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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. V.

OTTAWA, CANADA, MONDAY, JANUARY 30, 1871.

No. 5.

### HER MAJESTY'S SHIP "CAPTAIN."

PROCEEDINGS OF THE COURT MARTIAL ON THE  
CAUSE OF HER LOSS.

(From the Broad Arrow.)

[CONTINUED.]

On Monday, the 3rd of October, the Court resumed:

Mr. EDWARD JAS. REED, C.B., stated that his report of the 20th of July was made to their Lordships with the full knowledge on their part, and on that of the Controller of the Navy, that he objected to the freeboard of the ship, and confined himself to the consideration of the design as a piece of naval architecture possessing a low freeboard in comparison with that which their Lordships and the Controller, as well as himself, considered essential to the absolute seaworthiness of the ship under all circumstances. His report, therefore, carefully avoided all reference to this feature of the vessel, beyond the assumption that he was to take for granted that the deck was high enough, which was precisely the condition upon which the difference between Captain Coles, the Controller's Department, and himself arose. In reporting on these designs, he felt it his duty, as their Lordships and the Controller well knew, to leave the freeboard out of consideration, and discuss the design upon the assumption that, in that respect, Captain Coles was right and we all were wrong. To the design so considered he had no other objections than those pointed out in his second report of the 2nd of August, 1866, touching the weight of the ship and stability. The influence of the deck entering the water upon the stability was not considered in the report quoted—first, because the freeboard was to be eight feet in height, and secondly, because that consideration had not been brought under notice by proposals to mast ships with low freeboards. The question of freeboard had, up to that time been regarded rather as a seaman's question than a naval architect's, but his report, nevertheless, stated that further investigations would be necessary before he could assume the responsibility of such a ship. Mr. Reed explained that before making further report (referred to on page 5 of the summary), further calculations had been made, and he then came to the conclusion that the stability of a ship of this type required thorough investigation, in view of the large surface of canvas to be spread, and on the probable position of her centre of gravity. In his further examination the witness stated that the responsibility of this

design must rest entirely upon Captain Coles and Messrs. Laird. It was out of the question to suppose that their Lordships would order £350,000 of the public money to be expended upon, and 500 lives committed to, a ship, the responsibility of which was to rest upon persons who had from the beginning believed the characteristic features of the ship to be wrong, and out of whose hands the design of the ship and the responsibility for it had been advisedly and distinctly taken, in order to put to the test the question whether our belief that a high freeboard was necessary in a fully-rigged sailing ship was a mere prejudice of ours on a scientific question. The very cause of the *Captain* being designed and of her being constructed was the assumption that the opinions of Sir Spencer Robinson and himself were not to be trusted, and that we were showing some prejudiced opposition to the views of Captain Coles. So strongly did he feel that we were clear of all responsibility for this ship, and that the time would come when it would be necessary for us to prove our exemption from that responsibility, that I forbade my assistants ever to employ the phrase "approved" even to the most minor details, and directed them never to employ a stronger phrase, even with regard to the smallest details, than that "no objection would be offered." If the word "approved," applied even to the minutest detail of the *Captain*, ever left my office, it was from an oversight, resulting from a disregard of that instruction. If, therefore, Captain Coles and Messrs. Laird were not responsible for the success and the seaworthiness of the *Captain*, no naval officer and no naval architect was responsible for it.

By the President: The responsibility of seeing that the workmanship and materials were sound was undoubtedly laid upon the Controller, but beyond that no further responsibility was laid upon him than that which arose out of the inability of Captain Coles to live at Birkenhead at certain seasons, and as the Controller did not live at Birkenhead any more than Captain Coles, the transfer of responsibility on that account must of necessity have been very small. The Controller undertook the responsibility in consequence of the modification of the contract referred to of having the ship when complete, and of regulating subject to their Lordships' approval, the payment for her by instalments; but so far as the character of the ship herself was concerned, nothing whatever was done, except with the concurrence of Captain Coles in the exercise of that responsibility which he longed to him.

Admiral Sir H. R. Yelverton: Had you at

any time from the first mention of the *Captain* being built up to the time of her loss, any misgivings as to her seaworthiness and stability?—Undoubtedly—as regards the weights to be carried the inaccuracy of the calculation became evident after the ship was afloat; but before she was commenced I twice over referred in my reports to the risk of an excess of weight being incurred, from what the design alone showed, and I specified some weights which had not apparently been considered. The grounds upon which I have believed her unseaworthy since her completion are that I believe her funnel casings, which would be subjected to such forces as no other ship that I know of is liable to, were likely to be started and even carried away in extremely rough weather. The consequence would be that the large engine and boiler hatches would be at once open to the inroads of the sea, and the ship would be liable to founder. In the next place, I believe that with little or no sail set, the *Captain*, as complete, was liable to encounter waves of her own period, to be made to roll heavily, and I am not at all sure that when so rolling, should she ship a heavy sea on the windward side, her top weights would at once be so greatly augmented as to carry her past her position of maximum stability and capsize her, this liability resulting from the absence of anything like a sufficient escape for the sea across the deck and beneath the hurricane deck. Thirdly, I cannot doubt that the *Captain* was deficient of that growing stability which a ship with a high freeboard possesses to such a degree as to bring about the accident which appears to have happened to her. All these grounds of apprehension apply to her service in times of peace. As regards her capability in action, I do not like to express to this Court the sense I feel of the fitness of a 4000-ton ship, with a deck 6½ feet high, with engine and boiler hatches protected only by their iron casings, to fight an action, with a risk of encountering a breeze of wind afterwards. These remarks apply, not to exceptional vessels where compromises are sometimes unavoidably enforced, but to the condition of a first-class ironclad sea-going frigate, fit to perform all the services which Her Majesty's navy may have to render.

On visiting the *Captain*, did it strike you at any time that she was heavily masted in every way, and that the corresponding spread of her canvas would far exceed what is usual in a ship of her size?—I should have considered the ordinary masting excessive for a ship like the *Captain*, and I have never yet been able to ascertain on what grounds any one contended, or could contend, that

the *Captain*, with her spread of canvas, and her actual height of deck, was fitted to carry the same sail as other ships of her size, and to encounter the gusts and squalls to which every squadron, sailing-ship, and indeed every ship, is liable. I may add that after the *Captain* was ordered with her extent of canvas, I, knowing well that the *Hercules* and *Monarch* were perfectly capable of carrying more canvas than had been given to them, gave those two ships squarer yards and somewhat more canvas in other ways, in order to prevent factitious representations concerning the relative sailing qualities of the various vessels.

From your scientific practical knowledge and talent as a great shipbuilder, can you account in any way for the cause, or partial cause of, the *Captain* foundering as she did?—As soon as the news of the *Captain*'s disappearance came to this country, I concluded that she had capsized under the pressure of her canvas, and while I believe, from such information as one can gather, that it might have been quite practicable so to space the canvas on the night of her loss as to save her, my conviction is that the evil day would have only been deferred, and I that there was nothing in the management of the *Captain* on the night of her loss which would have occasioned the loss of any other ship in the squadron. I think there is some force in the suggestion of Messrs. Laird that the ship was not in the same condition at the time of her loss as she had previously been, but I do not consider any change of condition would escape the notice of the captain and officers should contribute to the loss of such a ship.

Captain Hancock: were any of the deviations from the original design during her construction, and which were not objected to in your office, of such a nature as to account for the great miscalculation in her draught, or materially affect her stability?—I must answer this question under some disadvantage, as I have no opportunity of referring to the documents, but I think it exceedingly likely that some of the arrangements which were not objected to in our office did contribute both to the extra weight and to the reduction of stability in the ship, such for instance of the increased height of poop and fore-castle, and the increased breadth as well as height of the hurricane deck, but it must be obvious to the court that it would be entirely inadmissible in a case of this kind for the Admiralty officers to prohibit Captain Coles and Messrs. Laird from giving the poop and fore-castle the height which they deemed necessary, or to compel them to fit a hurricane deck so narrow that the ropes could not be worked upon it. In every case the suggestions for these special variations emanated from Messrs. Laird and Captain Coles.

Do you imagine from what you know of the loss of the *Captain* that it was in any way attributable to either of the two elements of danger you have alluded to—the sea bursting into the funnel casing from the leeward, or that a heavy sea slipped to windward added so largely to her topweights as to destroy her stability?—I have seen no evidence to show that the funnel casings were broken through, but I think it much more likely that she shipped a considerable weight of sea to windward, than that the pressure of wind, acting upon the under side of the hurricane deck, seriously contributed to her loss. Would not the effect of wind under the hurricane deck, when the ship was much heeled, have been less even than it would have been upon her side had her weather bulwark been carried up to her hurricane deck?—I certainly think so, be-

cause the height exposed to the pressure of the wind would be more increased by the inclination in the case of the side than in the case of a central structure.

Captain Rice: I gather from your evidence that no reduction of the masts would have made her a seaworthy ship. Is that so?—It is. Have you any reason to suppose that Captain Burgoyne was aware of your views of the unseaworthiness of the *Captain*?—Yes; I spoke to Captain Burgoyne in the sense in which I have answered the Court, as far as opportunity offered; and when I left the *Captain* at Birkenhead, the last time I saw Captain Burgoyne, he having been all through the ship with me, I said to him—“I don't want to say any more against her, but I am glad it is your fate and not mine to go to sea in her.” I also know that a friend of mine, an Admiral in the Service, took great pains to impress upon Captain Burgoyne that particular danger of her capsizing under the canvas to which reference has been made, and in mentioning his conversations to me in writing to me on the day the loss was mentioned, but before the mode was known, he referred to my remarks on rigged ships with low freeboards, and said he had drawn the serious attention of Captain Burgoyne to the position of the ship's deck, but the confidence of Captain Burgoyne was such that it almost defied criticism. In this letter the Admiral in question said he had no doubt she had capsized from what he had read. Do you consider that the Lords of the Admiralty, who ordered the construction of the *Captain*, removed, so far as the design is concerned, the controllership from Sir Spencer Robinson to Captain Coles, and the chief constructorship from yourself to Messrs. Laird, and that, in point of fact, this responsibility rests upon the board, who ordered her construction, notwithstanding the known objection of the Controller and Chief Constructor?—Yes, and notwithstanding their own objections also; for the Sea Lords of the Admiralty, without any exception I can remember, have been unfavorable to the rigging of ships with low freeboard, although it is out of my power to say whether this unfavourableness arose to any extent from their apprehension of danger. I cannot speak with certainty, but I believe that from the time when Captain Coles condemned the *Monarch* as in no way representing his views, their Lordships were strongly disposed, if not actually determined, to yield to the strongly expressed opinions of some members of Parliament, and to build a ship from Captain Coles' designs, unless they were themselves convinced that such a ship as he had proposed must of necessity fail.

In fact, the *Captain* was built from a strong outside pressure?—I have no doubt. I had no objection to the trial of inclination, and I was a little surprised that the Messrs. Laird should have deferred the request for it until she was brought away from their quiet basin, where she had been lying for many months; for it would have been quite practicable to have settled any doubt which may have existed in their minds, if any existed, by such a trial at Birkenhead, without waiting for remaining weights, the proportions of which are well known; but I cannot state to the Court what actual incidents prevented the ship from being inclined before she went to sea. I am at a loss to see what use the result of the inclination could have been put if it had been obtained in February, because the centre of gravity, as the Court knows perfectly well, is not a thing which can be moved about, except by introducing additional weights into the ship, which was impracticable in a ship of so low a free-

board, or by taking out of her some of the weights which were essential to her efficiency. Moreover, nothing serious rested upon the precise position of the centre of gravity, inasmuch as the position, in so far as it affects the safety of a ship, should be ensured in the design.

On Tuesday, some additional evidence was taken, and Mr. James May, the gunner of the *Captain*, who occupied a seat behind the Judge Advocate (Captain Blake, R.M.L.L., barrister-at-law), throughout the protracted proceedings, was then called upon for his defence. The surviving petty officers and crew, who are also nominally “prisoners,” were mustered by the provost-marshal, an important official in these trials. Mr. May, who wore two medals, presented to him by the Royal Humane Society for his gallant conduct in saving life, read the following brief defence:—“After all that has been adduced in evidence, it is unnecessary for me to take up your time by further repeating the loss of H.M.S. *Captain*. I, therefore, beg to state that I have been twenty-three years in the Navy, eleven years of which as a warrant officer, but I am unable to produce testimonials for that period of service, as I have unfortunately lost them in the ship. I therefore place myself in the hands of this most honorable Court, trusting that they will exonerate me, as well as the other survivors, from all blame. I would also beg leave to state that, with the assistance of John Heard, A.B., I succeeded in placing Captain Burgoyne on the bottom of the steam pinnace, and that afterwards I, with others, when in the launch, made another attempt to save him, but unfortunately failed, and I regret to add that George Myers, A.B., was unfortunately lost by being washed out of the boat at this time. I also wish to bring to your favorable notice the excellent conduct of the survivors when under my charge both in the launch and on shore, more especially that of Charles Tregenna, leading seaman, who for about ten hours so ably managed the steer oar, and upon whose courage, to a certain extent, our safety depended; also that of James Ellis, gunner's mate, who, as senior petty officer, assisted me in every way. The survivors and myself offer our most heartfelt gratitude for the noble message of sympathy from her most gracious Majesty, our beloved Queen, to the widows, orphans, and relatives of our late shipmates. We also tender the same to our nation for its noble act in coming to the aid and relief of the fatherless and the widows, and also to the captain, officers, and crew of Her Majesty's ship *Lord Warden*, for their generosity in subscribing a sum of money for our immediate wants on our arrival in England. In conclusion, on behalf of the survivors and myself, I beg to tender our most sincere thanks for the great kindness shown towards us during this present trial by the president and members of this most honorable Court.”

The Court was cleared for a short time, and on being reopened by the President (Admiral Sir James Hope, G.C.B., Naval Commander-in-Chief at Portsmouth) announced that it was the intention of the Court to adjourn from day to day, for three or four days, for the purpose of considering the evidence, and due notice would be given as to the time when judgment would be pronounced.

The Court then adjourned.

(To be continued.)

Sir Rosrick Murchison has received a letter from Africa giving positive intelligence from Dr. Livingstone.

CROPS IN RED RIVER.

We are frequently asked to give data for the general statements made about the extraordinary yield of the crops in this Province, and we are glad to be able now to give a few well authenticated instances. So many of our most practical men have been engaged in politics that we have been unable to get many figures relating to last year's operations, but we have obtained a copy of an article intended for publication a year ago, which will supply some of the desired information. It was prepared by a gentleman whose business led him to visit almost every house in the Settlement, and as he speaks of what he saw himself, his notes are to be fully relied upon.

Mr. Neil Henderson, of Kildonan Parish sowed 1½ bushels of common Red River wheat, and as two bushels or over are generally sown to the acre in this country, this would be about three-fourths of an acre. Having occasion to use some wheat at once had this portion of his crop threshed out, and the product was 54 bushels of good clear grain. This is exactly 36 returns upon the bushel sown, or about 70 bushels per acre.

Mr. H. also took up 96 bushels of potatoes from 2½ bushels planted, besides using from the same crop for table use since August.

Mr. William Fraser threshed out 711 bushels of wheat from 34 bushels sown.

Mr. Wm. Vincent obtained 298 bushels from 12 bushels sown.

Altogether the yield has been wonderfully good in Kildonan, and wherever we have enquired we have found no return less than 33 bushels to the acre.

Reports from up the Assiniboine country are equally encouraging. One farmer at Headingley reaped 242 bushels of wheat from 22 bushels sown. Mr. Andrew Boyd sowed two quarts of buckwheat as an experiment, and managed to save 7 bushels return. He reports that he lost nearly one-half his crop from some cause which we do not remember. No matter; he should be satisfied with his 7 bushels.

Mr. Morgan of Headingley, planted one pound of Early Rose potato and gathered a crop of 172 pounds of fine large potatoes, one of which attained the weight of two pounds and an ounce. This yield is within 8 pounds of three bushels from one pound of seed. Mr. Morgan also left with us a couple of cabbages which weighed 32 pounds.

We have also heard of a beet raised near this town, which weighed 17 pounds, and measured at the top 25 inches in circumference.

Our friends in the East will see by the above what Red River soil can do in the grain and vegetable line.

We will take it as a favor from our farmers if they will report the result of their crops to us as soon as they thresh, that we may let the outside public see what Red River can do when it has a fair chance.—*Manitoba News Letter.*

RIFLE MATCH.—On Monday week ten of the Guelph Rifle Association competed with five from each of the Fergus, and Elora Rifle Companies, at Fergus, beating the latter by 45 points. The Guelph men had five shots each at 200 and 400 yards, making a total 285; the highest score being 34 and the lowest 22. The five Elora men made 121, and the Fergus 118, the highest score being 31 and the lowest 13.—*Elora Observer.*

The Montreal *Gazette* speaking of the result of the recent Manitoba elections gives expression to the following opinion respecting the defeat of Dr. SCHULTZ, an opinion in which we share:—

“The defeat of Dr. Schultz is among the most remarkable incidents of the contest, especially when it is remembered that he ran for a Parish in which he was supposed to be particularly strong. We doubt if this defeat is in all respects matter for congratulation. Dr. Schultz is a man of very great energy of character, and of very considerable ability; and he is, moreover, in some sense, a representative man of the very small section who have clamoured for some time for the exclusive possession of power in the territory. Such a man, if dangerous at all, is less dangerous in the Legislature than out of it. In it he is surrounded by the responsibilities and restraints which have their influence upon the wildest natures. Besides, a vigorous opposition is quite as important for the good government of the country as a stable and capable administration; and there is too much reason to fear that the sweep has been so clear a one that this special safeguard will be wanting. Altogether, therefore, we cannot join with those of our contemporaries with whom we usually agree on public questions in regarding as an unmixed blessing this defeat of Dr. Schultz.

MR. GLADSTONE AND THE FENIAN CONVICTS.

The London *Saturday Review* says: It is possible that the British Government may have been justified in releasing the prisoners who were convicted of treason-felony in Ireland three years ago. For ordinary criminals whose term of punishment was shortened, it would have been thought sufficient to open the prison doors with a parting admonition to the effect that they would find it prudent to look carefully to their future conduct; but it was not to be expected that Mr. Gladstone should neglect to improve the occasion in a public letter. He informs a body of Irish memorialists that the prisoners had deserved their sentence, but he alleges certain reasons for avoiding the obvious inference that they ought to suffer the full punishment awarded by the law. He says that the country is now tranquil, that recent applications for the release of prisoners have been expressed in decorous terms, and that on the whole, the sentences may in the opinion of the Government, be remitted with safety. The pardon, however, is not unconditional, for the liberated criminals are liable to further punishment if they are found hereafter within the limits of the United Kingdom. If they wish to resume their trade of conspiracy, they will do well to offer their services to General Neill or General Butler for an invasion of Canada. In those happy countries, under the lenient administration of Presidents like General Grant, the penalty for piratical incursions into a neighbouring territory seldom exceeds six weeks' easy imprisonment. In simpler times no blame attached to a Government for punishing, in the severest manner, insurgents who nevertheless commanded general sympathy. In 1715 and 1745 the Jacobite Lords were regarded by their more generous enemies as chivalrous adventurers desperately defending a losing cause; and, on the other hand, their friends thought it as natural that they should be beheaded when they were taken prisoners as that they should be exposed, while their resistance

continued, to the ordinary risk of war. Modern feeling is more sensitive, and the accomplices in a more unjustifiable insurrection may perhaps be thought to have suffered enough by three years imprisonment if they can now be safely let go. The convicts themselves will probably have had warning enough to induce them henceforth to avoid the clutches of the law. It would be too much to hope that their example will deter imitators when on the next occasion discontent laboriously fostered bursts into open violence.

We append a list of the members recently returned to sit in the Legislative Assembly of the new Province of the Dominion, Manitoba:

Lake Manitoba, Angus McKay; Portage La Prairie, Dr. Bird; High Bluff, M. Morquay; Poplar Point, Mr. Spencer; Baie St. Paul, M. Dubie; St. Francois Xavier, West, Joseph Royal; Ditto East, Joseph Bruce; Headingley, Mr. Taylor; St. Charles, Henry J. Clark, Q.C.; St. James, Mr. Burke; St. Boniface West, M. Schmidt; Do East, Hon. A. Girard; St. Vital, M. Bomparion; St. Norbert M. Lery; St. Norbert South, M. DeLorme; St. Agathe, Mr. Klyne; St. Anne, W. McTavish; Winnipeg and St. John, Donald A. Smith; Kildonan, Mr. Sutherland; St. Pauls, Mr. Bird; St. Andrews, South, Hon. Alfred Boyd; St. Clements, Alexander Begg; St. Peters, Capt. Howard, Quebec Battalion of Volunteers.

THE PRUSSIAN CAMP.

A writer in an English paper gives some interesting details concerning the conduct of a Prussian camp. The Prussians always form their camp in the shape of a square, whatever may be the strength of the force obliged to bivouac. Their brigades, divisions, and army corps, are distinguished by electric beacons, or ordinary lights covered with white or many colored glasses, the object of which is, first to mark the abode of the Generals; secondly, to facilitate the communication of orders emanating from those in command. This mode of lighting might be introduced with advantage into the French army, for there have been many instances during the late campaign of orders from headquarters never reaching the generals at all. The Prussian camps are guarded by sentries scattered on the wings and fronts, thirty or forty paces from each other, taking care to cross each other continually, so as to prevent any soldier or stranger from going out without orders, or entering without a safe conduct. The sentinels at the outposts are generally placed checkerwise, and united to the guards (who are placed in the manner prescribed by Frederick the Great) by little posts of cavalry charged with immediately informing the main body of any surprise. The fires are lit in the morning and let out at nightfall; no cooking is done by the Prussians when they arrive at the bivouac by night. There are some fires to show the general direction of the line of sentries, but they cannot be seen, the flank on the side which the enemy might attack being masked by slopes. The Prussians always throw up earthworks; they carefully avoid sounding clarions or beating drums, either in their camp or in action. Every officer or soldier has a whistle which enables the chiefs to perform the different calls and the men to give warning of the approach of an enemy, to call each other, and to seek their company when they have strayed. The Prussians never use the drum or clarion, except in a conquered country, as, for example, the Meuse.

## NARRATIVE OF THE RED RIVER EXPEDITION.

BY AN OFFICER OF THE EXPEDITIONARY FORCE.

(From *Blackwood's* for Dec.)

[CONTINUED.]

Men, who to-day shudder at the idea of resistance to the laws, or at the word disloyalty, will to-morrow take office under a revolutionary government, and exercise their functions with placidity when once the first overt act of rebellion has been committed, and they have accustomed their minds to the fact of its existence. When we see around us the machinery of a government at work without any opposition, we are prone to accept its decrees unhesitatingly, not so much from the tendency of mankind to follow with the herd, as from that love of order, and that respect for those whom we see exercising government functions, which is inherent in us.

Mr. McDougall was told to go to Fort Garry, and that, shortly after his arrival, the Queen's proclamation transferring the territory to the Dominion would be published. He travelled through the United States to Pembina, which is a wretched little village on the frontier dividing the British and American Territories, but situated within the latter. He there learnt that a number of French half-breeds had announced their intention of preventing him from entering their country, and that a party of them had erected a barricade on the road leading from Pembina to Fort Garry, which they intended to defend by force of arms.

It is unnecessary to describe the little rebellion any further, or to dilate upon the cruelties, the robberies, and imprisonments which were inflicted upon subjects of her Majesty by this wretched man Louis Riel, aided and abetted by the French priesthood, of which Père Richot and Père Lestane were the most prominent members. Is not a description of all these violent deeds written in various blue books?

Louis Riel had, with the assistance of the priestly party declared himself "President of the Republic of the North-west," and had nominated a ministry from among his followers. Without attempting to follow the doings of this ridiculous Government, suffice it to say that Riel thought it necessary to take a man's life in order to prove that he was in earnest, and to strike terror into the English speaking portion of the community, which, although not actively opposed to him was still, he knew, inimical to his sway. From amongst the many Canadians whom he kept ironed in his prison he selected as his victim a man named Scott, on account of his being the most objectionable to him personally, and because he had been most loud spoken in his expressions of loyalty to the Queen, and in denouncing Riel and his gang as rebels. Scott could not speak French; but he was arraigned before a mock court-martial composed of some half-breeds, having a man named Lapine as president, the French language only being used. A frivolous charge of breach of parole (which was not true) was alleged against him, and he was condemned to be shot. The execution was carried out within a few hours by some intoxicated half-breeds, commanded by a United States citizen who had been in the Northern army. This murder is said to have been carried out in a cruel and atrocious manner. Those who perpetrated it by Riel's orders were at the time addressed by a French priest on the ground where it was

committed, and told they were about to perform a righteous act.

Mr. Scott's murder caused a cry of execration to resound throughout the English districts of Canada. The press, which every where in the Province of Ontario had all through these affairs called for active measures, now preached up a crusade, and with such effect that it is almost beyond doubt that had the priestly party in Canada succeeded, through their mouthpieces, Messrs. Cartier, Langevin and Co., in preventing an armed expedition being sent to the Red River, there would have arisen in Ontario an organization for sending up an armed body of emigrants there, sworn to avenge the foul murder which had been perpetrated. Mr. Scott was an Orangeman, a Volunteer and an Upper Canadian, and he had been murdered by those whom the people of Ontario looked down upon as the inferior race of French Canadians, having been, it was believed, instigated thereto by their priesthood.

The event was pregnant with every element capable of calling forth the most violent feelings. The national antipathy between the English and French races, stronger in Canada than it has ever been at home, and the intense hatred which Orangemen, Low Churchmen, Presbyterians, and sectarians generally, entertain for Popery, were acted upon. Had 10,000 soldiers been required they might have been enlisted with ease in Ontario. On the other hand, amongst the French Canadians, popular sympathy was entirely with Riel, so much so that when subsequently it was determined to dispatch two battalions of militia to put down the rebellion, and to raise them in the two old provinces of Canada, one in each, it was found impossible to obtain more than 80 French Canadian recruits. The priesthood throughout the country had preached against the expedition, warning their flocks not to take part in an undertaking planned to injure their compatriots in the North-west, who spoke their language, were descended from the same ancestors, and who belonged to their faith. Over and over again they were told again from the altar that the Protestants were anxious to send forth this expedition for the purpose of overturning the Catholic Church in that territory. Riel was painted in the most glowing colors as a patriot and a hero, struggling and prepared to fight for the rights of his race and the maintenance of the true faith.

With such antagonistic feelings abroad in the country, the Ministry felt themselves in a most difficult position. All were agreed that the despatch of an armed force to the Red River was a political necessity if they wished to preserve their newly bargained for territory; but a special vote of money would be required for that purpose, and the French speaking members of Parliament had announced their intention of opposing a any such appropriation, if coercive measures were to be resorted to. It would have been next to impossible to have carried the measure in the face of their opposition, so it became necessary to sooth their alarm by fair promises; no coercion was to be attempted, and the troops, when in Manitoba, were only to be used for the protection of property and the maintenance of law and order; in fact they were going there more in the capacity of police than of soldiers.

Mr. Riel had previously been invited to send delegates to Ottawa to explain to the Government what the rebel demands really were. Two of the three he sent were obnoxious to the loyal Canadians. One, Père Richot, a French Canadian priest, had

throughout the disturbances taken a most active part on the rebel side, and had been among the first to preach resistance. He was known to be a most intimate friend of Riel's, and was generally believed to be one of the chief pillars of the rebellion. The other was a young man of drunken habits and no education. He was a shop-boy by trade, and was what is known in America as an Irish Yankee—a race that is despised in the United States as the lowest of the low. Having nothing to lose and everything to gain, he had gladly joined the rebel movement.

As soon as it was known in Ontario that these men were on their way to Ottawa by invitation of the Ministry, the whole country was indignant. "What!" it was said, "treat directly with two men who are alleged to have taken part in Scott's murder?" So violent was this feeling, that it was considered necessary to send a police magistrate to meet them in the States for the purpose of taking them to Ottawa secretly, by a roundabout way, so as to avoid passing through any of the large cities. When once they had reached Ottawa they would be safe from popular violence, as the French element is strong there. When it was announced that these men had arrived, indignation meetings were assembled all over the Western Province, at which resolutions were made deprecating in the strongest language their reception by the Governor General. The brother of the murdered Scott had them arrested on a charge of being privy to the crime. They attempted to assume to themselves the importance and position of ambassadors sent from one sovereign state to another, and pleaded their immunity from imprisonment on these grounds. The French party was entirely in their favor, and regarded the treatment they met with as an outrage. This circumstance complicated matters greatly, and was most embarrassing for the Ministry; they could not over-ride the law, and for some days it was doubtful whether a "true bill" might not be found against them. Fortunately for all parties, the case fell through from want of evidence.

These proceedings, however, added fuel to the flames of popular excitement, and served to embitter the feeling between the French and English parties. After long conferences between the delegates and the Ministers, a Bill was framed for the establishment of a Government at Fort Garry, the terms of which were so favorable to the rebels that the French speaking members withdrew their threatened opposition. 1,400,000 were to be reserved for distribution amongst the half-breeds, ostensibly "to extinguish the Indian claims to land," but in reality for the purpose of enriching the Roman Church.

As previously mentioned, the half-breeds in the Red River settlement were already possessed of considerable farms, a very small part of which only they cultivated, if such a term may be applied to trifling labour they bestowed upon their land. Still, although they already owned more land than they knew what to do with, it was considered necessary to appropriate this vast acreage for their exclusive use, as by doing so the priests were satisfied, and wher they were contented the whole French party were so also. All opposition having thus been removed, the money required for the Expedition was voted in the House when the Manitoba Bill was introduced.

The only man of really statesmanlike ability in the Canadian Ministry, is the Premier, Sir John A. Macdonald. Unfortunately for the country he was just at this critical

moment struck down by severe illness, and the general management of affairs devolved upon Sir George Cartier the leader of the French Conservatives. In early life he had played a minor part in the Canadian rebellion of 1837, when he had actually borne arms against the British crown—a crime, which, in the opinion of his political opponents, his subsequent loyalty has not sufficed to wipe out. This tended to prejudice many against him; for it was considered natural that, having been once himself a rebel, he should sympathize with rebellion wherever he met it. That “foul dishonoring word” is, however, regarded very differently by a man of neither birth, wealth nor position, when seeking for political notoriety, and when he has succeeded and is in the Ministry also. But this well-known truth was forgotten, and he was generally regarded as a partizan, and anxious to play into the hand of Messrs. Riou, Richot and Co.

Sir G. Cartier, although a poor debater and of very ordinary ability, is a creditable specimen of Canadian public men. His greatest enemy dare not question his honesty. Others have become rich in the management of public affairs; but he is still, comparatively speaking, a poor man. He is a firm friend and a good hater. His ordinary promise is more to be relied upon than the oath of many of his contemporaries, and he is a hard working public servant. To accuse him of descending into the lowest depths of jobbery and political trickery, is merely to accuse him of being a Canadian politician. In England we are prone to gumble at the misdeeds of Downing Street; but only purity and virtue emanates from that dingy locality when a comparison is instituted between the political morality of England and that of Canada; and the latter is in its turn little short of perfection when judged side by side with the corruption prevailing every department of political and municipal government in the United States. Sir George Cartier had entered Parliament in early life and was soon recognized as the leader of the French Canadian national party, a position which enabled him at all times to command about 80 votes in the House of Commons. With such a following, it is easy to understand how he has been able for many years back to maintain himself in a prominent position in public life. Many who ought to know assert that at heart he has no real love for the Roman Catholic priesthood; these may perhaps be his private feelings, but in public he has to bow before it. It is a lever of mighty power in the Province of Quebec, and, by doing political jobs for it, he secures its influence. Were he to estrange that party from him, another who longs for such an opportunity would soon occupy the position he holds as leader of the French Conservatives. Sir John Macdonald's illness was a fortunate circumstance for the rebel clique in Fort Garry, as it enabled their sympathizing friends in Canada, through their influence with Sir G. Cartier, to obtain for them all that they could have reasonably wished for.

The reservation of land provided for in the Bill is calculated to injure the true interests of Manitoba by retarding emigration. Suppose that that number of acres are reserved in the immediate vicinity of the existing settlement on the Red River, all newcomers seeking for farms will have to go so much further back. There are several other clauses in the Bill, referring to the creation of a legislature and to the right of franchise which tend to give a monopoly of political power to the French speaking people for some years to come. From what has been already stated regarding their views and

aspirations, it may be inferred that a love for progress is not included in their political belief, so their political ascendancy promises no good for the country.

Although the Manitoba Bill passed through both Houses of Parliament with but little opposition, still the Government policy, as expressed by it, was denounced by all the leading and all the independent English newspapers in Canada as altogether in the interests of the French rebel party.

The £300,000 was paid to the Hudson Bay Company; and the Queen's proclamation transferring the whole North-western territories to the Dominion was shortly to be issued.

The Imperial Government consented to co-operate in the military expedition to the Red River; and the strength of the force was, after a lengthened telegraphic correspondence, fixed at one weak battalion of regular infantry, two battalions of Canadian militia, and a small detachment of Royal Artillerymen and of Royal Engineers; about one-fourth of the total expense was to be defrayed from the home treasury, the remainder to be paid by the Dominion. Col. Wolseley, then on the staff in Canada, was appointed to command it, and its organization and equipment were rapidly pushed forward.

Having given a rough sketch of the political events that rendered necessary the despatch of a military expedition to the Red River country, we shall now endeavour to give a general description of the country to be traversed, and of the difficulties to be overcome by it, reserving for another article an account of its organization, and of the manner in which it fulfilled its mission.

A glance at the map of North America will show the reader that lying west of the inhabited provinces of Canada are Lakes Huron and Superior. They are united by the St. Mary River, of about fifty miles in length. A canal has been constructed on the American side of the river, by means of which vessels can avoid the rapids on that river and pass easily from lake to lake. Taking therefore Toronto the chief town in Ontario as a starting point, a traveller wishing to reach Fort Garry through British territory, would go by rail 94 miles to Collingwood, and from thence by steamer 534 miles to Thunder Bay, via the St. Mary River Canal. The waters of Lake Superior and its tributaries flow into the Gulf of St. Lawrence, whilst those of Lake Winnipeg empty themselves into Hudson Bay. These two water systems are separated by a line of rugged hills which approach to within about 50 miles of Thunder Bay, the lowest pass over them in that locality being about 539 feet above Lake Superior.

Some years ago a route had been explored from Thunder Bay to Fort Garry; and a scheme was laid before the Canadian Parliament for improving it, by the construction of canals, dams, and short roads, for facilitating the navigation of the lakes and rivers that lay along it, and for establishing land communication between them. The first link in the chain was to be a road of about 29 miles—from Thunder Bay to Dog Lake—by means of which the difficult navigation of the Kaministiquia River was to be avoided.

Little attention was however, paid to the subject until 1868, when the road was begun. In the following year a better pass over the hills than that by Dog Lake was discovered necessitating, however, a lengthening of the road from Thunder Bay to about 48 miles. As the word “portage” will frequently be

met with in all narratives of North American travel, the reader should remember that it means a break in a chain of water communication, over which canoes and stores have to be carried on men's backs.

The new route was therefore 48 miles by road through the forest to Shebandowan Lake, and from thence about 310 miles by rivers and lakes (with about 17 portages), to the Lake of the Woods. Some of these portages were more than a mile in length; and when it is remembered that all the boats and stores, &c., &c., required for the Expedition, had to be carried by the soldiers over these breaks in the navigation, an idea can be formed of the physical labour which such an operation would entail. From the Lake of the Woods to Fort Garry was about 100 miles in a straight line by land, but there was only a road made for about 60 miles, the unmade portion being laid over most difficult swamps. If, therefore, the troops could not advance by that route, a was subsequently found to be the case, the only other way of reaching Manitoba was via the Winnipeg River, the navigation of which was known to be so difficult and dangerous that none but experienced guides ever attempted it. There were about 30 portages to be got over in the 160 miles extra thus added to the total length of the distance to be traversed.

In 1869 about twenty miles of the Thunder Bay road had been constructed, during the winter of 1869-70, bridges were constructed over the two largest rivers which crossed the line of road, and in the following spring the road was pushed on still further some six or seven miles.

When early in 1870 arrangements were being made for the despatch of the Expedition, the Canadian ministers impressed upon the military authorities responsible for its success, that by the time the troops had been collected on the shores of Thunder Bay the road from thence to Shebandowan would be fit for traffic, and that good roads would have been constructed over all the portages by the Public Works Department.

The country lying between Lake Superior and Red River was known to be a wilderness of poor timber, lakes rivers and rocks, and to be uninhabited, except by wandering tribes of Indians. The water, it was said, abounded in fish, but the woods were almost destitute of game.

The Indians are the Chippawas, a tribe that occupies the islands in Lake Huron and Superior, and is scattered along their shores. They are essentially wood Indians and venture but seldom on to the plains, being in mortal dread of their hereditary enemies the Sioux—the most warlike tribe now in North America. As long as the rivers are free of ice these Chippawas almost live in their canoes, roving about in the localities where fish is most plentiful. Their canoes are small and so light that a woman can easily carry one over the longest portage. On the shores of the great lakes, where these Indians have long been in contact with the white man, many of them are Christians; but those in the interior are still heathens, and will not submit to having missionaries settled amongst them. In summer they get blueberries, but their chief article of food is fish, although here and there on fertile spots they grow a few potatoes and a little Indian corn. They are an extremely dirty race; the men are very lazy and cannot be depended upon to continue at any work they may be employed upon, although they are said to be truthful and honest. They are polygamists,

and the morality of their women is not of a high order. They are very improvident, and cannot be induced to lay by provisions in case of want, so that a winter seldom passes that some do not die from starvation. As they are all armed and capable of great endurance, and as the country generally is a network of lakes, where they can go in their light canoes, they might cause endless trouble and great loss to any military force seeking to push its way through the country without their permission.

They expect to be well paid by travellers in presents of provisions; so their presence along the line of route, added to the difficulties to be overcome, as all such presents would have to be carried by the troops, and every pound of extra weight was a serious matter.

For the conveyance of the provisions and stores between Thunder Bay and Shebandowan, a considerable transport corps would be required—all the material for which would have to be sent there in steamers, as also the forage required for the animals, for neither hay nor grass was to be had on the spot.

In fine, to get a military force to Red River, it was necessary to send it complete with all warlike appliances, and with at least two months provisions, through a wilderness for a distance of above 600 miles, where no supplies of any description were obtainable. It was no wonder, therefore, that our Government paused and considered well before they committed any of Her Majesty's troops to an operation beset with such difficulties, and where any serious mistakes on the part of those who conducted it would most probably have led to disastrous results.

## DOMINION OF CANADA.



### MILITIA GENERAL ORDERS.

#### HEAD QUARTERS,

Ottawa, 27th January, 1871.

#### GENERAL ORDERS, (3.)

##### No. 1.

#### REGULATIONS AND ORDERS.

ERRATUM.—In the French version of Paragraph 99 "Regulations and Orders, &c.," 1870—instead of "every Wednesday at Quebec," read, as in the English version. "every alternate Wednesday at Quebec."

##### No. 2.

#### ACTIVE MILITIA.

#### PROVINCE OF ONTARIO.

##### 27th "Lambton" Battalion of Infantry.

Number 8 Company "Garrison Battery at Sarnia," is hereby re-numbered as No. 7 Company.

##### 29th "Waterloo" Battalion of Infantry.

The re-numbering of Companies of this Battalion, in General Order (1) of the 5th

instant, is hereby cancelled, and the following substituted in place thereof:

No. 5 Company "Ayr" as No. 4 Company.

No. 6 Company "Hespeler" as No. 5 Company.

##### 36th "Peel" Battalion of Infantry.

##### No. 1 Company, Brampton.

The three officers appointed to this company, in General Order (2) of the 13th instant, will take rank and precedence respectively, from 30th May, 1870.

##### 37th "Haldimand" Battalion of Rifles.

The resignation of Major David Thompson, is hereby accepted.

##### No. 5 Company, Hullsville.

The resignation of Lieutenant George W. Moore, is hereby accepted.

##### 56th "Grenville" Battalion of Infantry.

ERRATUM.—In General Order, 3rd July, 1868, read: "To be Ensign: Albert Jones, Gentleman, M.S., instead of "Alfred Jones."

#### CONFIRMATION OF RANK.

The following officers holding Certificates of qualification, are hereby confirmed in their respective ranks:

Lieutenant Robert P. Davy, V.B., 1st and 2nd class, No. 2 Company, 15th Battalion, from 13th September, 1870.

Lieutenant George Dear, Dickson, V.B., 2nd class, No. 6 Company, 15th Battalion, from 13th September, 1870.

Ensign James D. Clarke, V.B., 2nd class, No. 2 Company, 15th Battalion, from 13th September, 1870.

Major James Cummings, V.B., 1st class, 49th Battalion, from 13th September, 1870.

Captain Henry Wright Day, V. B., 2nd class, No. 6 Company, 49th Battalion, from 13th September, 1870.

Captain George Henry Boulter, V.B., 1st class, No. 2 Company, 49th Battalion, from 13th September, 1870.

Lieutenant Robert Potts Fidler, V.B., 1st class, No. 2 Company, 49th Battalion, from 13th September, 1870.

Lieutenant John Caverley, V.B., 2nd class, No. 3 Company, 49th Battalion, from 13th September, 1870.

1st Lieutenant Shuter Smith Bonter, V.B., 2nd class, No. 6 Company, 49th Battalion, from 13th September, 1870.

Ensign John Ackers, V.B., 2nd class, No. 2 Company, 49th Battalion, from 13th September, 1870.

Ensign Theodore Foster, V.B., 2nd class, No. 3 Company, 49th Battalion, from 13th September, 1870.

2nd Lieutenant Charles Francis, V. B., 2nd class, No. 6 Company, 49th Battalion, from 13th September, 1870.

Captain William Scott, V.B., 1st class, No. 1 Company, 45th Battalion, from 4th October, 1870.

Captain Samuel Bradon, V.B., 2nd class, No. 3 Company, 45th Battalion, from 4th October, 1870.

Ensign George Searle, V.B., 2nd class, No. 6 Company, 45th Battalion, from 4th October, 1870.

Ensign Angus Henry Macdonald, V.B., 2nd class, No. 6 Company, 40th Battalion, from 5th October, 1870.

Ensign George Guillet, V.B., 2nd class, No. 1 Company, 40th Battalion, from 5th October, 1870.

Major Charles Elliott, V.B., 1st class, 40th Battalion, from 7th October, 1870.

Captain Robert Smyth, M.S., 2nd class, No. 7 Company, 45th Battalion, from 8th July, 1869.

Captain Andrew Carmichael, M.S., 2nd class, No. 7 Company, 56th Battalion, from 14th April, 1870.

Lieutenant William Bennett, M. S., 1st and 2nd class, No. 7 Company, 56th Battalion, from 26th April, 1869.

#### PROVINCE OF QUEBEC.

##### Cookshire Troop of Cavalry.

To be Captain, to date from 13th Instant: Lieutenant John Henry Taylor, V.B., and M.S., vice Winder, resigned.

To be Lieutenant, to date from 13th Instant: Cornet Charles W. B. French, V. B., vice Taylor, promoted.

##### 9th Battalion "Volontiers de Quebec."

To be Major:

Captain Jean Baptiste Amyot, M.S., from No. 1 Company, vice Gingras, resigned.

To be Assistant Surgeon: Charles G. Delagrave, Esquire.

##### No. 1 Company.

To be Captain:

Lieutenant Louis Elzear Frenette, M.S., vice Amyot, promoted.

##### 17th "Levis" Battalion of Infantry.

The St. Lazare Infantry Company, is hereby attached to this Battalion, as No. 8 Company.

##### Provisional Battalion of Dorchester.

##### No. 1 Company, Ste. Claire.

To be Captain:

Lieutenant Theophile Fortier, M.S., vice L. Fortier, promoted.

To be Lieutenant:

Louis H. Fortier, Gentleman, M.S., vice T. Fortier, promoted.

Captain Ludger N. Voyer, late District Quarter-Master, is hereby permitted to retire retaining rank.

#### PROVINCE OF NEW BRUNSWICK.

#### CONFIRMATION OF RANK.

The following Officers holding Certificates

of qualification, are hereby confirmed in their respective ranks.

Captain John Kerr, M. S., 2nd Class, No. 10 Battery, N. B. Brigade, from 6th May, 1869.

Captain William C. Murray, M. S., 2nd Class, No. 4 Company, 74th Battalion, from 10th March, 1870.

Captain Edwin Arnold, M. S., 2nd Class, No. 3 Company, 74th Battalion, from 10th September, 1869.

Captain William T. Harper, M. S., 2nd Class, No. 6 Company, 74th Battalion, from 10th September, 1869.

Captain D. McLeod Vince, M. S., 2nd Class, No. 5 Company, 67th Battalion, from 10th September, 1869.

Captain Henry Bosse, M. S., 2nd Class, Grand Falls Infantry Company, from 18th March, 1870.

Captain Thomas L. Alexander, M. S., 2nd Class, No. 6 Company, 71st Battalion, from 27th September, 1869.

2nd Lieutenant John E. Daly, M. S., 2nd Class, No. 10 Battery, N. B., Brigade, from 20th April, 1869.

Lieutenant George H. Cogle, M. S., 2nd Class, No. 3 Company, 74th Battalion, from 10th September, 1869.

Lieutenant George A. Hoyt, M. S., 2nd Class, No. 6 Company, 71st Battalion, from 24th September, 1870.

Ensign Joseph Balfour Stubbs, M. S., 2nd Class, 62nd Battalion, from 25th August, 1870.

Ensign Horry Derby Pickman, M. S., 2nd Class, 62nd Battalion, from 23rd September, 1870.

Ensign David Simpson, M. S., 2nd Class, No. 4 Company, 74th Battalion, from 10th March, 1870.

PROVINCE OF NOVA SCOTIA.

2nd "Halifax" Brigade of Garrison Artillery.  
No. 2 Battery.

The Head Quarters of this Battery are hereby transferred from Halifax to Dartmouth.

No. 3 Battery.

The Head Quarters of this Battery are hereby transferred from Halifax to Richmond.

66th "Halifax" Battalion of Infantry.  
To be Major:

Captain James Bain Morrow, Q.F.O., vice Duffers resigned.

To be Lieutenant, provisionally:

George Anderson Black, Gentleman.

No. 3.

CERTIFICATES, BOARDS OF EXAMINERS.

The following officers, non-commissioned officers and others have passed their examination before, and have been granted Certificates by Boards of Examiners:

PROVINCE OF ONTARIO.

KINGSTON.

FIRST-CLASS CERTIFICATES.

Lieutenant Colonel Maxwell W. Strange, District Paymaster.

Major Charles Elliott, 40th Battalion.

Captain Charles Gifford, No. 5 Company, 40th Battalion.

Ensign Charles M. Boswell, No. 2 Company, 40th Battalion.

Captain William Scott, No. 1 Company, 45th Battalion.

Captain John J. Robson, No. 4 Company, 45th Battalion.

Lieutenant William Mason, No. 3 Company, 45th Battalion.

Ensign John Hughes, No. 3 Company, 45th Battalion.

Ensign John Taylor, No. 4 Company, 45th Battalion.

Sergeant William McLean, 45th Battalion.

Sergeant John Warran, 45th Battalion.

Sergeant George Keele, 45th Battalion.

Sergeant Samuel Hughs, 45th Battalion.

Private Walter Washington, 45th Battalion.

Captain John McDermid, No. 7 Company, 46th Battalion.

Captain Henry C. Rogers, No. 1 Company, 57th Battalion.

Captain William John Green, No. 5 Company, 57th Battalion.

Lieutenant Joseph H. Kennedy, No. 3 Company, 57th Battalion.

Major James Cummings, 49th Battalion.

Captain George Henry Boulter, No. 2 Company, 49th Battalion.

Captain George D. Rawe, No. 4 Company, 49th Battalion.

Captain Benjamin H. Vandervoort, No. 3 Company, 49th Battalion.

Captain Charles Anderson, No. 5 Company, 49th Battalion.

Lieutenant Hutchison Carruthers, No. 1 Company, 49th Battalion.

Lieutenant Robert Potts Fidler, No. 2 Company, 49th Battalion.

Lieutenant John Harrison, 49th Battalion.

Sergeant-Major James S. Hurst, 49th Battalion.

Captain L. N. Fitzroy Crozier, No. 5 Company, 15th Battalion.

Captain L. H. Henderson, No. 1 Company, 15th Battalion.

Captain James Mackie, No. 6 Company, 15th Battalion.

Lieutenant John Albert Gordon Crozier, No. 1 Company, 15th Battalion.

Ensign George McK. Stewart, No. 4 Company, 15th Battalion.

Lieutenant Alexander Robertson, No. 4 Company, 15th Battalion.

Lieutenant James H. Lister, No. 5 Company, 15th Battalion.

Lieutenant Robert P. Davy, No. 2 Company, 15th Battalion.

SECOND-CLASS CERTIFICATES.

Ensign Angus Henry McDonald, No. 6 Company, 40th Battalion.

Ensign George Guillet, No. 1 Company, 40th Battalion.

Color Sergeant John McCaughey, 40th Battalion.

Captain Samuel Braden, No. 3 Company, 45th Battalion.

Ensign George Searle, No. 6 Company, 45th Battalion.

Captain Isaac Preston, No. 6 Company, 46th Battalion.

Captain Roderick Dingwell, No. 2 Company, 46 Battalion.

Ensign John P. Clemes, No. 2 Company, 46 Battalion.

Sergeant John Howard, 57th Battalion.

Captain Henry Wright Dey, No. 6 Company, 49th Battalion.

Lieutenant John Cavorley, No. 3 Company, 49th Battalion.

1st Lieutenant Shuter Smith Benter, No. 6 Company, 49 Battalion.

James Henry Lennox, 49th Battalion.

2nd Lieutenant Charles Francis, No. 6 Company, 49th Battalion.

Ensign Theodore Foster, No. 3 Company, 49th Battalion.

Ensign John Ackers, No. 2 Company, 49th Battalion.

Lieutenant George Dean Dickson, No. 6 Company, 15th Battalion.

Ensign Frederick George A. Henderson, No. 3 Company, 15th Battalion.

Ensign James D. Clarke, No. 2 Company, 15th Battalion.

Color Sergeant J. M. Clarke, 15th Battalion.

Sergeant W. B. Roblin, 15th Battalion.

Sergeant William Pike, 15th Battalion.

Sergeant Gilbert Thrasher, 15th Battalion.

Private H. L. Henderson, 15th Battalion.

By command of His Excellency the Governor General.  
P. ROBERTSON-ROSS, Colonel,  
Adjutant General of Militia,  
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THE  
**VOLUNTEER REVIEW**  
 And Military and Naval Gazette.  
 VOLUME V  
 1871.

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

We cannot undertake to return rejected communications. 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 information of this kind as early as possible, so that it may reach us in time for publication.

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**The Volunteer Review,**  
 AND MILITARY AND NAVAL GAZETTE.

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

OTTAWA, MONDAY, JANUARY 30, 1871.

We would again remind our Subscribers in Ontario that our Agent Lt.-Col. LOVELACE is now on a collecting tour through that Province, and would feel obliged by their promptly paying up to him their individual indebtedness to this office.

On another page will be found a *brochure*, with the modest title of "A Few Words on Canada, by a Canadian," and it would be well for Canada that every few words written about her were as much to the purpose or as valuable in every point of view. It is in fact a concise history of the progress of the British North American Colonies for the past twenty years, a valuable review of her present position and a sketch of her future progress—the whole written in that clear, logical style which obviates the necessity of minor details, and has the additional recommendation of giving all leading facts in the most concise manner—in other words telling the story in the shortest form and telling it well.

That portion treating of the military organization of Canada is worthy serious attention, especially as the author is understood to be Lieut.-Colonel Walker Powell, Deputy Adjutant General at headquarters, whose knowledge of the public affairs of Canada has been acquired as a member of

its Legislative Assembly and of its military organization from the very prominent position he holds on its general staff, and that those opportunities have not been neglected the little pamphlet we reprint bears abundant evidence. Accurate information respecting Canadian affairs, from such men as Lieut.-Colonel Powell is particularly valuable at this crisis, when we have military men whose position ought to have taught them more manliness and honesty, purposefully maligning the country, trying to sow dissensions amongst its people, and to bring them into disrepute in England for the purpose of satisfying their own revenge, as well as pandering to the worst feelings of those doctrinaires who are trying to bring about a severance of our connection with the Empire.

Copies of this pamphlet should be distributed throughout the United Kingdom, as it gives a far more comprehensive idea of the advantages this country offers to immigrants, and its institutions than anything of the kind we have seen.

ON another page will be found an article from the London *Saturday Review* on the release of the Fenian convicts, and the policy of that great political philosopher, W. E. Gladstone, in making that act of grace conditional. The Emigration Agent of the Dominion, at Dublin, Mr. J. G. Moylan, has addressed a letter to the English Premier in which he ably points out the probable consequences as far as Canada is concerned, and what could be easily understood by any less philanthropically minded individual than Mr. Gladstone, that an unconditional pardon would reduce those scoundrels to the contemptible position they would hold in their own country; whereas this act has invested them with all the attributes of political martyrs, and sent them to the very place above all others where they could work out mischief, having all the necessary materials ready to their hands. Those fellows thus thrown again on society are the most reckless and daring scoundrels that Fenianism has produced—one, at least, of them was engaged in the Clarkenwell explosion, in which the lives of innocent people were sacrificed for the purpose of liberating himself and companions.

That they will succeed in re-organizing the Fenian society is almost beyond doubt; they possess to a great extent the confidence of those scoundrels in the States, and they can be used against Canada with considerable effect, especially as the approaching Presidential elections will make it necessary for the Republican party to secure the Irish vote. It adds another item to the many injuries inflicted on this Colony by the English Radicals, and the lofty abnegation of the consequences in Mr. Gladstone's reply to Mr. Moylan's letter only shows us that great man as above all such paltry considerations as England's greatest dependency.

If British statesmen are so obtuse and careless of the best interests of the Empire, it behooves those directly concerned to take care that the source of danger he has so carefully prepared for this country be removed if possible, or if not that measures be taken, in the event of another Fenian raid, to follow up the scoundrels even to their haunts in New York, and chastise themselves and their abettors. The people of Canada will be likely to take the law in their own hands on the next occasion, and it will not be the line of 45° north latitude that will stop them. Our neighbors south of that may fete the convicts as they please, *arcades ambo*, but they had better not abet any more raids.

We publish on another page extracts from the *Manitoba News Letter* of the 31st December last showing the value of that Province as an agricultural district, and can assure our readers that from personal observation the picture is little more than a fair average one. The soil on which those crops are raised consist of *burnt and decayed grass* for depths varying from *thirty inches to four feet*, in fact it is a *hot bed* of the richest possible fertilizing agents on a large scale.

Any of our young men who are adventurous and do not care about roughing it a bit had better set their faces in that direction; they will find it more profitable than loafing about cousin Johnathan's territories, where they generally gather nothing but vicious habits and low slang. At present it would take about eighty dollars, to reach Fort Garry for emigrants travelling in the cheapest possible manner, and taking their own cattle or horses with them next fall it can be done for half that money, when the railway from Duluth to Georgetown is open. The present route would be by railway to Chicago, Madison Junction, Prairie du Chien and St. Paul, to Benson, 100 miles east of Fort Abercrombie—the distance between those two latter places must be done by stage. At Abercrombie there will be found next summer steamboats plying on the Red River to Fort Garry. The whole journey by this route could be done from Toronto—say in *thirteen days*. Having been over the route we shall be happy to give our friends all information necessary thereon.

MR. CARDWELL has been holding forth at the anniversary festival of the Oxford Druids on the state of the army, and he announces that the Government did not disband 20,000 men, and that all that was done in that line was the disbandment of *two negro regiments on the west coast of Africa*. This will be news to the Colonists; the War Minister's memory must be very short. What about one of the finest regiments in the service—the *Royal Canadian Rifles*? the *Cape Mounted Rifles*, and other corps as well? The reduction in the line regiments, which would foot up more than 20,000 thoroughly disciplined

soldiers, who were thrown into the English labor market at a time when it was overstocked, and in less than a month afterwards Mr. Gladstone had to ask for £2,000,000 to supply in their stead 20,000 raw recruits, which would cost the country at least £30 per head for drill, etc., before they could be anything equal to the men whose places they were enlisted to supply.

If the people of England will submit to be gulled by the *flap doodle* of such men as that it is their own business, but it is little wonder that the *London Times* should send forth a howl of despair as to the future. The following extracts will show conclusively what value is to be attached to the utterances of the British Ministry, and there is very little doubt that if an invasion of England should take place its army would be found as ineffective as that of France, and its political philanthropists would have the satisfaction of knowing they had worked hard to accomplish that disastrous contingency:

"Mr. Cardwell spoke at some length. He said the year just passed would be remembered through all time as the most memorable that had ever occurred in the history of Europe. Independent of the events which had taken place on the Continent, it would have been no ordinary one, *as much as it registered a great Act of Parliament which he trusted would be the settlement of Ireland, and another which provided for the education of the children of this country*. Yet everything was cast into the shade by the stupendous events now taking place on the Continent—the terrible slaughter already recorded, the slaughter daily taking place, the possible bombardment of a fair and beautiful city, and the sufferings which an entire population was bearing at this inclement season of the year. At the same time we should be thankful to Providence for having been spared from any participation in this gigantic war. Still, the position of a neutral nation was not always enviable. It was our duty as a neutral to act with firmness and temperance, and to be guided solely by the landmarks of international law, and such a course of conduct the Government had endeavored to pursue. Another duty of a neutral was to strengthen its military resources. On the outbreak of the war the Government applied to Parliament for an increase in the army, and a sum of money to be divided between the army and navy, and when Parliament re-assembled he believed the Government would be able to render a satisfactory account of their stewardship. They had been accused of having imprudently disbanded more than 20,000 experienced soldiers; that they had found great difficulty in replacing them by recruits; that they had been negligent as regards field artillery; that they had not made a satisfactory distribution of small arms, and that they were without powder. The answer to these charges was, that the Government did not disband 20,000 men, that they had no difficulty in raising recruits, that they had not been negligent with regard to field artillery, that they were distributing small arms with great rapidity, and that they had as much powder as the circumstances required. They had provided a larger proportion of battalions and batteries at home, and had reduced the number in the colonies, believing that it was not just for the people of this country to pay for the defence of

the colonies, that they were better able to provide for their own defence. They had not disbanded a single regiment or battery that would be serviceable for the defence of this country, or for the vindication of its name and honor on the continent, but they had disbanded two regiments of negro troops serving on the West Coast of Africa. By these arrangements they had improved the tone of the army, and had made it not less numerous at home than it was before, and it never was in a more efficient state. As to the difficulty of obtaining recruits, they had abolished the payment of bounty, and had substituted an improved prospect of good conduct pay. The Inspector-General of Recruiting had informed him that, in the period which had since elapsed, more than 20,000 recruits had been enlisted, and recruiting was still going on briskly. As to the field artillery, they had been preparing what they believed to be an improved gun—the most powerful field gun in Europe, and had begun this week to issue it at the rate of a battery a week to the horse artillery. This will also be followed up by an immediate issue to the field artillery. On the 1st of November they began to issue Snider small arms at the rate of 1000 a day, and by the 1st of April 150,000 would be in the hands of the Volunteers. It was quite true that they had decreased the quantity of powder in store, but powder did not improve by keeping, and in May last it was decided to adopt a new description of powder, called pebble powder, which they were now engaged in storing. The late Lord Herbert used to complain that the country always vibrated between parsimony and panic. Just economy the country expected, but that was not just which could fairly be charged with the opprobrious name of parsimony; and as for panic, it was a word that ought not to be known in the vocabulary of England, and ought by just and adequate preparation to be forever banished from this great and powerful country. Our military arrangements could not be made by a blind adherence to the example of any foreign country, but only after due consideration of our circumstances, our character, and our position. A great country like Prussia, with an extended frontier and a powerful neighbour, might maintain a gigantic army, but we had an insular position and European relations, and our arrangements must be considered upon our basis, and with a view to what was necessary for the maintenance of our own interests and our own honor. The great strength of this country would ever be the knowledge of every foreign power how great were our resources and how high was the spirit of the nation that could command them. If ever the moment should arrive when there would be foreign danger and foreign difficulty, the voice of party would be hushed. We should be united as a single man, and there would be no thought but how to defeat the foe. The people of the country might rely upon it that the Ministry were animated by the same general sentiments as themselves, that they were determined to do their duty to their Queen and country, and above all things, to bequeath to their posterity the glorious inheritance they had received from those who had gone before them."

A semi official declaration has been received from Vienna, 23rd, saying that while the Austrian Government appreciates its duty to strive to restore peace between Prussia and France, it is still advisable to await a favorable opportunity

## NEWS OF THE WEEK.

After the battle of Dijon, the Prussians retreated towards Messigny, Norges, and Savigny Le Sur. In the west also the Prussians appear to be falling back. Alençon has been evacuated by the enemy. They have cut the railway between Lyons and Besançon at Lyons.

A correspondent of the New York *Herald* writing from Paris on the 21st, says: I have been told that there was a great fight in front of Basauval to-day. It appears Gen. Belleme threw a large force into the forest of Basauval. They were permitted to approach within less than 200 yards of the looped wall, when from the top and slope there presently issued from the Prussian infantry a terrible and deadly fire, which in an incredibly short space covered the ground with dead and wounded. It is impossible to ascertain the exact loss of the French, but by common agreement it is admitted to have been the bloodiest day's fighting, so far as the French are concerned, they have experienced since the commencement of the siege. I am assured that 900 corpses lay on the ground in front of Basauval—often as many as six together. Wild rumors are afloat, and the names of prominent Reds are mentioned.

Gambetta has suddenly and opportunely appeared in the north of France, to stir up the patriotism and arouse the hope of the depressed people. The citizens of Lille were reported to have become discouraged by the defeat of the army of the North, and were preparing to retire beyond the reach of the invaders, when the wonderful magnetism and impassioned oratory of the French War Minister recalled them to their duties. Gambetta maintains that France prefers eternal war to the disgrace of surrendering an inch of territory. He eloquently calls for resistance to the bitter end, and denounces the cowardly cry for peace at any price. He expresses great confidence in General Faidherbe, who will rapidly reorganize the Army of the North and continue to battle with Von Goben; fresh levies are to be raised, and the brave and ever hopeful Minister prophesies the final triumph of the cause of France. His orations will undoubtedly have great effect, but fresh levies will not conquer the disciplined Prussians, and the experience of Faidherbe at St. Quentin is another instance of the generally admitted proposition. There it is reported that a division of fifteen thousand mobiles became panic-stricken, and fled in disorder, and it is said some brigades of the army had been cut off from the main body, or have wandered away, as their whereabouts is not known. The defeated troops, weary, worn, and dejected, have returned to Cambrai, at whose gates the Prussians, flushed with victory, and rejoicing over their ten thousand prisoners, as stated in their own reports, have already knocked for admission. Faidherbe and staff have, it is said, retired to Douai,

and another portion of the army is going to Lille.

General Faidherbe has announced his intention of again crossing swords with Von Goben as soon as his army has had a short rest; and as it is said the third attempt is successful, the results may be different the next time the Army of the North is under fire.

The sortie towards St. Cloud on the 19th was apparently of greater magnitude than might have been supposed from the first reports. The French had no less than a hundred thousand men engaged, and were at first successful, having surprised the besiegers; but the latter rapidly massed enormous bodies of infantry, and brought extensive parks of their famous artillery to bear upon the French, who were compelled to retire from the positions they had captured, to within the walls.

It is reported from two or three sources that there was a quarrel in the Provisional Government in Paris after the unsuccessful result of the sortie. General Trochu is said to have proposed that in the event of the failure of the Provincial armies to come to his relief, and the defeat of any sortie that might be made, it would be his duty to surrender the city before the central portions and the public buildings were destroyed by the Prussian bombardment. This proposal was scouted, and Trochu tendered his resignation, which was accepted, and a triumvirate was appointed. It was finally considered better that the plans for defence should not be changed, and Trochu was again placed in command.

The latest advices from Paris state that the Council of the National Defence, on the afternoon of the 21st accepted the resignation of General Trochu, and replaced him by Admiral Saiciet and LaRocquiere. Trochu remains civil governor.

Longwy is making an obstinate defence and has repulsed the Prussians, dismounted their guns and forced their batteries to retire.

Judging from the different descriptions of the condition of Paris, and the temper of the citizens, with the usual allowance for the Prussian or French exaggeration, it is apparent that the fall of the proud capital is not far distant, and once more will foreign hosts march through the broad streets, and parade on the Champ de Mars. The Parisians are said to be determined to "fight to the bitter end," but they have the fatal disadvantage, of entertaining a strong feeling of distrust in the abilities of their leaders. There have already been dissensions in the governing councils, and the chief reason why the resignation of Trochu was not accepted is stated to have been the difficulty of selecting a better man as a successor. Trochu is regarded as a man of thought, a good military writer, but not a man of action, not one who would lead a sortie, or conquer a situation as desperate as that of Lodi.

Gambetta does not give up hope of relieving Paris, and has started for Laval to inspire the army of Chanzy to renewed feats of valour. Before leaving Lille a long council of war was held, and one of the results was the dismissal of General Robin, whose division was disgraced at the battle of St. Quentin. Gen. Faidherbe has prepared a careful report of his recent operations, and maintains that in the late battle, he lost no prisoners, except stragglers. The Army of the North has retired behind the walls of Douai, Lille and Arras, while the Prussians are thundering at Cambrai.

In the East victory has again briefly perched upon the banners of France. The Prussians have been driven out of Dijon, with considerable loss, by an army in which the Garibaldians appear to have formed a considerable portion. The tenure of Dijon by this force will depend largely, however upon the movements of Gen. Bourbaki, who has been in several engagements with varying success.

The New York *Herald's* special from London says: Terrible excitement is manifested in this city at the West End over the treaty for the capitulation of Paris. The French residents express general satisfaction. It is their opinion that the news of the capitulation is well founded, and they accept the fact of Trochu's resignation as a proof of its truth. Further information is eagerly sought after at the Foreign Office. At the Prussian Embassy nothing was known of the capitulation at half-past one.

Jules Favre, it is reported, is at Versailles discussing the terms of capitulation with Bismarck. The German demands are said to be as follows:—The forts are to be garrisoned by Germans. The Regulars and Gardes Mobiles are to be sent to Germany; the Province of Champagne is to be held as a hostage for the payment of war expenses; Alsace and Lorraine to be yielded and under the jurisdiction of Germany; Paris to receive no garrison for its protection. The city to be confided to the National Guards, who will not be disarmed. The Germans will then negotiate the terms of peace, and France will be left to reconstruct the Government. These propositions are combatted on the side of the French as too severe. It is unknown as yet what abatement may take place.

A semi-official declaration has been received from Constantinople that henceforth Turkey will rely on herself for protection, and not on the interests and jealousies of European powers.

BRUSSELS, Jan. 25.—At an interview of Favre, with Bismarck, yesterday, the latter insisted the surrender should be signed by the whole Provisional Government. Favre replied it would be impossible to bind the Bordeaux Government, as the surrender was only a military one, Bismarck then said, if the Republic rejects the terms, and the Empire accepts, you must choose between acceptance and restoration of the Empress.

CORRESPONDENCE.

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

FROM BROCKVILLE.

BY OUR OWN CORRESPONDENT.

The band of the Brockville and Ottawa Railway Artillery gave a concert for their own benefit on the 17th inst. The hall was crowded to excess, and as the tickets were 25 and 50cts. each, the proceeds must have netted handsomely. This is not to be wondered at; the liberal sum handed over to the Mayor by Capt. Worsley for the benefit of the poor, proceeds of former concerts, together with the efficiency of performance, have made the band a great favourite with the townspeople.

The entertainment on this occasion was superior to any former one. The band performed their part with taste and ability. "The Pale Moon," sang by the sisters Mrs. Starr and Miss Elwood, was received with raptures, and that good old English song "The Death of Nelson," sang by Mr. Moulson, brought down the house as none but British songs can do. The solo "Waiting," by Miss Williams, showed much taste and culture, and was highly appreciated; and the "Gipsy Countess," by Mr. and Miss Stevenson, was well rendered. The whole of the above were very justly *encored*.

The officers and non-commissioned officers of the several Volunteer companies (pardon me, I should have said Active Militia) of the town have formed a class for instruction in the new drill, which will be found of very great advantage in preparing themselves for the instruction of their several corps during the next annual drill.

The Brigade Major of the Division, Lieut. Col. Jackson, is, I believe, now going through the District inspecting the stores of the several companies, and I have heard that the Company rolls of the Reserve Militia have commenced to arrive at the Brigade Office, which shows the efficient manner in which the enrollement is now made.

FROM BELLEVILLE.

To the Editor of the VOLUNTEER REVIEW.

A class for instruction in the Field Exercise for 1870, better known as the new drill, commenced here on Monday night last, in accordance with a regimental order of the 15th Battalion, Capt. R. C. Hulme, the energetic Adjutant, being instructor. It bids fair to become quite popular, meeting twice a week, viz: Tuesday nights and Friday mornings. Many objections are made to the changes and each one has more or less weight according to the interest taken in the subject. There is no doubt that after a while the novelty will wear off and old hands will get accustomed to what just now appears to them almost sacrilegious alterations. Your correspondent heard a very interesting discussion the other day between several

prominent officers of the active Volunteers as to the existing Militia arrangements. It appeared to be thoroughly understood that the present law does not meet the requirements of the country, and that, in fact the country is not getting the worth of its money as regards an efficient Militia force. The ball practice during the annual training was discussed and there seems no doubt that a great proportion of the ammunition expended was no better than wasted, the men not being allowed time to learn how to handle their rifles before firing away their fifteen rounds. I have heard statements similar to this in different parts of Ontario. It was said by one gentleman that a system of consecutive drills, say for three months, would make a man a better soldier for a number of years to come than he possibly can become by drilling one week per annum, and instances were cited of men who at the present time are comparatively well-drilled and disciplined, although most of their knowledge was acquired during a few months frontier service years ago; and the plan suggested was that of having a compulsory drill one night per week all the year round, paying the men for each attendance and making non-attendance fine. Although it would cost perhaps more than the present system, it was argued that the force would be more than proportionately improved; and one year's service would have a militiaman far better drilled than he is now in three.

With regard to the team for Wimbledon the feeling seems to be gaining ground here that if \$8000 is required to send the team home, the same amount might be more beneficially employed in the encouragement of rifle shooting in the Province itself, and I hear that the same idea holds in other places. I was told that such was the opinion in Brockville.

The Hastings Rifle Association held a meeting the other night when it was decided to petition the County Council and the Town Council for grants in funds. By the way the Ontario Rifle Association have not yet forwarded the \$20 to the Hastings Rifle Association in accordance with their prospectus. Surely they must have money enough after their late successful match to fulfill their agreement. W. C.

FROM MONTREAL.

(BY OUR OWN CORRESPONDENT.)

My long silence has been unavoidable owing to the lack of news and the little stir going on in Volunteer matters.

The officers of the Hochelagas are under the training of Major Labranche, and will soon become familiar with the changes and abbreviations under the new system of drill. They meet in the drill hall every Monday and Thursday evening.

The officers of the Prince of Wales' Rifles have formed a drill association under the

tuition of Mr. Barnum. They meet once a week in the gymnasium for exercise and will soon be posted in the new order of affairs.

The detachment of Volunteers of Red River Expedition, stationed at St. Helen's Island, under command of Capt de Bellefeuille, have their troubles like other mortals. There was a growl some time ago of their having been turned out to make a road on the ice to the mainland, and now their canteen is taken away from them. It is not stated for what reason they are deprived of it, but as the order comes from Col. Osborne Smith it is presumed to be necessary for some cause or another.

Where is our Sedentary Militia and why are they not called out even just to answer to their names as they were in former times once a year? Call out the Militia and make them drill as they ought to do and we would soon have the ranks of the Volunteers full. One imagined after the grand flourish made lately something of the kind would have been done. As it is the list is not even on paper as no roll has been called.

One or two corps are putting in their annual drill. I have not learned that any Canadian corps are drilling, and presume they find it too cold to turn out.

The city is very gay at present. Skating is almost entirely given up by the fairer portion of the community, and the only rink open, the "Victoria," is not paying expenses.

I can add nothing to my short letter interesting enough to warrant me taking up any more of your valuable space. B.

We understand that the Order in Council has been passed, reducing the Volunteer Force now serving at Red River from its present strength to the following:—1 field officer (a Major), 2 Captains, 2 Subalterns, 1 Supply Officer and 2 companies, composed of 40 men each.

The Toronto Telegraph of the 23rd instant, publishes a special telegram from Victoria, stating that the terms of union with Canada had, on that day, unanimously passed the Legislative Council. We are informed, however, that no official intimation of such action has yet reached the Dominion Government, and hence, though the good news may be daily expected, we infer that our contemporary's announcement is in advance of the fact. The Dominion of Canada now extends from the Atlantic to the Pacific.

Since the above was in type official confirmation has arrived that the terms of union passed the Legislative Council on the 18th inst.

The revenue of Great Britain last year amounted to £71,208,955 sterling, being an increase of \$553,581 over the previous year's revenue although a considerable reduction in the duties was authorized last session. The "commercial elasticity" of the United Kingdom is so great that the more the duties are lessened the larger does the national income become.

## THE RIDERLESS STEEDS.

BY MRS. M. S. BARTLETT.

[A new paper correspondent relates that on the morning after the terrible battle of Sedan, Sept. 1, 1870, 600 cavalry horses, without riders, galloped up at the sound of the bugles, and took their accustomed places in the French ranks.]

Morning dawns on the heights of Sedan,  
And the golden sunlight falls  
Over the woods and rocky steep,  
Over the castle walls,  
Over the valley of the Meuse,  
Over the tented ground,  
Where the scattered host are rallying  
At the shrill bugle's sound.

But yesterday and the sun looked down  
On a dark and fearful sight,  
When hostile foe met hostile foe  
In stern, unyielding fight;  
And galloping to the rendezvous,  
On the bright September morn,  
Six hundred riderless steeds rush on,  
At sounds of the bugle-horn.

Morning dawns on the battle-field,  
And under the calm blue sky,  
Sleeping the still, cold sleep of death,  
Six hundred horsemen lie.  
No sound of the bugle stirs their souls  
To the struggle and strife—  
No sound but the angel-trump shall call  
The fallen again to life.

The broken ranks of the cuirassiers,  
The warriors stout and bold,  
Are gathering in at the martial call,  
And the saddened tale is told:  
While galloping to the rendezvous,  
On the bright September morn,  
Six hundred riderless steeds rush on,  
At the sound of the bugle-horn.

—Appleton's Journal

## A FEW WORDS ON CANADA.

BY A CANADIAN.

Now that Canada has fairly entered upon the discharge of the difficult and important task she has undertaken of consolidating and centralizing the powers hitherto administered by many local governments in British North America, it becomes necessary to assume responsibilities of considerable magnitude, compared with those which hitherto devolved on the respective Provinces, now happily joined in confederation. It will, therefore, not be amiss to consider what the country has been in the past, what it is at present, and what it may be in the future; at the same time keeping in mind that the martial spirit inherited from our fathers, and the remembrance of their victories and glorious achievements in the past, have enabled their sons to drive back the Fenian hordes who lately molested us; and that will, under Providence, and with proper foresight and provision on the part of Parliament, give us and our sons the same measure of success against our enemies in the future.

Only lately, the scattered Provinces of which the Dominion is composed were groping their way alone, each jealous of its own rights and of each other, apparently ignoring the fact, that from geographical and other considerations, their interests as British Americans were identical. The course of events, ever onward, has, however, imperceptibly impelled us forward, and now Canada is rapidly emerging from the petty jealousies of Provincial sectionalism, and is fast reaching to the status of an important power.

New subjects have been opened up for consideration, new measures have in consequence become necessary. The local requirements of a single Province sink into insignificance when compared with those of the larger Dominion. Statesmen who from this time forth become the leaders of public opinion in Canada must therefore be the exponents of a policy wider in its range than would be suitable for merely local requirements.

The provision in the Union Act giving each Province the control of its local affairs, has been beneficial in its results, and has been the means of more surely cementing the feelings of the whole people, than any other course which could have been devised.

The confederation of five Provinces has been consummated in peace and harmony. No money has been spent in fighting, no blood has been shed in anger, and there is no reason to doubt that the three Provinces necessary to complete the confederation of British North America into a great Dominion, extending from the Atlantic on the East, to the Pacific on the West, will become applicants for admission within a brief period. The only battle we are now fighting is on the part of men accustomed to the axe, the plough, the pick and the shovel, in bringing surplus land into cultivation, opening up rich mines, and in making roads, railways and canals, to facilitate communication and take surplus productions to market. But to enable us to protect these great interests in cases of necessity, and make us self-reliant as a people, there should undoubtedly be continually trained up to a knowledge of the use of arms, and side by side with those men who are developing the natural resources of the country, those who will make the protection of our hearths and homes a first consideration.

Canada is not likely to take the path in an aggressive warfare, and her interests are involved in keeping peaceful relations with her neighbours; but having been granted the rights and privileges of free government there cannot be a doubt that these rights and privileges are worth defending to the full extent of the resources of the Dominion, in both men and money.

The Duke of Newcastle tells us in his despatch to the Governor General, under date of Dec. 20th, 1862:

"The main security against aggression which Canada enjoys as a portion of the British Empire is the fact known to all the world, that war with Canada means war with England; not in Canada only, but upon every sea, and upon the shores wherever situated, of the aggressive power itself. It does not, therefore, follow that this country can consent or afford to maintain an unlimited number of troops in Canada, at her own cost, even in time of war, much less in time of peace; and it remains true that the defence of Canadian territory must depend mainly upon the Canadian people itself."

The question of defence does not, therefore, rest upon the fact that Canada has only a population of 4,000,000; but upon that of Canada's 4,000,000, the 32,000,000 in Great Britain, with the most powerful fleet that floats upon the ocean, and the actual as well as the moral support of the British Empire in every part of the world.

When the time shall come for the completion of necessary territorial acquisitions, and the whole of the British North American Provinces are joined into one Dominion, Canada will be a power having resources of no mean order. Her unrivalled inland navigation and water powers; her fisheries, shipping, mining, manufacturing and railway interests; her arable lands and forests of timber, with a hardy, industrious, frugal, and loyal population, are sufficient warrants for material progress and prosperity, equal to anything heretofore known on this continent. It is not, therefore, doing too much to express the hope, that Parliament may have the wisdom to grasp the situation of affairs, and by wise and enlightened legislation induce a tide of immigration to flow into the

several Provinces, and at the same time cause a development of all the resources within its reach.

Not many years ago, we thought it of vital importance that our commercial relations with the United States should be extensive and permanent. The Imperial Government at our request, entered into a treaty on the part of Canada, for a reciprocal trade in agricultural productions with the United States. That treaty went into operation and was mutually beneficial in its results during the eleven years of its existence. The United States, however, expressed its belief that the advantage was on the part of Canada, and so, when the period stipulated for expired, that Government abrogated the treaty.

It is unnecessary to give figures, shewing the extent of the trade which had thus been created. It will, perhaps, suffice to say, that the treaty was of undoubted value to both the United States and Canada. The great extent of conterminous frontier, 3000 miles in length, and the difficulty and expense attending the sending of produce to distant markets, was considerably lessened by a direct exchange of commodities across the lines; both parties being benefited, and both receiving what they required from the growth and produce of each country, at first hands and at the least possible cost in money.

Previously we had obtained, and still retain, the privilege of receiving and sending merchandize and agricultural productions through the United States in bond; the same privilege being granted by Canada to the United States. This agreement enabled those portions of the United States in the West, to have a choice of routes to and from the Atlantic seaboard, and has given us the same privilege, with Portland as our winter port. The President of the United States, for reasons set forth in his recent message, asks Congress to give him power to suspend the bonding system? We may, therefore, without impropriety consider the position we occupied before the adoption of the reciprocity treaty, the effect the treaty and its abrogation had upon us, and the gain which will surely result to the people of Canada within a brief period, if the bonding system is suspended.

Up to a recent period so great was our apparent wish to inculcate in the minds of the rising generation the great destiny which awaited our neighbours in the United States that we actually permitted the general use of school books, at least seven tenths of the contents of which referred to the United States, their history, their glory and great resources—England and British North America being so dwarfed that five or six pages sufficed to record all that was said respecting them. Under these circumstances it is surprising that our British feeling has not been undermined. Nothing but the honest conviction that we had equal advantages and were living under the very best form of government that could be devised, has saved to the country those who were in Canada, and educated in the English common schools more than twenty years ago. A better and surer system is now in operation, under which national school books will be chiefly used. It is, therefore, fair to suppose that having commenced at the foundation in the matter of national education, we are comparatively safe.

There are now 4508 school sections in Ontario, in which common schools are maintained, and at which 432,430 scholars attended during 1869. Of these schools, 4131 were supported by a tax on property, and personal attendance was free.

In Quebec, 3913 common schools were maintained during 1868, and at which 212,838 scholars attended. These schools were supported by an assessment on property, to the extent of \$291,964, and by monthly fees paid by the scholars, \$452,868.

When the reciprocity treaty went into operation, we had no leading lines of railway, nor suitable steamships by which our surplus productions could be sent quickly and cheaply to market. Want of light-houses on the lower St. Lawrence made insurances dear, and the Canadian route was dangerous, that difficulty was experienced in getting capital invested in suitable steamship lines for communication with Europe. The result was, that all the established ocean lines sent their steamers to New York, from whence the various inland transportation companies successfully competed with us. A large portion of Canadian imports and exports, therefore, centered in New York, for distribution in bond to ports of destination. This being the case, it was natural that a considerable trade should be otherwise diverted from legitimate Canadian channels, to the great benefit of merchants and transportation companies within the United States; gradually our facilities had been improved, so that when the reciprocity treaty was abrogated by the United States, we had reached a point of self-dependence that carried us safely through.

The impetus given has not only enabled us to carry our own produce to the markets of Europe, but to enter into successful competition with routes through the United States, for the Western carrying trade. In 1853, only four ocean steamers, registering 2000 tons in all, came up the St. Lawrence from the sea; in 1861 these arrivals increased to 38, with a register of 51,000 tons, and during 1868 to 93, with a register of 97,000 tons. The Montreal Ocean Line has 21 of these magnificent ocean steamers in commission, of which the mail steamers make average passages from Quebec to Liverpool in 9½ days, and the average return from Liverpool to Quebec in 10½ days. This line is fully up to the times in speed and comfort and is capable of expansion to any reasonable extent. The other competing and auxiliary lines are making considerable headway, and now, through the erection of light houses and the placing of beacons and buoys, the navigation of the lower St. Lawrence is not considered any more difficult or hazardous than that of the ocean itself.

We have good reason to think that the United States have all along treated us unfairly, first in breaking off commercial relations and placing undue restrictions on navigation and trade; and, secondly, in the encouragement given to the Fenian organization, through their leading politicians and newspapers, causing us a direct expenditure of many millions of dollars in money, and the loss of many loyal Canadians, whose lives we valued dearly. All has apparently been done that could be done to force us into the belief that our safety could only be secured by coming under the wings of the great eagle. The result has, however, been, that each tightening of the cord has tended to bind the Provinces and to cement the people more closely together, and has given us the self-reliance necessary in laying the foundation for that national greatness to which we shall surely attain.

While we deplore the loss of life which has resulted to us from these actions on the part of our neighbours in the United States, we cannot but express the hope that a better state of feeling on their part may be brought

about, and that no occasion will arise for misunderstanding in the future. There is room for two great nations on this continent and if Canadians remain true to themselves and to each other, there will be no reason, so far as they are concerned, why these two nations should not grow up side by side, in harmony and good brotherhood. If such a desirable result is to be attained, the policy of the United States towards us must be changed from that of direct commercial hostility to that which shall at least carry on its face expressions of national friendship and good will.

With the addition of each Province new and varied interests are springing up, which require attention; these must be acted on as promptly as possible, having in view the interests of Canada as a whole. We cannot tell what may or may not please our neighbours across our southern border, but we should know in which way our own interests can best be served. We are not likely to do anything knowingly against the interests of the United States, that we should not do, and are disposed to act towards them as under similar circumstances we should wish them to act towards us; and, in this spirit, there can be no doubt that if we had a Canadian agent in Washington, who would watch the course of events from our point of view and act in concert with England's representative there, an understanding might be arrived at which would ripen into a policy carrying with it extensive trade relations, profitable alike to both Canada and the United States. Perhaps the time has arrived for some such arrangement to be entered into; if so, the subject should have proper consideration. In the meantime we cannot delay for a single year the development of our resources, waiting for a something to be brought about, which may never be acted on. Canadian statesmen must, therefore, continue to act in the way they think most advantageous to the Canadian interests committed to their charge.

(To be continued.)

The opponents of San Domingo annexation won a victory in the House of Representatives on Monday afternoon. Mr Morton's was the least objectionable form in which the measure could have been presented, and very many of those who are opposed to the whole project were not hostile to the mission proposed. The way had been prepared by the required notice of five days before the resolution was reported, and but one two thirds vote was necessary to bring it before the House. The friends of the resolution just failed to obtain the required majority, the division standing, yeas 120, nays 62. A single vote transferred from the negative to the affirmative would have carried the resolution. A subsequent attempt to get at the matter by suspending the rules and taking the Senate resolution from the Speaker's table failed by a large majority, and the matter had to be abandoned for the day. It is a significant fact that General Butler, who expresses such extreme anxiety to extend the boundaries of the Republic to the north, remained in the lobby while his party was sustaining a defeat. Mr. Banks too, was absent from his place, though a correspondent of a New York paper says that he was aware that his presence was urgently required in the House. The increasing strength of the Democrats, who are opposed to annexation, until the finances of the country are in a better position, renders it not improbable that the scheme will be defeated altogether.

THE RUSSIAN NAVY.

From Pesth, in Hungary, the correspondent of the *Tribune* writes as follows:

Most of the reports that have reached us regarding the Russian marine are exaggerations. The Treaty of 1856 permits Russia and Turkey each to have six war steamers of 800 tons and four light steamers or sailing vessels of 200 tons in the Black Sea, and the right to keep two war vessels at the mouth of the Danube. It has been asserted and credited in official circles in Vienna, that Russia can command a number of Black Sea passenger steamers at any time she wishes, they being built so that they can carry each two or more cannon of large calibre. These vessels belong to a company at Odessa, their charter being granted only on the above conditions. The number has been stated at from 40 to 80. Russia has a large dockyard at Nikolaieff, where war vessels can be built and launched. A St. Petersburg telegraphic message brought the information some time ago that Russia had 50 iron-plated turret-rams in Nikolaieff—a number more than all the European powers together! The following list of the Russian iron-plated fleet may prove useful. It is taken from lately published statistics:

IRON-CLAD FRIGATES.

Name of ship.	Horse-power.	Armament.	Burden.
Sebastopol.....	800	4 12-in. and 12 60-pdrs.	6257
Petropaulowski.....	800	4 12-in. and 12 60-pdrs.	6049
First Poscharski.....	600	8 300-pdrs.	4448
Kreml.....	360	2 8-in. and 24 60 pdrs.	3412
Pervenjez.....	300	2 8-in. and 24 60 pdrs.	3271
Ne Tron Menia.....	450	17 8-in pdrs.	3227

IRON-CLAD TURRET SHIPS.

First Minin.....	800	6 300 pdrs.	5712
Admiral Lasareff.....	400	6 15-in. smooth-bore	3505
Admiral Greig.....	400	6 300 pdrs.	3480
Admiral Tschitscha-koff.....	400	4 15-in. smooth-bore	3450
Admiral Spiridoff.....	400	4 15-in. smooth-bore	3207
Tscharodelka.....	230	4 300 pdrs.	1881
Ruselka.....	200	4 300 pdrs.	1881
Smertsch.....	200	2 8-in. pdrs.	1401

Besides these there are the iron-clad monitors Uragan, Typhon, Strelitz, Jadinorog Bronnoszeff, Latink, Lava, Perun, Wiestschum, Koldun, the armament of which consists of nine and thirteen-inch smooth-bore cast-iron cannon, and in part of eight and nine inch rifled steel cannon. Each monitor has two turret guns. The tonnage of each is about 1350 the horse-power 1600. There are two iron-plated frigates in process of building. The remainder of the Russian fleet is composed of six ships of the line, eight frigates, eighteen corvettes, seven clippers, sixty-two cannon boats, six steam-frigates, four imperial yachts, thirteen schooners, twenty-two transport vessels, forty-eight avisos, sixteen sloops, altogether two hundred and ten wooden steamers. There are also thirty-seven sailing vessels, five yachts, four schooners, fifteen transport vessels, and fifteen sloops. Thus Russia has really a very formidable fleet, wooden, and especially iron clads. The marine is to be armed with a breech-loading arm, capable of firing 18 shots per minute, to be used for the landing of troops in hostile territory. The *Augsburger Allgemeine Zeitung* has a sentence in one of its late numbers which applies very well as an appendix to these figures:

"When we consider that such a giant empire, which sits astride Europe and Asia, commanding an army of nearly a million of men, cannot put its ships into motion without going under the cannon of hostile forts; that the Russian fleet is compelled to lie six months of the year fast in the ice of the Baltic and in the Black Sea, sentenced by the Treaty of 1856 to perfect immovability, it must not be wondered at when the Czar tries to remove the fetters that bind him."



NOTICE.

PLANS, Specifications, and Estimates will be received by the Corporation of the City of Ottawa, at the Office of the City Clerk, until MONDAY THE TWENTIETH DAY OF MARCH next, for the construction of the following works:

A new Bridge across the Rideau Canal from Rideau to Sparks and Wellington Streets; a new Bridge across the "Gully" in Victoria Ward, in a line with Queen Street; and a new Bridge across the Canal from Maria to Theodore street.

Ground plans can be seen at the Office of the City Engineer, where any information required as to the various locations indicated can be obtained.

- The following premiums will be paid: For the Plans, &c., &c., for the new Bridge to connect Rideau and Sparks and Wellington Streets, for the first... \$100 For the second... 70 For the Plans, &c., for Bridge to connect Theodore and Maria Streets, for the first... 75 For the second... 50 For the Plans, &c., for Bridge to connect George and Queen Streets, for the first... 50

By order, WM. P. LEFF, City Clerk, City Hall, Ottawa, Jan. 17, 1871. 4-td



NOTICE TO CONTRACTORS

SEALED TENDERS, addressed to the undersigned, and endorsed "Tender for Post Office, Toronto," will be received at this Office until Friday Evening, the 13th January, 1871, for the erection and completion of a new POST OFFICE at Toronto.

Plans and Specifications can be seen at this office, and also at the Office of HENRY LANGLEY, Esq., Architect, Toronto, on and after the 13th January next.

The Tender must be in one bulk sum, embracing all Trades and Classifications of Work and Material.

The signature of two solvent and responsible persons, willing to become sureties for the due fulfillment of the contract must be attached to each Tender.

The Department will not be bound to accept the lowest or any tender.

By order, F. BRAUN, Secretary.

Department of Public Works, Ottawa, Dec. 31st, 1870. 1-2in.

The time for receiving the above Tenders has been extended to FRIDAY EVENING the 20th instant.

Ottawa, 31st January 1871. 2-4in.



INTERCOLONIAL RAILWAY OF CANADA.

Tenders for Iron Bridge Superstructures.

The Commissioners for the construction of the Intercolonial Railway are prepared to receive Tenders for TWENTY-ONE SPANS OF IRON BRIDGE SUPERSTRUCTURE of one hundred feet for each span; and also for sixteen spans of Two Hundred Feet for each span.

Printed specifications, showing the tests which each span will be required to bear, information as to the location of the different bridges; and forms of tender can be obtained upon application at the office of the Commissioners, or of the Chief Engineer, at Ottawa, Canada; or at the Banking House of Messrs. Morton, Rose & Co., Bartholomew Lane, E. C., London, England.

Parties tendering must submit their own plans of the mode in which they propose to construct the Bridges, and state the price of each span f. o. b., at the place of shipment; and also the price complete in place.

Tenders marked "Tenders for Bridges" and addressed to the Commissioners, Ottawa, will be received up to 6 O'CLOCK, P.M., of THURSDAY the 6th day of APRIL, 1871.

The Commissioners will not be bound to accept the lowest or any tender.

A. WALSH, ED. B. CHANDLER, C. J. BRYDGES, A. W. MCLELAN, Commissioners.

INTERCOLONIAL RAILWAY, COMMISSIONER'S OFFICE, Ottawa, 15th Jan., 1871. 1-9in

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NOTICE TO SHIP BUILDERS.

SEALED TENDERS, addressed to the undersigned, will be received at this Office until Saturday the 11th day of February next at noon, for the construction of two Steamers, one of which is to be built at Rainy Lake, and the other at the Lake of the Woods, North West Territory.

Specifications can be seen at this office on or after the 20th instant.

Tenders to be separate and endorsed respectively "Steamer for Rainy Lakes," and "Steamer for Lake of the Woods.

The signatures of two solvent and rollable persons, residents of the Dominion, willing to become sureties for the due fulfillment of the contract, must be attached to each tender.

The Department will not be bound to accept the lowest or any tender.

By order, F. BRAUN, Secretary.

Department of Public Works, Ottawa, 12th Jan., 1871. 3-4

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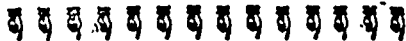
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**JOHN LOVELL, Publisher.**

Montreal, March 16, 1870.

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It is intended to make these DIRECTORIES the most complete and correct ever issued on this continent. They are not being prepared by correspondence, but by PERSONAL CANVASSING from door to door, of my own Agents, for the requisite information. I have now engaged on the work in the several Provinces forty men and twenty horses. These are engaged mainly on the towns and villages off railway and steamboat routes, important places on the lines being held till the completion of the former, to admit of correction to latest date.

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