the American people an Art Journal that shall be characteristically their own, the publishers have availed themselves of the approaching anniversary of the birth of the country, to inaugurate that which shall hereafter constitute a principal feature of the enterprise; namely, the artistic illustration of leading historical events in our history. The noble proportions of the THE ALDINE page afford every facility for the most effective rendering of details, without which a succession of pictures on any subject become monotonous and wearisome to a degree.

**THE ALDINE AND PICTURESQUE EUROPE.**

While all proper attention is given to national topics as a distinctive characteristic of the work, no fear need be entertained that its scope will be contracted or the cosmopolitan features of art neglected. The publishers are happy to announce the success of arrangements for placing before their readers a series of views of the grandest and most interesting scenes of Europe on a scale which is possible only with the broad pages of THE ALDINE. These pictures are no mere repetitions of the peculiarities of two or three artists, dealing with nature on so small a scale as to afford no opportunity for variety of detail or effect, but they are magnificent full-page plates in every way worthy of costly frames, were they not so appropriately placed in a work which is in fact an ornamental portfolio of high art. This new series of European landscapes will demonstrate the intention and ability of THE Art Journal of America, to satisfy all demands and to occupy every field of high art illustration.

The art of THE ALDINE, national and cosmopolitan, is permitted to range the entire world of reality, and to soar to the heights of the imaginative, so that a surfeit of one thing, however sweet, is impossible. Its subscribers shall recognize that they are supplied not only with the best, but with a healthful and refreshing succession of topics, as comprehensive and exhaustless as the appetite which is so carefully considered.

**PRESENTATION PLATES.**

Four beautiful designs by John S. Davis, artistically printed in colors, will be presented gratis to subscribers with the March number.

**TERMS.**

The postal edition of THE ALDINE will be issued monthly, and mailed, postage free, to subscribers at \$6 per annum, in advance. The publishers are only responsible for advance payment where the money has been actually received at the office of publication in New York, or their regular printed forms of receipt signed by the President and Secretary of the Company is produced.

Parties desiring to act as local agents, will receive prompt information regarding discounts and territory by applying through the mails or in person at the office of publication.

**THE ALDINE COMPANY,**

18 and 20 Vesey street, New York.

JAMES SUTTON, President.  
ISAAC NEWTON, Jr., Secretary.



**A CHANCE FOR ALL.  
100,000 GIVEN AWAY.**

**THE** Union Pocket Book Company having secured by cash purchase the entire bankrupt stock of Messrs. H. Mortond & Co., consisting of **400,000 PORTMONIES (POCKET BOOKS.)** of the best manufacture and superb quality, each pocket book being made of *Real Morocco Leather*; to effect a speedy clearance sale and having in view the old motto of the house,

**CERTAIN PROFITS WITH QUICK RETURNS.**  
The Company have decided on giving each individual purchaser

**THE FULL BENEFIT** of this remunerative bargain by **GIVING AWAY ONE HUNDRED THOUSAND DOLLARS.**

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The First Prize Being \$20,000 Cash.  
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40 " 500 "  
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**GIVING THE PURCHASERS** two thirds of the profits that accrue on the entire sale, and to enable every one to have an equal share in the profits, with the certainty of receiving treble the value for their small investment and the farther opportunity of surely gaining a share in

**THE DISTRIBUTION OF \$100,000,** and this to be the riskless outlay of \$1 only. **THE UNION POCKET BOOK COMPANY** will deliver free to any address on receipt of one dollar.

**A GENUINE MOROCCO LEATHER POCKET BOOK.** together with a

**COUPON TICKET,** entitling and giving the holder a share in the drawing of

**2818 CASH PRIZES** of the aggregate value of **ONE HUNDRED THOUSAND DOLLARS CURRENCY.**

*The Company guarantee to return to each purchaser at least, treble the value for his money.*

**HOW CAN THIS BE ACCOMPLISHED?**

is a question many will doubtless ask themselves and forseeing this we offer the following lucid explanation:

The Trade assignee, anxious to dispose of and realize on the entire stock of the bankrupts in one sale, accepted our offer of \$200,000 cash for the lot; after advertising same for sale for one month, and not receiving a single offer, which in the present depression of business and almost total stagnation of trade is not to be wondered at; notwithstanding that our offer was one third less than the actual cost of the manufacture of the Pocket Books. The assignee having to at once realize the effects of the bankrupts, in the interests of the creditors he had no alternative but to accept this offer and sell us the lot at our own price, thereby enabling us to

**DISTRIBUTE IN PRIZES** amongst the purchasers, and at the same time retain a fair marginal profit for ourselves; thus you obtain fully double the value of the amount you forward us and it depends on your luck what amount you gain of the

**One Hundred Thousand Dollar Money Prizes** The sale will positively close on

**Monday, the 22nd day of November, 1875,** and orders for pocket books should therefore be forwarded us at once—no application by letter after Saturday November 20th can be entertained.

1000 of the Pocket Books are of the patented manufacture, superior in value to the remainder, the retail price of the same being \$8, and these will be forwarded to early purchasers until disposed of.

Therefore those that send immediate orders will reap the advantage of receiving a superior article.

Remittances can be sent us either for one or any number of pocket books by draft, post office orders, or green backs in registered letter by express, etc.

Post Office orders and drafts to be made payable in favor of Frank Stewart (the Company's Manager) Post Office orders to be drawn on General Post Office, Philadelphia, and drafts on the first national bank.

**THE DRAWING OF PRIZES** will take place at the Company's Principal Offices, 530 Locust Street, Philadelphia, in the State of Pennsylvania, on Wednesday, November 24th, 1875, and

**THE WINNING NUMBERS** will be advertised in this Journal and the principal Philadelphia and New York newspapers of Saturday November 27th.

**THE PRIZES** will be forwarded a drafts, greenbacks, or by post office order registered letter by Monday's morning mails, November 29th, or if preferred prizes can be sent by express, or in any other manner purchasers may select providing same be signified by them when forwarding orders for pocket books.

**REMEMBER THIS IS NO LOTTERY,** but a bona-fide business system founded on a true financial basis which enables the Company to convert into money an otherwise surplus stock, and this to win a good profit to both the purchasers and themselves, effecting a speedy clearance stock which in the present dull times is the great desiderata but no other way can be successfully attained.

We guarantee each pocket book to be of the best manufacture; of pure morocco leather and intrinsically worth in retail trade at the lowest rate of from \$3 to \$4.

This is an opportunity that should not be let pass by; one and all should embrace this chance; We afford every one an opportunity of realizing a share in \$100,000 at the insignificant outlay of \$1 (one dollar) for which they receive value three fold and those who let this fortuitous chance escape them will have only themselves to blame.

All letters replied to same day as received. We advise intending purchasers to forward orders immediately which will prevent disappointment and receive prompt attention.

Remember, every one that sends **ONE DOLLAR** before November 20th, 1875, receives

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**The Union Pocket Book Company,** South East Corner 6th and Locust Streets, Philadelphia, Penn.

P. S.—Drawing absolute on Wednesday, November 24th. No postponement in the remote contingency of any number of the pocket books remaining unsold a slight reduction not exceeding \$5000 may be made proportionately from the prizes. 41n.42

**TASTELESS MEDICINES.**

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

What happened to this physician may have happened to others, and **DUNDAS DICK & CO.** take this method of protecting physicians, druggists and themselves, and preventing **OIL OF SANDALWOOD** from coming into disrepute.

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

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

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These were the only Capsules admitted to the last Paris Exposition.

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