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The Volunteer Review

AND MILITARY AND NAVAL GAZETTE.

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

VOL. X.

OTTAWA, (CANADA,) TUESDAY, JUNE 27, 1876.

No. 25.

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

TO CORRESPONDENTS.

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

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

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

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

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

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

TERMS OF ADVERTISING:

First insertion, measured by } 10cts. per line.
 solid nonpareil type.

Subsequent insertions..... 5cts. " "

Professional Card six lines or under, \$6 per
 year; over six lines and under fifteen, \$10 per
 year.

Announcements or Notices of a personal
 or business nature, in the Editorial, Local or
 Correspondence columns, Twenty-Five Cents
 a line for the first insertion and 12½ Cents for
 each subsequent insertion.

Advertisements of Situations Wanted, Fifty Cents
 the first insertion, and Twenty-Five Cents
 each subsequent insertion.

Special arrangements of an advantageous charac-
 ter made with Merchants for the Year, Half
 Year or Quarter.

PROSPECTUS FOR 1876 OF THE "WITNESS."

THE friends of healthy literature have, by per-
 severing diligence, placed the *Montreal Wit-
 ness* in the very first rank of newspapers. The
 rapid growth of trashy reading, and of what is
 positively vile, stimulating good people to more
 earnest efforts than ever to fill every household
 with sound mental food. A clergyman has de-
 clared in a recent issue of a subordinate of
 his first duties in his present and every future
 field of labor, as he holds that by no other means
 could he do so much for the future of a neigh-
 borhood as by placing good reading in every
 family.

Successive attacks upon the *Witness* during
 each of the past three years, culminating in
 what has been called "The Ban" of the Roman
 Catholic Bishop of Montreal; although not other-
 wise desirable circumstances, have done a great
 deal to concentrate and intensify the zeal of the
 friends of Temperance and religious liberty in

favor of the *Witness*. Indeed, the fact that the
 last assault has been followed up for six months
 with the most untiring efforts to break down
 the paper on the part of the most powerful moral
 opposition that could be organized on earth, and
 has resulted in cutting us off from some, at least,
 of those Roman Catholic readers whose good
 names perhaps, some claim on the kind offices of
 those who value free speech and freedom of reli-
 gious belief. The actual diminution of the circula-
 tion of the *Daily Witness* is of course, compar-
 atively small, amounting to about 600 out of 13,000,
 or less than four per cent., and does not effect us
 equal in volume to that of all the rest of the daily
 city press, probably the majority of our old Ro-
 man Catholic reading beings such still.

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

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

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

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

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

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

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

All of course, are post-paid by Publishers.
 Subscribers remitting new subscriptions beside
 their own are entitled to the following discounts
 on such subscriptions:
 Daily *Witness* 50c.
 Tri-Weekly " 35c.
 " " 25c.

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

THE PIONEER PAPER.

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

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

The following are the prices of the *Messenger*—

1 copy	\$ 0 37
10 copies	2 50
25 copies	6 00
50 copies	11 50
100 copies	22 00
1,000 copies	200 00

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

PROSPECTUS FOR 1876 OF THE "NEW DOMINION MONTHLY."

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

LIST OF PRIZES.

- To the person sending the largest
 amount of money on or before 1st
 Nov., as payment in advance for
 our publications..... \$50.00
- To the person sending 2nd largest amt. 40.00
- " " " 3rd " 30.00
- " " " 4th " 20.00
- " " " 5th " 15.00
- " " " 6th " 10.00
- " " " 7th " 10.00

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

JOHN DOU ALL & SON,
 Publishers, Montreal

THE BEST INVESTMENT!

AN INDUSTRIAL EXHIBITION BOND.

WHOLE BONDS, \$20 EACH.
 HALF " \$10 "
 QUARTER " \$5 "

EIGHT ALLOTMENTS ANNUALLY.

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

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

Portions of Bonds receive their proper proportion.

ALLOTMENT. MARCH 6,

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

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

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

SEND FOR INDUCEMENTS TO CLUBS.

HOW TO PURCHASE!

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

A Palace of Industry.

It is officered and controlled by the ablest and most distinguished business men of New York

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MARCH 6 ALLOTMENT.

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

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

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

BOYNTON'S PATENT LIGHTNING SAW.

\$500 CHALLENGE.

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

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

E. M. BOYNTON, 80 Beckman St., N. Y.

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

\$275.00

PARLOR ORGAN EARNED BY A LADY IN TWO WEEKS

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

CANCERS

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

Drs. PARK & McLEISH, No. 21 East 16th Street, New York.

\$12 a day at home. Agents wanted. Outfit and terms free. TRUE & CO., Augusta, 1y-13

THE WEEKLY SUN.

1776. New York. 1876.

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

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

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

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

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

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

The DAILY SUN, a large four page newspaper of twenty-eight columns, gives all the news for two cents a copy. Subscriptions, postage prepaid, 50c. a month or \$5.50 a year. SUNDAY edition extra, \$1.10 per year. We have no travelling agents.

Address, THE SUN, New York City.

TASTELESS MEDICINES.

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

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

PHYSICIANS who once prescribe the Capsules will continue to do so, for they contain the pure Oil in the best and cheapest form.

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

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

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

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

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

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

Sent for Circular to 35 Wooster street, N. Y.

Sold at all Drug Stores Here.

Price, Twenty five Cents.

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NINETY EIGHTH EDITION.

Containing a complete list of all the towns in the United States, the Territories and the Dominion of Canada, having a population greater than 5,000 according to the last census, together with the names of the newspapers having the largest local circulation in each of the places named. Also, a catalogue of newspapers which are recommended to advertisers as giving greatest value in proportion to prices charged. Also, all newspapers in the United States and Canada printing over 5,000 copies each week. Also, all the Religious, Agricultural, Scientific and Mechanical, Medical, Insurance, Real Estate, Law, Sporting, Musical, Fashion, and other special class journals; very complete lists. Together with a complete list of over 300 German papers printed in the United States. Also, a list upon advertising; many tables of rates, showing the cost of advertising in various newspapers, and everything which a beginner in advertising would like to know.

Address GEO. P. POWELL & CO. 41 Park Row, New York



The Volunteer Review

AND MILITARY AND NAVAL GAZETTE.

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

VOL. X.

OTTAWA, (CANADA,) TUESDAY, JUNE 27, 1876.

No. 25.

NEWS OF THE WEEK.

We are pleased to learn that Canada makes a surprising good show at the Philadelphia Centennial Exhibition. It is generally admitted that she stands unrivalled in her exhibition of minerals and agricultural products as well as bearing favorable comparison for other products on exhibition.

The Fisheries Department is informed that three new establishments for the canning of lobsters have been started this season at Magdalen Islands; one at Allright, the other at Grandstone, and the third at Point St. Louis. The bays of these islands are reported to be full of lobsters. The canning operations are conducted by the firm of Stuyver & Co. of Halifax. They have already prepared 10,000 pounds, and expect when the establishments are completed to put daily as much as 3,000 cans. This will give employment to nearly one hundred people. Men earn wages of one dollar a day, and women forty cents; with a bonus of ten per cent on every hundred pounds of prepared lobster. Altogether, this new industry will be a great boon to the coast.

Captain Dutton, writing to a Montreal contemporary in regard to the "Sardinian" mishap says:—"Your remarks in yesterday's issue concerning the 'Sardinian' sliding with an iceberg require a little rectifying. I did not charge the berg, but it was going as slow as the engines would take it; it was not in the gulf, but in the Atlantic, where all steamers pass: two seamen and myself on the bridge. When the berg sighted ahead in twenty seconds before the alarm was sounded the vessel was going astern full speed, we were going at the rate of a knot and a half. You say about the danger of icebergs, I have been in the trade for thirty years, nearly all in steam, and touched an iceberg but once before—two hundred trips—which speaks for

add was personally presented by the In
diar
O Friday and Saturday the team will
play Bristol; on Tuesday and Wednes-
day at Manchester, and will sail for home on
Thursday. All well.

The Prussian Cross Gazette publishes a private letter from Jerusalem, which says there in consequence of the excesses of the Turkish authorities and the threatened rising of the populace. On the 2nd June the Christians, fearing an outbreak, barricaded their houses, and foreign residents kept armed watch through the night. The Germans met at the consulate, organized for mutual defence, and sent to their home Government a formal application for military assistance. The Turkish soldiers have since permanently encamped in the public squares.

A Berlin despatch says the accounts received from all sources are full of apprehension of further violence, and perhaps a general uprising in Constantinople.

In the House of Commons on the 19th Mr. Bourke, Under Secretary for the Foreign Department, stated that Lord Derby had recently written to the Peruvian Minister in regard to the continued detention of the captain and mate of the *Talisman* as follows:—"I have remonstrated in the strongest manner in the name of her Majesty's Government against the continued detention of prisoners and unfriendly conduct of the Peruvian Government. Unless the matter is brought to a speedy termination, it is impossible that friendly relations can continue." To this the Peruvian Minister replied, recapitulating the facts in the case and defending the conduct of Peru, but not altering the situation. Bourke said, in conclusion:—"It appears to the Government that further detention of the prisoners is unjustifiable, and we consider it our duty to request their immediate release." This declaration was received by the House with loud applause.

Recent accounts of the alleged defeats of Egyptians by Abyssinians are officially contradicted in Cairo. The war terminated on the 9th March last and no fighting has occurred since. King John of Abyssinia sent a letter on the 11th of March to the Khedive, desiring to negotiate, and about the 19th of June the Khedive sent Colonel Ali Bey, fully empowered to treat, to Adola, where King John had been staying for the past month. The greater portion of the Abyssinian army is now abandoned, the remainder being ordered to the Province of Moghly, where a revolt is in progress. The Egyptian army is returning home, only a few battalions remaining on the frontier.

Dr. E. Diceon, physician to the British

Embassy at Constantinople, writes to the *Times* from that city under date of the 13th inst., as follows: "Undoubtedly the disease which is spreading in Mesopotamia, is the real plague. Since the beginning of June, with a rising temperature to above 104 degrees another characteristic of the plague has been exhibited in the rapidly diminished number of attacks and deaths. The scourge will doubtless cease entirely during the great heat of the summer. During the month of May the number of attacks at Bagdad was 2,099, and deaths 1,222.

Heligoland, that strong little island, a natural fortress, only fifty miles from the mouths of the Elbe and Weser, is a thorn in the side of Germany, while in the possession of Great Britain, and there have been numerous rumors that it was to be ceded to the great continental power. England has always shown a firm determination to stick to it, however, and the latest report has just been denied by Mr. Disraeli from his place in the Commons. If Heligoland ever is to be given up to please German feeling, it may be as well to retain it until Great Britain wishes to purchase German support in reference to some continental question—the Eastern one, for instance.

The Paris correspondent of the *Times* says the Eastern Question has been revived through a number of alarming rumours which I only mention to show it would be a great mistake to fancy the question is approaching a solution. The Russian telegraphic agency announces conformally with the decree of England and their own firm resolutions that other Powers have introduced their naval commanders to respect the articles of treaties relative to the passage of the Dardanelles.

A Berlin despatch to the *Post* reports that Prince Milan, of Serbia, is in serious difficulty. The influence of Prince Karageorgevich, pretender to the throne, is being used to influence the popular sentiment which already is decidedly in favour of war with Turkey. Prince Karageorgevich's popularity is reported to be increasing, and it is said the Servian Government apprehends disturbances among the people.

Intelligence from Belgrade state that all arrangements have been made for the entire Servian army's taking up its strategical positions by the 27th of July, should a rupture with the Porte ensue, which appears very probable, though by no means as yet unavoidable. Warlike action is scarcely likely to commence before the first days of July. It is possible Prince Milan will leave the capital at the beginning of next week, and will issue a proclamation resembling a war manifesto, and then join the army at Belgrade.

The *Toronto Globe* has the following cable despatch from London, dated 25th:—"Mr. Smith, Deputy Minister of Fisheries, had a long interview with the Earl of Carnarvon, respecting the Merchants' Shipping Bill. Mr. Smith made a full appeal to the Earl of Carnarvon on the subject, which is under consideration of himself and other members of the cabinet. The bill comes up in the House of Lords for the second reading on the 27th inst.

The cricket team played before the 1st of July on the 21st. A Birch Bark

Circular Ironclads.

The successful launch of the *Inflexible* having placed the British Navy in possession of the most powerful ironclad in the world, our attention is naturally directed towards the movements of other Powers in order to discover how long we shall maintain the pre-eminence, and what is the nature of the engine of war which bids fair to threaten our position. The Italian rivals of the *Inflexible* are so similar to that vessel in the vital principles of their design that the only subject for serious consideration which they suggest is the relative efficiency of the English and Italian productions, viewed with regard to the objects aimed at by their architects. Happily, upon this score our minds are easy, for it seems but too probable that the Italian vessels have not a sufficient margin of stability to provide for the too probable contingencies of a naval engagement, whereas these probabilities have been wisely foreseen and the stability as cleverly obtained by the designers of the *Inflexible*.

Viewed defensively, the resistance of the sides of the Italian vessels bears a ratio of about five to seven compared with that of our own ship; and although the guns of our rivals will weigh 100 tons against eighty-one tons in the *Inflexible*, yet, when we take into account the greater difficulty of working the heavier gun, and the fact that its superior efficiency is at such long ranges as a mile and a-half to two miles, we see no reason for supposing that even when the Italian vessels are afloat—whenever that may be—the *Inflexible* will be outshone in any of the desiderated qualities for a ship of her description.

It is not, then, in vessels of the *Inflexible* class that we find cause for fearing that England will occupy a second rate place in the race of inventions for naval warfare. Whatever anxiety we feel upon this subject does not relate to the quality or quantity of efficient ironclads of recognised types that our naval authorities in their wisdom deem sufficient for the defence of the nation and its dependencies. But while we are perfectly contented and easy in our minds regarding the foresight and skill of the constructive staff of the Admiralty, yet it is impossible to close our ears to the great outcry which has proceeded of late from certain quarters regarding the wonderful qualities of the Russian circular ironclads. If these vessels do really possess the valuable—nay, almost miraculous—attributes with which they are credited by Mr. Reed and Lieutenant Goulaeff, it is certainly high time that we bestirred ourselves and did something towards providing our fleet with specimens of the *Popoffka* type. A short time ago it was currently reported that the Controller's Department was considering the question with a view to building some circular ironclads, should the Constructors of the Navy report favourably upon the subject. The subsequent inaction of the Admiralty in that respect, and the vigorous criticism which the vessels received from the Admiralty officials who attended the recent meetings of the Institution of Naval Architects, lead us to conclude that their lordships's professional advisers do not approve of the circular system. In this decision we are not at all surprised; nor do we see any reason for viewing it with regret. Circular ironclads have never been the objects of our admiration, and one of the most difficult problems we have ever been called upon to solve is the ground of Mr. Reed's persistent advocacy of the system:

The late Chief Constructor of the Navy is not the man to knowingly ally himself with

an unsound cause, or support a fallacious argument. The remarkable success of his professional career has resulted as much from his shrewdness as from his mechanical skill; and when we see his name identified with anything novel in naval designs we at once conclude there must be something in it. We confess that upon this question of circular ironclads Mr. Reed has quite upset all our calculations regarding him; and in the face of the obvious fallacies which have attended his advocacy of these paradoxical monsters, we hardly know whether to take the matter seriously or as one of Mr. Reed's jokes.

A person occupying the position of Mr. Reed incurs great responsibility when he gives utterance to opinions on naval questions, especially those relating to ship building. The member for Pembroke must certainly be well aware of that fact, and although he does not now occupy the position of professional adviser to the Admiralty, yet the experience he has acquired, and the position to which he has attained among naval architects, render him hardly less responsible in regard to his published opinions than when he was a servant of the State. On these grounds, we are compelled to assume that Mr. Reed really believes that this country should possess itself of circular ironclads, in lieu of spending the same money upon other types; and proceeding upon that supposition, we shall now state the objections which we have to these ships, and point out the fallacies which underlie the arguments in their favour put forth by their few supporters in this country.

The whole question of naval construction for the maintenance of our maritime supremacy and national integrity resolves itself into one of expenditure, or, in other words, "what is the best way of spending a certain sum of money in ships of war?" Because a certain ship is more powerful than another ship is no argument for spending money upon those of the former instead of those of the latter class. For it may be that an individual ship of the first class is equal to two of the second, but costs four times as much, in which case it is evidently better to build four vessels of the latter type with the money required for building one of the former type, as by so doing we, relatively, get double value for our money. Applying this to the question of Circular Ironclads versus *Inflexible*, if to carry four 81 ton guns on a circular ironclad similarly armed to the *Inflexible*, and capable of steaming at the same speed for the same length of time as that vessel, costs very considerably more than to do the same thing with the *Inflexible*, we naturally ask for what advantage we pay the difference in cost. The reply will probably be, the superior protection afforded to the boilers, machinery, and magazines in the circular ships; and to that we ask what would it cost to secure the same immunity in the *Inflexible*? Unless it can be shown that whatever is achieved in the circular ship cannot be likewise attained in the *Inflexible* for the same expenditure of money we are at a loss to know why we should deviate from what is, after all, something like a ship, and adopt a form which is more like anything else. But the case for the *Inflexible*, as compared with the circular ships, is far stronger than we have suggested. The displacement of the *Inflexible* is, in round numbers, 11,000 tons, and the most sanguine believer in the circular ships—Lieutenant Goulaeff—estimates that 50,000 tons displacement would be required in order to secure the same speed of fourteen knots. Our own opinion, based upon Mr. Froude's experiments, is that far more than 50,000 tons would be

reached before the dimensions requisite for a fourteen knot speed had been attained. Hence in the matter of speed the price of five times the *Inflexible*'s displacement must be paid before the two vessels are upon even terms. But what is to be said upon the question of maintenance, of speed for a given time so as to traverse a certain distance? It has been admitted by Mr. Reed that vessels of the circular form offer five times the resistance of ordinary vessels, and hence, if the two vessels were of the same size, it would require five times the horse power, and therefore five times the coals to enable the circular vessel to steam the same distance as a ship of the ordinary type. The *Inflexible* carries 1200 tons of coal, which enables her to steam for six days at fourteen knots; the circular ironclad of similar speed would require 6000 tons in order to perform the same distance. Such facts as these ought to settle the question with any unprejudiced mind.

The origin of the mistake into which men like Admiral Popoff have been betrayed is to be found in the economical success of Mr. Reed's short ships over the very long *Minotaur* and *Warrior* classes which preceded them. Every one knew at the time that a price was being paid for the increased ratio of breadth to length adopted by Mr. Reed. The only question was whether the cost of the additional horse power and coals required to obtain the same speed was compensated for by the reduced first cost of ship and her after maintenance, facility for manoeuvring, and increase of armoured protection. This question was answered on all sides in the affirmative. But it is evident to every body that there must be a point at which the increase of breadth should stop if economy is to be considered. The proper ratio is probably found in the *Hercules* class for the duties of such ships, and in the *Inflexible* and *Ajax* classes for duties such as they are expected to perform. The increase of resistance when higher ratios are adopted add so much to the cost of machinery and coals, and reduce so considerably the possibility of attaining useful speeds, that any advantage of another character is obtained at too high a price altogether. We do not doubt that circular ironclads of 14 knot speed an enormous fighting power can be built, but what we doubt is that the same thing cannot be done by adhering to ship shape form and proportions, and at a much less cost. The *Popoffkas* have, no doubt, a useful function to perform in certain waters, but as ships they have, in our opinion, no *raison d'être* whatever. As portable martello towers, as Mr. Simuda said, "for forts not fixed to the ground," they would probably prove useful, as, in that case, just sufficient engine power to secure locomotion would be needed; but to navigate the seas, to fight in of battle, or, in short, do anything except of a warship, a more expensive and different mode of construction could scarcely be devised. If Russian circular ironclads be the only logic with which our naval authorities can be frightened into activity, we think we shall wait a long time for the results we require. If Mr. Reed would wisely use the influence he possesses as the member for Parliament to whom the country looks for the wisest counsels upon naval construction in the House of Commons, he would attend less to Russian theories and more to English realities. — *Broad Arrow*.

The Army pay Warrant.

The Royal Warrant granting an increase of pay to the army has at length been published. The delay in its appearance is somewhat

unaccountable, for the Warrant received the royal assent so long ago as on the 1st of April last, and it is difficult to understand why its provisions should not at once have been advertised. No alteration can properly be made in a document of the kind after it has been signed by the Queen, and the delay that has occurred can only be attributable to that official lethargy which has been the characteristic feature of Mr. Gathorne Hardy's administration of military affairs. It cannot, moreover, be urged that the conditions of the new system were well understood in consequence of the Secretary of State for War having detailed them at great length in his speech in the House of Commons on moving the annual Army Estimates. Mr. Hardy certainly spoke for a considerable time, and amongst other topics, "increased pay and deferred pay" had a place in his speech; but the present War Minister is, unfortunately, not a master of the technicalities of his business, and when he descends to the details of the measures he proposes, he is by no means easy to understand. In fact, we suspect he sometimes labours under the disadvantage of himself not clearly comprehending his subject, and it is not, therefore, very surprising that his explanations are not always perfectly lucid. At the same time, however, Mr. Hardy is undoubtedly a Minister of good intentions, and the increase of pay to the Army is a measure alike politic and liberal. Of the policy of increasing the soldiers' pay the Royal Warrant plainly speaks. "It has been found necessary," the preamble states, "to take into consideration the best means of improving the condition of the non-commissioned officers and men of the Army, and it has been represented that this end may be best attained by the provisions of the new warrant." It would, perhaps, have been more to the point if it had been frankly avowed that the purpose in view in bettering the soldier's position was not due to the interest felt in the men already in the Army, but in order to attract a class of the community to enlist which at present holds itself aloof from the Service. That the increase of pay, and the system of deferred pay, which the new measure inaugurates, will have a beneficial effect upon recruiting cannot be doubted, and it is to be hoped that the new measure will remove the difficulty which at present exists of supplying the vacancies in our already too much reduced establishment. Certain it is that the ordinary means and devices of the recruiting authorities have failed to secure a sufficient supply of men, and it can only be by assistance such as that which increased pay and improved prospects offer, that the Army can be kept up in an efficient state.

The most important influence, however, which the deferred pay system is likely to exert, is the lessening of the amount of desertion, the crime of desertion has of late years increased in the Service to an enormous extent, and notwithstanding the vigorous action of the authorities towards its suppression, it has gained ground. Deserters are indeed so numerous, that latterly it has been thought necessary to suppress as far as possible the statistics of the losses to the Service by this means, and even the persistent inquiries of Members of the House of Commons have failed to elicit from Mr. Hardy more than general statements and assurances. The matter, however, has not been considered in Parliament. After the difficulty of attracting men into the Army, that of keeping them in it when they have enlisted, has been the problem which Mr. Hardy has set himself to solve. And the invention of the deferred pay system is an

earnest of the Minister's anxiety to prevent men from deserting, by making it better worth their while to remain with the colours for the period for which they may have engaged themselves to serve. The deferred pay, although properly part of the wages which a soldier is in future to be held to receive, is not to be given over to him until the date for his discharge shall have arrived. It will thus happen that every man in the Army will have a balance accumulating to his credit, which will amount to no inconsiderable sum at the date of his discharge. This balance the act of desertion will of course forfeit, and therefore for the future every man who breaks his engagement with the State will inflict upon himself, in addition to the other penalties which the law provides, a pecuniary fine. It may be scarcely creditable to the Army that the admittedly best means of preventing desertion should be by obliging soldiers to place a certain amount of their earnings in the hands of the authorities, and later, no doubt, when the novelty of the deferred pay system has worn off, the Army will come to regard the extra twopence as a portion of their daily rate, which should not in justice be even temporarily withheld from them. For the present, however, no such complaint can be made. The additional pay is a clear gift, and therefore the authorities are in the position to bestow it upon their own Service, and with what reservations they choose to impose. In the meantime, however, it cannot be doubted that it will do much towards effecting the double purpose Mr. Hardy has in view. It will attract into the Service a better class of men than hitherto have offered themselves, and when once enlisted, it will retain the men, who, the longer they serve, the more they will have to lose by the act of desertion. The Warrant lays down that desertion shall entail a forfeiture of the amount of deferred pay a soldier may have to his credit, but it also provides for even desertion being a condonable offence, and power is vested in the Commander-in-Chief of giving back the sum which a soldier may have by his misbehaviour forfeited. This power should be, and doubtless will be, exercised with great discretion. Desertion is an offence which requires repression with a strong hand, and the men of the Army should be made to understand that they do injury to themselves as well as to their country by breaking the engagement into which they have solemnly entered. The fact of leaving their savings behind them may necessarily deter many from deserting, and if this motive of loyalty to the Service is not a high one, it must be accepted as possessing the recommendation of proving efficacious. On the other hand, it must be remembered that it is only the worst class of soldiers who desert, and that with these the most direct way to convert them from their evil ways is by making it pay them better to behave themselves.

The new Warrant should indeed bear good and abundant fruit. It does justice to the men actually in the Service, as it provides in a reasonable and liberal way for the recruits of the future. To the increased scale of remuneration to the non-commissioned ranks we have not in this place alluded, because it is a matter very distinct from that portion of the Warrant which deals with the recruit and private soldier. It would indeed have been better perhaps if the Warrant had been put into two, and that two separate documents should have been framed, one dealing with increased pay, and the other with deferred pay. At the same time, it must be admitted that the new regulations have been laid down with great clearness,

and no bad results are likely to follow from the amalgamation in one Warrant of two measures which in reality are distinct and independent of each other. Mr. Hardy gained no little credit for his new measure when he announced it two months back. The system, however, was not explained with sufficient lucidity to command unqualified support. Now, however, the Warrant giving effect to Mr. Hardy's intention is before us, it is impossible to come to any other conclusion than that the present War Minister has effected a valuable and most wholesome reform, and that he seems to be adopting at length the liberal and enlightened policy the practice of which placed Lord Cardwell in the first rank of the statesmen of his day.—*Broad Arrow.*

The Proposed Torpedo Corps.

While Congress is endeavoring to reduce the number of fighting men in our land service, it should not be forgotten that the enlistment and organization of the Torpedo Corps recommended by the Chief Engineers will increase the army by 500 men. This force is equivalent to a regiment on the present peace footing, and must have its Colonel, field officers, and regimental commissioned and non-commissioned staff. This intended augmentation of the army by the small number of 500 men, simple as it looks on its face, is but the entering point of a Macedonian wedge that, once firmly set, becomes irresistible by its constantly increasing numbers. It can hardly be expected that this corps would long retain the primitive formation of a regiment. A bureau would soon be established at Washington—where there are already too many—and at its head a chief, having the rank of Brigadier-General, with an indefinitely extended line of aiguilleted staff officers and countless sub-depots of household troops quartered at the fortified points from Maine to Alaska.

The influence of the Engineer Corps, mainly derived from its intimate connection with harbor and river improvements and the disbursing of large sums of money therefor, is sufficiently potent now among members of Congress. What would that influence become when strengthened by another bureau, more staff officers, more money to spend, and a line of retainers and employees limited in length only by the extent of our almost boundless coast? Then fancy the interminable legislation, year after year, to reorganize and "reduce" this corps until its proportions should equal those of the present Quartermaster's Department.

Thoughtful men who have observed the effects of special and class legislation, and who make shrewd guesses at the processes by which it is effected at Washington by the men or classes most to be benefitted thereby, may well pause to reflect before introducing another vicious, because purely selfish, element into the executive branch of our Government.

But are we to have no torpedoes and no torpedo system—no skilled men to operate the one and perfect the other? The answer is, that corps exists already, only under another name. There are in the service of the Government five regiments of artillery, aggregating 2,500 men. These men, with the exception of five small companies equipped as light artillery, and are mainly employed in garrisoning the sea coast fortifications, where they are being educated as artilleryists to work the heavy ordnance that commands the neighbouring channels. The fortifications so garrisoned are the points at which torpedoes should be stored, from which they must necessarily be most gener-

ally operated in time of war, and which will be, as a matter of course, commanded and fought by artillery officers.

Why, then, is not this whole torpedo business turned over to the artillery? Here are the officers, the men, and organizations all prepared. It will require but five lines of an order from the Secretary of War. Of course, such a common sense, practical, economical measure will meet with strenuous opposition from the friends of those who hope for appointments or promotions in the proposed corps; but the new Secretary could not perform a more sensible act, in entering upon the discharge of his duties, than to disregard the solicitations of these interested aspirants, and set the artillery at work immediately in learning the working of the torpedo, which is now recognized as the chief reliance in our system of sea coast defence.—*N. Y. Sun.*

The Quebec Banquet to His Excellency the Governor General.

His Excellency the Governor General was entertained on Wednesday evening 21st inst., at a magnificent banquet given in the Music Hall by His Worship the Mayor and the citizens of Quebec. No pains or expense was spared to make the affair one of the most brilliant events of the day. The hall was elegantly decorated, flowers being in abundance.

Her Excellency the Countess of Dufferin occupied a position on a raised dais, which was draped with the British and Dominion flags. The Royal arms were attached to the front of the gallery, and the shields of the different Provinces were displayed around the walls.

The following Gentlemen were seated at the head of the table:—His Excellency the Governor General, having on his right the Lord Bishop of Quebec, Hon. Mr. Cauchon, Hon. Mr. Justice Fournier, Hon. Mr. Fabre, Judge O. Stuart, Mr. C. A. P. Pelletier, M. P., Mr. P. B. Casgrain, M. P., Mr. H. T. Tasc hereau, M. P., Dr. St. George, M. P., and Col. Duchesnay. On the left of His Excellency were His Worship Mayor Murphy, of Quebec; His Hon. Lieut. Governor Caron, of Quebec; Hon. A. Mackenzie, Premier of Canada; Hon. Judge Taschereau, Hon. Mr. Ballargeon, Hon. Judge Caron, Hon. Judge V. P. W. Dorion, Judge Doucet, Hon. Mr. Thibaudeau and Col. Strange. Among the other gentlemen present were Mr. Lefavre, Consul General of France; Mr. Howells, U. S. Consul; Hon. G. Ouimet; Mr. John Hearn, M. P., Mr. Alex. Chauveau, M. P. &c., &c.

His Worship the Mayor shortly after ten o'clock proposed the health of Her Majesty the Queen, which was duly honoured, as was of H. R. H. the Prince of Wales and the Royal Family.

The toast of the evening was then given by His Worship amid loud applause. He said it was his privilege to ask them to drink to the health of a most distinguished statesman, the Governor General of the Dominion. His Excellency had special claims upon the citizens of Quebec, on account of the kindly interest he had ever manifested in the welfare of their city. (Cheers.) They owed him a debt of gratitude of which this banquet was but a feeble expression. Never could the citizens of Quebec forget the interest he manifested in the city; whatever the future might bolt out, his kind expressions in their regard would never be forgotten. As His Excellency was suffering from a headache, he (the Mayor) would be brief, but he wished to mention the practical sympathy which His Excellency and the Countess had manifested in behalf of the suffering poor by the

late fire. He would also remark that the conduct of affairs in the Dominion by His Excellency since his arrival among us had been signally conducive to the happiness and welfare of the people. (Loud Cheers.) In assuring His Excellency that he stood very high in the affections and esteem of the citizens of Quebec, he wished also to assure Her Excellency the Countess of Dufferin that she occupied no second place.

The toast was drunk with the utmost enthusiasm.

HIS EXCELLENCY'S SPEECH.

His Excellency rose, amid cheers, and said:—

Mr. Mayor and Gentlemen, I can assure you that it is with feelings of no ordinary emotion that, for the first time since coming to Canada, I find myself called upon to address a public audience in this ancient capital; for at such a moment I cannot help remembering under what various conditions, in how many vital emergencies, at what supreme epochs of its history during the last 300 years, my illustrious predecessors have had occasion to inhabit the city of Quebec. In a thousand vicissitudes of fortune, in perpetual alternation between triumph and despondency, while the savage Indian enemies were lurking round your palisades; when famine had penetrated your strength, and the unaccustomed rigors of an Arctic winter had benumbed your faculties; when pestilence had devastated your homes; when foreign enemies were threatening your independence, and hostile cannons were brought against your battalions, the Viceroy has appealed to your fortitude, to your patience, to your charity, to your loyalty; and whether in good fortune or ill fortune (you had your share of both, as your history tells us), never was that appeal in vain. (Loud cheers.) But, Mr. Mayor and gentlemen, happily those days of dramatic oratory are over. From the rock on which your city is founded, bounded by an interminable ocean of primeval forest and a waste of barbarism, there now stretches forth to the horizon an almost ideal landscape of agricultural wealth and beauty; while your political dominions now require two oceans to confine them. (Loud cheers.) As a consequence of its extraordinary growth, the personal administration by the Vice Royal representative of the affairs of this country have been superseded by the far more legitimate and more efficacious *regime* of Parliamentary Government. (Applause.) But though relieved of those ideal responsibilities which at one time pressed so heavily upon the previous occupants of my great office and brought them into such close, though not always harmonious, intimacy with the community they governed, the Governor Generals of Canada of today are all the better able to cultivate those friendly, social relations with the inhabitants of the country which it is their duty to maintain, and of which this splendid banquet is so gratifying an exhibition. (Loud Cheers.) Glad am I, indeed, and proud, Mr. Mayor, to find that the great admiration which I have always entertained for the beauty of your city, which in my opinion is to be rivalled by only two or three capitals in the world, the deep sense felt by the late Governor and myself of the kindness—I may almost say of the affectionate regard—with which they have always been met by you, should have upon an occasion of this kind received so gratifying a recognition at the hand of such an assembly. (Applause.) Mr. Mayor and gentlemen, I only wish that I could make you some adequate return. That, however, I know to be impossible. But there is one thing I can do at all events; I can take this

opportunity of expressing my warmest and deepest sympathy with the efforts which you have put forth, Mr. Mayor, and those who are associated with you, and those whom I have the pleasure of addressing to night, to do justice to the great inheritance which you have received at the hands of those who preceded you, by using your utmost endeavours to promote the moral improvement, the commercial development and the external and material adornment of your ancient and famous city. I can assure you it has been with the greatest pleasure I have learned that there is now every prospect of our being able to carry to a successful conclusion the scheme which has been set on foot for the reparation and for the embellishment of the ancient fortifications of Quebec (loud cheers)—a scheme which combines a due regard for the growing exigencies of your increasing traffic by the widening of your thoroughfares and the multiplication of your modes of exit and entry. In doing this you are after all only doing that which has been done by every municipality in Europe which has had the good fortune to find itself placed in similar circumstances, and which are all wakening up to the desirability of preserving with pious care the memorials of the past. If this duty is imperative on the other side of the Atlantic, how much more is it incumbent on us to maintain the only city upon this continent, which has preserved the characteristics of its early days—a city whose picturesque architecture and whose noble battlements present a spectacle the like of which is not to be found between Cape Horn and the North Pole. (Applause.) For, Mr. Mayor and gentlemen of the Town Council, let me remind you that you do not hold Quebec merely for yourselves; you do not even hold it in the interests of the people of Canada; but you are the trustees of Quebec on behalf of civilization and of all the inhabitants of the entire continent—(bravo and cheers)—who would regret the ruin and degradation of its walls as an irreparable outrage, and as a common and universal loss. But, happily, there is no danger of any such devastation being perpetrated—far from laying a suicidal hand to these rivals of time, you are preparing to repair, to guard, and to adorn them; and sure am I that in future ages a grateful posterity will hold in veneration those who have preserved intact the sacred memorials of their country's history—memorials which the passing century will invest with an ever deepening glory of interest and splendour. (Applause.) For, Mr. Mayor, that which you are engaged upon here is observed by our fellow countrymen at home. No sooner was it known in England that the citizens of Quebec were about to repair their fortifications than the Secretary of State for War, as the spokesman and representative of the Empire, wrote to inform me that he intended to express his own admiration of the soldiers of England with what has been done here, and was going to the British House of Commons and asking them—and they would receive the proposal with the most enthusiastic acclamation—to vote a sum of money to be expended in the decoration of whatever point along your walls might best connect itself with the memory of those illustrious heroes, Wolfe and Montcalm, whose deeds and valour, and whose noble death in the service of their respective countries has brought lustre upon the respective nations for which they contended and whose outworks they watered with their blood (cheers) but Mr. Mayor and gentlemen, the news of what you are about to do touched the heart of even a more august personage than the Secretary of State for

War, the Queen of England herself. No sooner had she learned what was undertaken—she who takes as deep interest in everything that passes in her remote colonies as she does with what happens within a stone's throw of her Palace—told me to convey to you Mr. Mayor, at an early opportunity (and what better opportunity could I take than the present) her warmest sympathy and her entire approbation and approval of what you had undertaken, and she has further commanded me to inform you that it is her intention to present her good City of Quebec with one of the gateways with which your city is to be repaired—(enthusiastic applause)—in order that she may be personally associated with you and your colleagues, and with the City of Quebec, whose liberality and patriotism have induced you to engage in this work. She further desires that the gateway in question should be connected with the name of her illustrious father, the late Duke of Kent, who retained up to his dying days a grateful remembrance of the kindness and the courtesy he received at the hands of the inhabitants. (Applause.) But, Mr. Mayor, this would not be a proper occasion for me to go into any of the details in connection with this work. I have the greatest confidence in the good taste, in the discretion and in the architectural skill of those with whom the decision of these points must ultimately rest. (Hear, hear.) There is one leading idea, however, which I trust will be kept in prominence, and which in my opinion ought to direct and determine all the subordinate arrangements; and that is the construction of a continuous pathway for pedestrians, beginning at Durham Terrace, and running round the foot of the Citadel, by the Esplanade, the Artillery Barracks, the Palace Gate, and so behind the present Parliament Buildings across the street and back again to Durham Terrace. If you succeed in creating such a pathway as I have described, you will then have one that will not be paralleled either for commodiousness, for the innumerable points of view which will be commanded by it, or for safety or tranquility, by any other capital in Europe. I must also congratulate you, Mr. Mayor, upon the fact that you have at your disposal a quarry of smooth and well cut stone in those various unnecessary outworks, which are to be found beyond the walls of our city. This will be found amply sufficient both to repair the dilapidated portions of your bastions and to furnish material for the projected gateway. But, Mr. Mayor, I trust you will pardon me if I venture to convey to you a word of warning. I trust that in making use of these materials you will not make the mistake which was made by a friend of mine in Ireland. The nobleman to whom I refer had a castle, which in earlier times had been the residence of his family, but had now become a ruin. Observing from day to day that it was subject to various depredations from mischievous boys, and cattle and donkeys (laughter) he instructed his agent to protect it with a wall, and giving these orders he went to England. On his return, he went to ascertain the result of these orders. The agent assured him that his commands had been properly carried out, but what was his dismay upon arriving at the site of the castle, to find indeed a beautiful broad new wall, but the castle itself levelled with the ground—(laughter); the agent having pulled down the castle in order to use the materials for the purpose of erecting the wall. Mr. Mayor and gentlemen, I ought to detain you no longer, yet there is one single observation which I wish to make before I sit down. I cannot sufficiently express to you what pride and

pleasure I have experienced in observing the application with which the principal citizens of Quebec—gentlemen whose occupation must be of a most absorbing character—are content to sacrifice their domestic pleasure and the interests of private business in order that they may give their time and attention to the administration of ordinary civic affairs. In paying this compliment to those by whom I am immediately surrounded, I am happy to think that I can with equal justice extend it to the municipalities of Canada at large. I must say there are but few more healthful signs of intellectual life than this, or rather that there should be no more fatal and unsatisfactory exemplification of a mean, unworthy and ignoble spirit, than that the business man of a country, that is the persons who, by their intelligence, by their high character, by their habits of business, by the respect and influence which they command, being induced by considerations whatsoever, whether from a disinclination to preoccupy themselves with interests remote from their immediate engagements, or by a desire to still further aggrandize their fortune, withdrawing from the honourable and onerous duties which are connected with municipal and parliamentary callings. (Hear, hear.) The significance of such a withdrawal on the part of persons of the greatest influence and intelligence in the country is that the administration of its affairs must inevitably fall into the hands of corrupt politicians and of trading adventurers, and thus there must be inevitably a demoralization throughout every strata and ramifications of society. Mr. Mayor and gentlemen, I will ask you this question of what good is the largest fortune in the world, what enjoyment can we get out of these luxurious mansions, or all the amenities of modern civilization, if we begin to neglect the country in which we enjoy them. (Cheers.) If we have to blush for the infamy of those who rule us; if we feel that we have no part in the progress and with the history of our native land; if our hearts do not beat with the pulsations of national life; if we merely cling to it as parasites clinging to a growth of an unhealthy character? Of course I don't mean to imply that we should all of us insist upon being Prime Ministers or Secretaries of State, or Lord Mayors or members of Parliament, or members of the Town Council. Such aspirations on the part of all would be productive of considerable confusion and contestations. (Laughter.) Of course the greater proportion of the energies of the people must be necessarily consumed in bringing up the commercial, its agricultural and its professional status, but what I mean to say is this, and it is an observation which I make in the most earnest manner that it appears to me that no one, whatever his profession or his engagements, particularly in a new country such as this, could feel himself justified altogether in disassociating himself from the political life of the country. (Cheers.) No matter how boyish we may be, we can all of us take a joyful interest in what is going on. We can all discern an advantage, we can canvass, we can vote, we can contend for our opinions, we can all act as though we felt that we were essential members of a new and hopeful commonwealth, whose future fidelity which each of us apply to promote its prospects and prosperity must, in a great measure, depend on the degree of zeal and general political, and its material improvements. (Applause.) Happy am I to find that on this side of the Atlantic these principles are recognized as fully as they are recognized at home, and glad I am to think, Mr. Mayor that persons like those with whom you are associated like the two Prime Ministers of

this country, with whom it has been my good fortune to be intimately connected, take such a pride in the growth of every part of this country, and who are willing to sacrifice money and the opportunity of advancing their own private fortune, of advancing the status of their own individual families, in order that, with a freer heart and more undivided affection they may give their time, their talents and their energy to the service of their beloved Canada, and of the glorious empire of which she is the proudest offshoot. (Loud cheers.) It is with these concluding words that I feel I can most appropriately introduce the toast which I now beg to submit to this brilliant assembly, namely, the health of the Mayor of Quebec, coupling with that toast the sentiment "Prosperity to the City of Quebec." His Excellency resumed his seat amid long continued applause.

The Mayor returned thanks on behalf of himself and the city, and proposed the next toast—the Army, Navy, and Volunteers.

Col. STRANGE replied for the Army, Commander ASH for the navy, and Col DUCHESNEY for the volunteers.

The next toast was given in honor of the Lieutenant Governors of the Dominion, Lieutenant Governor CARON's name being coupled therewith. His Honor the Lieutenant Governor briefly responded, saying that he was proud to be present at a dinner in the honor of so illustrious a Governor General.

The next toast was "Her Majesty's Ministers for the Dominion of Canada."

The Hon. Mr. MACKENZIE, upon rising to respond to the toast, was greeted with vociferous and long continued applause. He said—Mr. Mayor and gentlemen, and if I may be allowed to refer to the fair occupants of the gallery, I should say, Mr. Mayor, Ladies and gentlemen,—I feel very much embarrassed in addressing a few words to you to-night, being simply present as an additional guest on the occasion of your magnificent banquet to His Excellency the Governor General; but, Sir, I recognize a prominence which has been given by the gentlemen present to the toast that you have proposed, to that loyalty which is ever to be found in all British communities to Her Majesty's Ministers for the time being. I assure you, however, that I have not the vanity to suppose for one moment that there is anything in my own personal character or political history which would justify me in expecting anything like the expression which you have been pleased to give; I receive it simply as the head of the Administration at present exercising authority in the country under His Excellency—a position similar to that occupied by Her Majesty's Ministers in every part of the British colonies as well as the British Empire itself. (Hear, hear.) It would be fatal to our prosperity if at any time we should permit mere political divergencies to influence us in the support of the supreme authority of the country, and I am constrained quite as much as any other citizen while visiting one of the Provinces of the Confederation to yield to the powers that be that respect which the Federal authorities always entertain for them. We have in this country a great task set before us. We have entered upon a new phase of colonial and political existence. We have tried the Federal system of Government, and while it was not to be expected that the wheels of the new machine would always run with perfect smoothness, it might reasonably have been expected that patience as well as perseverance would be required in order to give full effect to the new order of things which we have adopted. I do not at all fear, I never did fear, the issue of that experiment, and I am glad to observe that

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The Volunteer Review,

AND

MILITARY AND NAVAL GAZETTE

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

OTTAWA, TUESDAY, JUNE 27, 1876.

TO CORRESPONDENTS—Letters addressed to either the Editor or Publisher, as well as Communications intended for publication, must, invariably, be pre-paid. Correspondents will also bear in mind that one end of the envelope should be left open, and at the corner the words "Printer's Copy" written and a two or five cent stamp (according to the weight of the communication) placed thereon will pay the postage. No communication, however, will be inserted unless the writer's name is given, not necessarily for publication, but that we may know from whom it is sent.

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

NOTICE TO SUBSCRIBERS.—It is painful to us to be obliged so often to call upon our delinquent subscribers to pay up. Early in the year every subscriber had his account sent him, five months of the year are gone by and no response made by the most of them to our just demand—our patience, therefore, has become exhausted—and an account unsettled by the 1st August next, will be placed in Court for collection and interest charged from time of last payment. This is the last call that will be made by us upon them.

Our contemporary *Broad Arrow*, in an able article which will be found in another page, disposes of Mr. E. J. REED's advocacy of the *Popoffka's*, or Circular Ironclads, (on the construction and value of which he read an able paper before the Royal United Service Institution) in very summary fashion, viz., that of comparative speed, capacity, cost and fighting powers; in all of which it is shown they are vastly inferior to vessels of the *Inflexible* class. Our contemporary under date of 13th May, gives the following comparison of the Italian ironclad with that vessel:—

"The new Italian ironclad the *Dulio*, the launching of which at Castellamare, on Monday last, was accompanied with acclamations as jubilant as those which hailed the committal to the water of our own *Inflexible* a few days before, must be admitted to be, despite the sinister prophecies of Mr. Reed, one of the most powerful vessels in existence. How nearly she approaches, at all events in size, our largest ironclad, is shown by the following tabular statement:—

Ship.	Length.	Width.	Mean Draught.	Displacement.	Engines.	Complement of Coal.
	Feet.	Feet.	Feet.	Tons.	Horse-power.	Tons.
<i>Inflexible</i>	320	65	21	11,200	8000	1200
<i>Dulio</i>	339	75	26	10,600	7500	1200

Likes the *Inflexible*, the *Dulio* will only carry four guns, but these will be of 100 tons each; the armament of our ironclad consisting, as is well known, of 81-ton guns. It is, however, worthy of note that the prescribed armament of the Italian ship is the heaviest she can carry, and that, in fact, when it was decided to fit her with the 100-ton guns in place of the 60 ton guns which she was originally designed to carry, it was found necessary to lighten proportionately the weight of armour laid upon her. On the other hand, the *Inflexible* is ready to take four 160 ton guns if it be deemed necessary at any future time to increase her offensive power. A new arrangement, and one peculiar at present to the *Dulio*, has been devised by Admiral St. Paul, to add to the armament of the vessel by placing at the stern in a tunnel, closed by a grated door, a rapid torpedo-boat, to be launched when it may be necessary to employ this means of attack."

On the 31st of May the *Temeraire* was launched from Chatham Dockyard, and our contemporary speaks of that event in the following terms:—

"Very different from the old "fighting *Temeraire*," so well known through the painting in the National Gallery, representing the wave and battle worn veteran of the long wars being tugged to her last berth, is the new vessel of the same name, which, on Tuesday last, was successfully floated out of the dry dock in which she had been built in Chatham Yard. The launch at Portsmouth, only a few days before of the *Inflexible*, prevented much attention being paid to the undocking of the *Temeraire*; but notwithstanding the want of eclat attending her birth, the new vessel is certainly one of the most remarkable ships in the English Navy; remarkable not by reason of great size or enormous weight of armament, but because in

her some novel ideas in ironclad construction have been embodied. In the first place the *Temeraire*, instead of being ship or barque rigged, is fitted with two masts only; and she is designed as a sea-going man of war, and is of over 2000 tons displacement, the employment of a brig rig must be regarded as an important innovation. The main deck battery will consist of six guns, two of 25, and four of 18 tons, and does not differ materially from the ordinary battery of a broad-side ironclad; provisions being made, as in many other ships already afloat, for obtaining bcw fire from the foremost guns. On the upper deck are two more guns, one of 18, and the other of 25 tons, and these are mounted within fixed turrets over the walls of which they fire. The barbette system is therefore here introduced in place of the embrasure principle hitherto universally employed in our navy. Whether the increased facility thus gained for obtaining a wide lateral range, will compensate for the greater exposure of the guns and their crews, is a question about which there will be much difference of opinion. For the rest, the interior of the *Temeraire* is traversed by numerous bulkheads; both longitudinal and transverse. Her hull is protected by 11 inch iron plates, and she is driven by engines capable of working up to 7000 indicated horse-power."

We have always given Mr. PLIMSOLL credit for humane motives in his endeavours to ameliorate the lot of the merchant seamen, but were perfectly well aware that he was carrying his philanthropic ideas altogether outside the true limits. It would appear now that the excitement consequent on the sensational legislation which produced "The Merchant Seaman's Shipping Act," is bearing its legitimate fruits in the loosening of all bonds of discipline, and results in making the seamen the masters of the situation; so that it is equally dangerous for the officers of a vessel to punish or leave unpunished the idle, vicious and mutinous foreign scoundrels. Mercantile patriotism mars British shipping with—the fearful murders enacted on board the *Lennie* and *Caswell*, and shows that this evil must be at once promptly dealt with—and real statesmanship would not leave this question to the hands of any private M. P., be his abilities ever so great.

There appears to be only one mode of dealing with it, and that is, to extend the laws which govern the Royal Navy to the Mercantile Marine—indeed it ought to form an auxiliary to the British Navy, and in most instances be able to take care of itself. As a first step foreign seamen should be carefully weeded out. *Broad Arrow*, in a recent issue, has the following on this subject:—

"Our Mercantile Marine seems to be threatened by increasing dangers. It is not enough that Mr. Plimsoll has exposed the system of insuring and overloading rotten ships which in due course become coffins of their hapless crews. A peril of another description, and from an opposite quarter—which was supposed to be confined to Chinese and Malayan waters in the East, and to the Levant in Europe—has lately been revived, and the relaxation, attributable to the mistaken views of philanthropists, and the false economy of employing unreliable crews because less wages are required, has

just been illustrated by a succession of murders of unparalleled atrocity on the high seas. Nor is this all, for the Bremerhaven clock work infernal machine throws a light on the fate of many a ship which, without its presence amongst the cargo, might have reached its destination in safety. In the midst of these alarming occurrences, a magistrate, whose experience of the world may not have been sufficient to enable him to realise the difference between the same act at sea and ashore, considered it his duty to sentence to imprisonment for twenty-one days the Master of the Locksley Hall for having put a mutinous seaman in irons; but the sentence has been condemned by the Premier himself, who replied to a deputation of shipowners and others on the subject, in these words, "I deplore the decision of the magistrate. I can judge of its impolicy, and I am assured by the highest legal authority that it is illegal." The authority in question, namely, that of the Attorney General, amply confirms the opinion of the Premier. "A captain is responsible for the safety of the ship, and for the lives of those on board, and it is frequently absolutely necessary for him to exercise his power with considerable severity." Contrasted with these the previous opinion of the Home Secretary on releasing Captain Barnes, the Master referred to, is scarcely satisfactory when he said that he had come to the conclusion that the latter had undergone sufficient punishment. In consequence of the unwise practice, from economical motives, of placing ships and the lives of their officers at the mercy of lawless crews, have resulted the tragedies on board the *Lennie* and the *Caswell*. In both instances, a portion of the crew was composed of Greeks, who seemed to have possessed all the qualities attributed to the race now called by that once honored name intensified in the seafaring population of the Levant, but which are still conspicuous amongst the shepherd robbers of the Hellenic Kingdom; and, if we may rely on the evidence of the state trials at Athens, and likewise on the records of some of our own courts, these qualities assume a varied development under the conditions of various social grades. The tragic fate of Captain Best and the officers of the *Caswell*, at the hands of three Greeks, will be found fully described in the daily papers. The heroism of Carrick, who ultimately saved the ship, is paralleled with that of the gallant fellow who, under an equally terrible ordeal, at length succeeded in handing over the *Lennie* murderers to justice. These appalling lessons ought not to be lost on the public. It is the fate of a rich and liberal minded people to be exposed to the depredations of alien adventurers, and the prudent portion of the community will not fail to discover, whether by land or by sea, that there is little to be gained by putting confidence either in the modern picaroons of the Levant, or in their more accomplished congeners of other callings, who, presuming on our somewhat sentimental espousal of their "cause" (as it is termed), come over to this country with, in many instances, fictitious pretensions to high birth and fortune, the more readily to entrap the unwary; and while our merchantmen are infested with piratical crews society is scarcely less injured by a stream of chevaliers of that most ancient order—namely, *Widustric*.

Broad Arrow of the 27th May has the following under the heading of "A Modern Gun-boat crossing the Atlantic":—

"A fleet of four gunboats of the most modern construction recently proceeded

from this country to Monte Video for service in the Navy of the Argentine Republic.

"Two of the vessels, named the *Constitution* and *Republica*, were built by Messrs. Laird & Co., of Birkenhead, and were placed under the command of Captain Hallowes; while the remaining two, named the *Bermejo* and *Pilcomayo*, were constructed by Messrs. Rennie & Co., of Greenwich, and were placed under the charge of Captain E. C. Royce. The gunboats were very similar in construction, the main features of the difference being that the gun in Messrs. Laird's boats was carried on an unbroken upper deck, while in Messrs. Rennie's boats the guns were fitted with a patent gunwell and lowering and raising apparatus, and that additional coal-bunkers were constructed in the *Bermejo* and *Pilcomayo* athwartships, before the engine room, so that a protection was given to the engines and an increased space afforded for fuel. The engines were 50 horsepower, giving an average full speed of 9½ knots, and a half speed of 7 knots. The length of the vessels was 130 feet; beam, 32 feet; draught of water, 7 feet; and free board, not including an iron bulwark surrounding the vessels, of 2 feet. The vessels, for the purposes of the voyage, were supplied with big rigged masts and covered forecastles, but both were reported to have been unnecessary, considering the little effect which sail-power had upon the armoured hulls, carrying the heavy 26½-ton guns with their accompaniments, and the usually pitching propensities of the vessels. The three former vessels reached Monte Video after some exceptionally favourable passages, about the 1st March last; but the *Pilcomayo*, under the personal command of Capt. E. C. Royce, met with severe weather in the Atlantic, and only arrived at her port of destination on 27th March. For some hours off Cape Finisterre, and again off Madeira, several headwinds were experienced from the south and south-west, with very heavy seas, during which time the *Pilcomayo* was laid to. During these severe tests it was found the little vessel behaved much better than was expected, her pitching was unusually slight, and the rolling, although quick, was by no means heavy.

"She reached Monte Video without any further event worthy of notice, and the officers and men returned to England by mail steamer. Captain E. C. Royce, who had been connected with the Argentine Republic in previous important contracts in respect of vessels, was requested to inspect the men under training at Monte Video for service in the Argentine Fleet, and reports that great improvement had been made in their efficiency during the recent six months. The Government, although continuing the training of the men, had decided to lay up their new purchases for the sake of economy, having doubtless learnt experience from the insubvent condition of the Turkish gunboats."

We notice these vessels because they are of the class that could pass through all our canals with facility, and would be applicable for purposes of coast defence. With such a powerful armament as those vessels carry, our sea-board and lacustrine frontier would be safe from insult.

The latest experiment with the "81 ton" gun is thus detailed by *Broad Arrow* of 27th May:—

"The 81-ton gun having had its powder

chamber hollowed out to a larger capacity than the rest of the bore, has been again fired at the proof butts in the Government marshes adjoining the Royal Arsenal, Woolwich, in the presence of the principal officers of the manufacturing departments at Woolwich and Waltham Abbey. The enlargement of the powder-chamber is a result of the experiments made with gunpowder by the Explosives Committee, it having been found that each description of powder has its own peculiar specialities, and that, as a general law, the best shape for a cartridge, whereby the power of the weapon is most developed, it is rather more than twice the length of its diameter. A cartridge made up of 300lb. of large cube gunpowder, now manufactured for heavy ordnance, when rammed into the enlarged chamber will just fill it and assume the requisite shape, and it is hoped that the effect will be both to increase the velocity of the projectile and at the same time reduce the pressure upon the inner surface of the gun, consequences which may be predicted, theoretically, from the complete consumption within the gun of so large a charge of powder at comparative leisure. The rain fell heavily at the time fixed for the commencement of the trials, and there being an aversion to gunnery experiments in wet weather, as it is calculated to have an effect upon the delicate electrical instruments employed for taking observations, it was decided to fire only one round in order simply to test the gun in its altered condition. This was, however, with a charge of 260lb. of gunpowder of 1½ inch cubes, and the usual projectile weighing 1465lb.—each series of trials beginning low and working upwards—and it was not expected that there would be any manifestation of the change made in the constitution of the gun. On being fired it was found to register a muzzle velocity of 1480ft. per second, with a pressure on the crusher gauges of 20.3 tons on the square inch. This result as compared with a similar round fired before the alteration to the gun was effected, is a slight increase in velocity with somewhat less pressure, and, though small, is in the right direction. The experimental committee are hopeful of a more marked improvement as the charge of powder is increased.

"The most important results yet obtained during the trials of the gun at Woolwich were achieved on the 25th inst., when, with a charge of 280lb. of powder—1.5 inch cubes—a muzzle velocity of 1534 feet per second was attained with a pressure upon the interior surface of the gun of no more than 22.7 tons per square inch, which is well within the safety limit, and leaves ample margin for increased charges. The number of rounds fired was seven, the greatest number yet accomplished in one day.

"The projectile used was of the same weight, 1460lbs. in each case. The results indicated by the pressure gauges were satisfactory throughout, a strain of 25 tons to the inch being regarded as only moderate. Lord Cadogan, Under Secretary of State, who was amongst the visitors, fired the fifth round from the instrument room, and the Duke of Marlborough, who was also present, fired the sixth. There were also on the ground General Campbell (Director of Artillery), Professor Abel (War Department Chemist), Colonel Stokes, R.E., Sir Henry de Bathe, Mr. C. V. Boys, and others. Colonel Younghusband conducted the experiments, assisted by Major Maitland, Captain C. Jones, Captain Barlow, and the other officer of the Royal Gun Factories and Experimental Branch. The gun and its carriage continue to do their work well, neither being in the slightest degree impaired."

The Dominion Government in pursuance of the policy which formed part of the agreement with the Imperial Government at the time when the fortifications of Canada were transferred by the latter to the former, has ordered the purchase of a number of sixty-four pounder rifled guns for the defence of prominent positions both at garrisons and on the seaboard of the country. A portion of this ordnance is now on the way from Britain and will be mounted at Quebec and at the Levis forts. It is also intended to mount five of these pieces at Negro Town Point Fort, for the harbour of St. John, N.B. It will be easily understood that the armaments mentioned are by no means established through any fear of probable warlike contingencies in the immediate future; but, considering the present disturbed state of affairs in Europe and the necessity of having our coasts, the defence of which is now nearly in the hands of our own people, placed in a position to command respect for our Government requires that the fortifications inherited from Great Britain should be kept in a serviceable condition under the well known motto—"that the time of peace is the time to prepare for war."

Dominion Rifle Association.

The Executive Council of the Dominion Rifle Association met on Wednesday afternoon, the 21st inst., in the Secretary's office, Western Block, for the purpose of arranging the programme for the annual matches, to take place at the Rideau Rifle Range, on the 5th September next. There were present Lieut. Col. Gzowski, President; Lieut. Col. Stuart, Secretary; Lieut. Col. Macpherson, Treasurer; Lieut. Col. Jackson, D.A.C., No. 4, M. D.; Lieut. Col. Fletcher, D.A.C., No. 5, M. D.; Lieut. Col. Brunel, Lieut. Col. Ross, Lieut. Col. Egleson, Major Macdonald and Captain Tilton.

Communications were received from various sources, offering suggestions in reference to certain proposed changes in the programme of matches. They were taken into consideration by the Council.

The Council decided to offer a Canadian trophy, to be fired for annually at Wimbledon. It is to be the gift of the Dominion and Provincial Rifle Associations, and the several Provinces will be represented in the design, the Dominion of course, surmounting the whole. The trophy will be a costly and valuable one, and will be sent to England next year in time for the Wimbledon matches.

A suggestion was also made by a member of the Council to transmit a challenge to the National Rifle Association of the United States to fire an International Match next year. The suggestion was very favorably entertained, and the challenge will no doubt be forwarded in due time. The match will prove a most interesting one, and the Council deserve credit for their thoughtfulness in this matter.

It was decided that two new targets on the Brunel principle should be erected immediately on the Ottawa range in order to afford greater facilities for competition at long ranges, viz., 800 and 1,000 yards.

The following is the list of matches as arranged by the Council, as well as the sums which will be divided into prizes for each match:—

All Comers' Match—\$360.

Dominion of Canada match—\$425.
Battalion match—\$340.
MacDougall challenge cup; value, \$200.
Provincial match—Cash prize, \$150.
London merchants' cup, value \$1000.
Affiliated Associations' match—\$280.
Governor General's prizes—Gold, Silver and Bronze medals.
Prizes to the highest aggregate scores, \$155, with the medal of the National Association and two field glasses.
Wimbledon matches, in two stages, \$1265.
Making an aggregate value of prizes in kind and cash of about \$4,500.

THE WIMBLEDON TEAM.

The Canadian Team for Wimbledon sailed on Saturday last in the *Polynesian* for England, under the command of Lieut. Colonel Kirkpatrick, M. P., Captain Arnold, N. B., second officer. The team is composed as follows:—Sergeant Corbin, N. S.; Corporal Mitchell, Ont.; Sergeant Sutherland, Ont.; Bombadier Cröwe, Ont.; Lieut. Cole, Ont.; Private Ross, Que.; Private Turnbull, Que.; Sergt. Mitchell, Ont.; Lieut. Wright, Que.; Lieut. Barnhill, N.S.; Sergeant Flynn, Ont.; Quartermaster Cleveland, Que.; Corporal Langstroth, N.B.; Lieut. Fitch, N.S.; Capt. Bailey, Ont.; Sergeant Buttler, B.C.; Sergt. Chambers, Manitoba; Corporal Throop, Ont. Capt. Graham, N.S.; Corporal Sproule, N.B.

All the above are new men with the exception of two or three, but the team is considered equal to any former Wimbledon team. As may be seen by the above the Provinces are represented on the team as follows: Ontario, 8; Quebec, 4; Nova Scotia, 4; New Brunswick, 2; British Columbia, 1; Manitoba, 1.

It is the hope of the Council that the different Provinces, including Prince Edward Island, will be represented at the meeting next year.

The Extradition Treaty.

WASHINGTON, June 20.

The President to-day sent a message to the Senate and House respecting the Extradition Treaty with Great Britain.

After stating at length the provisions of the treaty and criticizing the action of the British Government in the Winslow and Brent cases, the President says:—"It is with extreme regret that I am now called upon to announce to you that Her Majesty's Government has finally released both of these fugitives, Winslow and Brent, and set them at liberty, thus omitting to comply with the provisions and requirements of the treaty, under which the extradition of fugitive criminals is made between the two Governments. The position thus taken by the British Government if adhered to cannot but be regarded as the abrogation of and annulment of the article of the treaty on extradition. Under these circumstances it will not, in my judgment, comport with the dignity or self respect of this Government to make a demand upon that Government for the surrender of fugitive criminals, nor to entertain any requisition of that character from that Government under the treaty. It will be a cause of deep regret if a treaty which has been thus beneficial in its practical operation, which worked so well and so efficiently, and which, notwithstanding the existing and at times violent political disturbances of which both countries have been the scene during its existence, has given rise to no complaints on the part of either Governments against either its spirit or its provisions, should be abruptly terminated. It has tended to the protection of society and to the general interests of both coun-

tries. I have been anxious and have made an effort to enlarge its scope, and to make a new treaty which would be a still more efficient agent for the punishment and prevention of crime. At the same time, I have felt it my duty to decline to entertain the proposition made by Britain, pending its refusal to execute the existing treaty, to amend it by practically conceding by treaty the identical conditions which that Government demands under its Act of Parliament. In addition to the impossibility of the United States entering upon negotiations under the menace of any intended violation or a refusal to execute the terms of the existing treaty, I deemed it inadvisable to treat of only the one amendment proposed by Great Britain, while the United States desires an enlargement of the lists of crimes for which extradition may be asked, and other improvements which experience has shown might be embodied in a new treaty. It is for the wisdom of Congress to determine whether the article of the treaty relating to extradition is to be any longer regarded as obligatory on the Government of the United States, or as forming part of the supreme law of the land. Should attitude of the British Government remain unchanged, I shall not, without the expression of the wish of Congress that I should do so, take any action either in making or granting a requisition for the surrender of fugitive criminals under the treaty of 1842.

"Respectfully submitted,

"(Signed),

"U. S. GRANT.

"Washington, June 20th, 1876"

Mr. R. H. W. Dunlop, C. B., of the Bengal Civil Service, has invented a series of plates for the hands and feet as aids to human navigation, which were practically exhibited a few days ago at the Marylebone Swimming Baths in the presence of a large number of swimming amateurs. The plates are made of wood. Those for the hands resemble in shape a beaver's tail, and have a superficial area of 60 to 70 square inches. The plates for the feet are conical in form, and resemble an artist's palette, the facility with which they are used being increased by the exclusion of the heel, for which a gap is made. After Mr. Dunlop had delivered a lecture on swimming, and descriptive of the plates two expert swimmers went into the water, and showed that a very powerful stroke may be attained by their means. One of the swimmers swam with a forty-two pound weight suspended from his neck, and another traversed the length of the bath dressed and equipped as a soldier, and with half a stone weight on his shako. A third went the same distance along the bottom of the bath with inflated belts. Mr. Dunlop asserts that the use of his plates raises the specific gravity of the body to that of the surrounding element, and that a swimmer who has adopted them may with perfect safety go to sleep in the water.

The Gibraltar *Chronicle* reports that on the 5th instant, at Alcazar, in the Province of Fez, a Moor stabbed 11 Jews with a dagger. Among the persons wounded are a British subject and Moses Abecassis, son of the Vice Consul of the United States at Loracte, Morocco. The Moor has been arrested and severely bastinadoed. The Governor, Cadi, and principal inhabitants of Alcazar, at the demand of the British and Italian Vice Consuls, have signed a document guaranteeing the lives and property of foreign Jews in that place. The Moor declares he was not aware of what he was doing when he committed the crimes.

(Continued from page 293.)

our success in carrying out the confederated plan of Government has given rise to a discussion in other parts of the British Colonial Empire, with a view to establish a similar system. (Cheers.) We occupy a very peculiar position on this continent, I have mentioned in some former speeches that I believed it was for the interests of humanity, certainly for the interests of North America,—that there should be two political systems in active operation on this Continent,—we in Canada represent a Democratic people, with a monarchical head—a people enjoying the utmost possible freedom that can be enjoyed by any people, and at the same time owing allegiance to one of the mildest sovereigns that ever swayed the political destinies of any part of the earth. Our consins to the south of us possess in some respects many advantages over us. They possess the fairest portions of the continent. They have in one way and another possession of many of the great natural avenues that lead to the interior of the continent; they, in short, present the spectacle of the elder son of some great British house getting hold of nearly all the family possessions, and utilizing them to his own advantage, while the rest of the family was sent adrift afterwards. We might safely say that the law of primogeniture prevailed here so far as the United States were concerned, and the people resident in those States at the time of their formation into a new national union, believed that they could shut us out also in the course of time from the one great avenue left to us, that is the St. Lawrence. (Hear, hear.) Well, Sir, we have no quarrel with the people of the United States. We wish them abundant prosperity. We wished them abundant prosperity when Canada was the only refuge on the continent for those whom they held in bondage. We wished them all possible success in the mighty effort made by the people to rid themselves of that moral blot, and nobly did they respond to the invitation of the world to do it. If we desire now to conduct the affairs of the continent between us, we as a British community on the northern half and they as a British community occupying the other half of the northern portion (for after all they are a British Colony like ourselves, they existing under different political institutions), it is ours now to utilize the advantages that are left to us in settling that great heritage which lies before us, and which has been so admirably and graphically described by His Excellency tonight. We have in the confederation the maritime provinces standing away cut in the Atlantic as sentries on duty, inviting the emigrant and tourist to visit our magnificent scenery and beautiful cities. You have in the city of Quebec possession of the gateway to the interior at that wonderful and almost unprecedented connection, for it is impossible to find, except perhaps the Amazon and Mississippi, any other river so good. (Cheers.) His Excellency has pointed out tonight very beautifully the position that you hold as the one historic city of the continent, and the necessity of maintaining the peculiar features which at once bring all the features of its great past in review before us. It is perhaps more as one of those employed in directing the political affairs of the country, to call your attention to the duties which you owe to this Dominion and to yourselves in utilizing the magnificent harbour which you possess, and your undoubted advantages of carrying on an enormous commerce, so as to present to the incoming immigrant and incoming tourist, the spectacle of a great city using its advantages with that energy and perseverance which is characteristic of our people. (Applause.) I was not a little proud

last year, when on a visit to England, and in London to learn that the toast of the Mayors and cities of the Continent of America was replied to by the Mayor of the City of Quebec. Then came, I believe, the Mayor of New York, as being the largest city on the Continent, and representing perhaps, more than you its commercial interests and political importance; but I ventured to tell some of our English friends in London, that I held it impossible that the toast could have fallen into more appropriate hands than those of the Mayor of the City of Quebec. (Hear, hear.) Both as concerns the importance of the city and its ancient character, we have, Sir, as I remarked a moment ago, a serious task and a noble one to perform, that of justifying the form of Government that we have adopted. We have another task before us also—that of utilizing the great natural advantages that we possess. It is no easy matter to penetrate the continent, to reach the interior thousands of miles by one highway, but that highway has been so well trodden down that there was no doubt of the vast multitude that will there seek for themselves comfortable homes in the interior, where we may expect to see millions of inhabitants in that wonderful country which we now know so little, but which has been characterized within the last four years by an English traveller as 'the great lone land.' We have within the past few months established telegraphic communication some 25 000 miles west of Quebec, and we hope within a comparatively short period to be able to carry all the population that can go to that country without difficulty over our own railways and through our own territory, to occupy the lands that are still to be found there. Within the last few years Canada has succeeded in planting a sentinel upon the far off shores of the Pacific, and all will admit, who have witnessed the debates in Parliament on documents that have been published that it would be hard indeed to establish a more cheerful and lively sentinel than we have in British Columbia. (Hear, hear.) Wishing all possible prosperity to our youngest brother, it rests with the older Provinces to guard to extend, to utilize those that are comparatively small, and to extend to the smaller branches in the North West all possible protection we can afford to do, so far as our means will permit to accomplish it, and I am sure that there is nothing that is more dear to the heart of every one of you than to have in your power to say that you have aided in establishing a happy and contented community on the shores of one sea to the shores of the other. While we were extending the prestige and power of the British name, we were extending also the limits of our once very circumscribed area and population, for in order to retain national power we must endeavour to extend our borders, use all our advantages, and exercise our intellects. We have a vast country to inhabit; it has vast resources which no man can at present venture to calculate. But we know this, that in this vast region of territory there exist resources far superior to those which the Mother Country has possessed, and wealth of minerals, and wealth particularly of coals and iron, those great minerals that go to make the wealth of a nation, which will produce in a comparatively near future what no man can at present dream of. But while we may be at present, like the rest of the world, under somewhat depressed circumstances, we are not reduced to the necessity which some European nations have been reduced to, when I have observed lately in the papers, for I find that one Government had a simple edict announced that all its paper falling due on the 1st July would not be considered matured till the 1st Oct.

(Laughter.) Perhaps that would be very convenient for many of us to do today but it would be very disastrous. We have simply to watch and wait, and we have to work, and with your work and earnest industry I entertain no doubt that we shall be able in a very short period to surmount the commercial difficulties which have cast a temporary shadow across our prosperity. (Cheers.) The Government which I represent must necessarily take a lively interest in all that concerns the prosperity of this city, not merely because it is your city, but because your forefathers with wonderful wisdom seized upon it as the best possible spot on the St. Lawrence whereon to found their city, in order there to prepare for coming events. The rest of Canada cannot do without Quebec; cannot do without its harbour; cannot do without the facilities which it can afford to the growing trade of the country, and it is my business to utilize as far as possible the advantages it affords, acting with your own citizens under the powers which you have. I am sorry to see we have not hitherto used those advantages as extensively as we ought. I am happy that between us, that is the Government of Canada and the citizens of Quebec, such progress may be made within the next two or three years as that it will not be necessary to build a coffer dam around a steamer when she comes into port to be caulked. We must see to getting a ship into a dry spot when necessary. As far as the Government is concerned, it will be its bounden duty to endeavour to assist you as far as possible in overcoming the natural obstacles which still exist, and providing for those facilities which are absolutely necessary for a great trade. I thank you again on behalf of the Government for the toast you have drunk, and I would merely say in conclusion that it may be my lot sometime, I do not know how soon, to meet here and toast another Government and another Premier, and I shall join in it as heartily as you have done in the one given me. (Laughter and applause.)

After other toasts were given and drunk, the proceedings were brought to a close a few minutes past midnight.

CORRESPONDENCE.

The Editor does not hold himself responsible for individual expressions of opinion in communications addressed to the VOLUNTEER REVIEW. The real name of the writer must invariably accompany each communication to insure insertion, but not necessarily for publication.

To the Editor of the VOLUNTEER REVIEW.

Sir,—In the list of Colonial Militia published in the English Army List, and which is corrected by Authority from Ottawa up to 31st January, the Grand Trunk Brigade is still allowed to appear as part of our Active Militia force, although it is now some time since this Brigade ceased to exist.

I am one who hates to sail under false colors, or to pretend to anything we have not, so hope you will draw the attention of the "Authority" in question to the above.

HONEST JOHN.

16th May, 1876.

In the French Chamber of Deputies on Tuesday Duc Dornano, Bonapartist, introduced a bill granting subsidy of the press.—The bill empowering the Municipality of Paris to contract a loan of \$24,000,000 for the completion of great public works passed by a large majority.

ONE BY ONE.

One by one the sands are flowing,
One by one the moments fall;
Some are coming, some are going;
Do not strive to grasp them all.

One by one thy duties wait thee,
Let thy whole strength go to each.
Let no future dream elate thee,
Learn then first what these can teach.

One by one (bright gifts from heaven)
Joys are sent thee here below;
Take them readily when given,
Ready, too, to let them go.

One by one thy griefs shall meet thee,
Do not fear an armed band,
One will fade as others greet thee,
Shadows passing through the land.

Do not look at life's long sorrows;
See how small each moment's pain;
God will help thee for the morrow,
So each day begin again.

Every hour that fleets so slowly,
Has its task to do or bear;
Luminous the crown, and holy,
If thou set each gem with care.

Do not linger with regretting,
Or for passing hours despond;
Nor, the daily toll forgetting,
Look too eagerly beyond.

Hours are golden links, God's token,
Reaching heaven; but one by one,
Take them, lest the chain be broken,
Ere the pilgrimage be done.

Another Warning Voice from 1805.

By MAJOR-GENERAL T. B. COLLINSON, R. E.
1793-1801.

(Continued from Page 288.)

Distribution of British Liners—From Steel's
Navy List, April 1805.

1. In the English and Irish Channels... 22	(Rear Admiral Lord Cornwallis)
2. In the Downs and North Sea..... 6	(Admiral Lord Keith)
3. In the West Indies and America..... 8	(Rear-Admiral Lord Cochrane)
4. Coast of Spain and Portugal..... 14	(Vice Admiral Collingwood)
5. Mediterranean..... 12	(Vice Admiral Lord Nelson)
6. In the East Indies..... 8	(Rear-Admiral Sir E. Pellow)
7. In port, fitting..... 18	
8. Guard ships, Hospital and Prison ships..... 16	
Total in commission..... 104	
9. In ordinary, &c. and building..... 78	

Total..... 182

The distribution of the regular war-ships for the special defence of the narrow seas against the French flotilla, is thus given in the Commander in Chief's records, by the First Lord of the Admiralty at the time. These were all under the command of Admiral Lord Keith.

June, 1803.

On the French Coast—

From Ushant to Boulogne 20 Frigates and others.

From Boulogne to Dunkirk 7 Frigates and others.

On the coast of Holland 9, including 1 liner.

On the English Coast—

From the start to the Downs 12, including 2 liners.

About the Thames 11, including 2 liners. Thames to Yarmouth 10 frigates and others.

The Naze and the Humber 3 frigates and others.

Fitting in Port 6

Total..... 78

In addition to these there were in the Thames, 10 frigates across the river, a little below Gravesend, manned by the Trinity House; and at the Nore, about 6-gun boats and at least 40-gun-barges; and 4 floating batteries were proposed for the Thames and Medway. In this account no mention is made of any special flotilla, which by other letters, appears to have been under the orders of Sir Sidney Smith, for attacking the French flotilla in its course of concentrating at Boulogne.

Seamen.—Marines.—Sea Fencibles.

The personal naval force in 1805 consisted of 90,000 seamen, 30,000 marines, and about 26,000 sea-fencibles along the coasts of England and Ireland. It is noteworthy here that, as the naval force increased, so it was found advantageous, and even necessary, to increase the marines; for it is probable that as our more extended empire causes a much greater demand for over-sea expeditions than in those days, this necessary body, from its very amphibious nature, will become a far more important element in such expeditions. It was once, I think, proposed to increase this force largely, expressly with that view. I have included the sea fencibles among the naval forces, as well as in the land forces, because although they were ordinarily stationed on shore, under the Generals of districts, they had boats (1,846, in 1805, in Ireland alone), for assisting in attacking any enemy who appeared on the coast, and when so afloat they were under the Admiral's orders. This fencible body is worthy of notice. They were originally recruited (voluntarily) out of the whole seafaring population along the coast, but when it was found that it was used as a means of escape from the Navy impress, it was modified to include only those not liable to serve elsewhere, either by land or sea. But, with a proper system of reserve for the Royal Navy, there would be no need for such restrictions: they would be the sea Militia of the country, and would be drawn from the whole seafaring population, excluding only the Naval Reserve, just as the ordinary Militia are drawn from the rest of the population. Their organization is quite a model for any Militia force. The south and east coast of England, from Cornwall to Yorkshire, was divided into eleven districts, each under a Post Captain; in Ireland there were twenty one districts; they had alarm posts along the coast, where they kept their arms (only pikes), and assembled once a week for gun-drill, in such parties and on such days as might be most convenient to the men (which, be it remarked, might be on a Sunday), otherwise they carried on their private business, unless specially called out. Two permanent men were stationed to each boat, with 2s. a day pay; the other men had 1s. a day when on duty, and naval pay and allowances when away from their own district. The cost of them, including all expenses, appears to have been about £5 per head per annum.

Dispersion of the Naval Strength.

Thus the naval forces of the country were chiefly employed in watching the enemy's coasts. This does not appear to have been considered, even then, as an altogether satisfactory system of naval warfare. It was true it gave a feeling of security to England, but it was at a great expenditure of men and ships, which kept the sea perpetually at all seasons, while the enemy's fleet was safe and well in harbour; and it scattered the naval strength over a great extent of ocean, in small squadrons, each

employed in blockading an enemy's port or his colonies, thus giving him the chance, if he could escape out of one or two ports, of concentrating a sufficient force to defeat these small squadrons in detail. This was a plan of operation which suited the ideas of Napoleon, and this dispersion of the British naval forces suggested to him that tremendous scheme of naval strategy by which, in 1805, he so very nearly accomplished his purpose. Moreover, this system of "unenterprising defence," as Burke called the similar one in 1797, was not at all suited to the adventurous character of the British seamen. If the land defences and land forces of England and of her colonies had been better organized, a body of the fleet would have been available sufficient to have carried the British flag in triumph through the colonies of the enemy and her allies.

Still less does this system appear advantageous now, when an enemy has greater facilities of breaking through a blockade, and much greater certainty of concentrating his squadrons. And to give even the same feeling of security to the coast would now require such a naval force as would use up, in a wasteful manner, the maritime strength of the country. There is one element of naval warfare that never changes, and that is the distance of the horizon. With increased speed and certainty of movement, the enemy has only got the same zone of observation to pass over. Napoleon calculated on advancing over that zone at three miles an hour; he could now do it at ten. Napoleon had to construct vessels expressly for the transport, and collect them by degrees together, to make sure that they would cross simultaneously; he would now find, in the ports of the countries he then controlled, sufficient merchant steamers to carry over the same force he proposed, and which leaving each their own separate ports, might deceive the British Fleet (as he deceived it in 1805), and meet at a given place at a given time, within a few hours of each other.

And even in 1805 this feeling of security was not felt by the Admiral himself who had charge of the naval defence. Lord Keith, in a very remarkable private letter to the Duke of York, in October 1804, shows he at least divined that Napoleon would never attempt to cross with the flotilla alone, but that he would endeavour to get part of his blockaded squadrons out, so as to assemble a sufficient force in the channel to cover the passage of the flotilla. And he goes on to point out that it was quite possible for the French squadron in Brest (twenty one sail of the line) to escape in easterly weather, when the British blockading squadron would be driven off; and so to get as much as eight days' start of it. He then considered it practicable for the flotilla to cross over a sufficient force to secure a position inland in Kent, and for reinforcements, to be brought over in sufficient strength to get altogether 300,000 men in England; and that the covering fleet would still have time to escape to the North Sea, before the British Fleet from Brest made its appearance.

In the face of these warnings, rendered doubly telling now by the increased advances to the invader, I think it would be safer to make the real defence of England begin on the coast of England, and continue, step by step, every foot of the way, between that coast and London; and thus to allow the main body of the Fleet to take its proper part in war of attacking the enemy, leaving the sea defence of the coast line to special gun-boats manned by a sea Militia.

Our Present Naval Forces.

But there are those who think the naval strength of Great Britain ought to be equal to playing both parts. I think if they would consider the amount of war ships of different kinds that will be required for our various war purposes during the next great contest they would be surprised at it. We have now in the Royal navy, according to the Navy list for July, 1875, about 400 vessels of all kinds; this includes 26 building, but does not include 134 employed in permanent harbour duty, and not in commission or ever likely to be. The total tonnage by weight of these 400 vessels is about 900,000 tons; but to compare this with the tonnage of 1805, which was no doubt by old measurement, that number must be reduced to about 600,000, which is nearly equal to the total tonnage of the Royal Navy in 1805, as given by James. But our population has doubled since then, and the people are certainly not poorer; hence we may assume that, to defend the same interests, the Royal Navy in time of war will have to be doubled, and that it will not even then press so heavily on the people as in 1805. But the interests are not by any means the same; our exports and imports, which may be taken as a comparative measure of our floating commerce, have increased tenfold since 1805, and the tonnage of our merchant shipping has increased nearly fourfold. We are dependent on foreign countries for half our annual supply of the necessaries of life, and we have interests and responsibilities scattered over the globe in dependencies and colonies far beyond those which, in 1805, caused so much anxiety. Our interests, therefore, have increased in a greater ratio than our population, and our war Navy must be in a greater proportion also.

But it will be said: the standard our Fleet, like that of our Army, must be determined by that of the Fleets that are likely to be opposed to us. We have some measure of comparison on that scale also. About 1805, Napoleon calculated on being able to raise, out of the Navies of Europe, 180 line-of-battle ships to oppose England (he had 80 at his disposal in 1805); the greatest number of British line-of-battle ships in commission for sea service during the war was a little over 100, the greatest number for all purposes was 24). At the present time, the total tonnage of the British iron clad fleet is about 350,000 tons, and that of all the rest of the world is about 770,000 tons. If, therefore, we may compare iron-clads with line-of-battle ships, our Navy now bears rather less proportion to the Navies of the world than it did then. But these are only the peace establishments that are now existing; in war we must expect that foreign powers will increase their Navies, not only up to the increased extent of their own interests in population and commerce, but (in case of war with England) up to the value of the British interests assailable; and we must recollect that to attack sea commerce and most colonies does not require costly iron-clads of slow growth, but vessels of a class that most nations can now manufacture quickly for themselves.

On the whole, therefore, it appears probable that there will be plenty of occupation for the whole of the present British Fleet, and a good deal more to boot, on the outbreak of serious war without including in that duty the guarding of the coasts of the United Kingdom.

THE DRAMA OF 1805.

First Act.

The year 1805 was one of the most eventful in the history of England. The story of it with its surprising incidents, the great forces brought into play, the great issue at stake, reads like a grand epic drama, played upon the ocean for a stage, France and England for the actors, and all Europe for an audience. For once more in her history, as in 1588, England was standing up alone to hold mortal duel with the possessor of half Europe; once more England, the nominal champion of aristocracy, was in reality upholding the cause of true liberty; and once more her opponents, like Philip II, the self-styled liberator of the world was the true representative of absolute despotism.

The drama may be said to open with the coronation of Napoleon, at the end of 1804. Amid the thundering applause of obsequious Europe, and with the sanction of the ancient ecclesiastical authority of the Roman Empire, the young conqueror at length ascended the last step of the ladder which was put to him nearly on an equality with the Cæsars—a conqueror, a statesman, a savant, and a genius, and, withal, young and noble looking; he was as successful, as astute, and as indefatigable as Cæsar, as large-minded as Charlemagne, and as interesting as Alexander. No wonder that wherever he went, the people believed him when he said he was the giver of enlightenment and order; and that from the Baltic to the Adriatic they were ready to learn that lesson at his feet. His coronation procession may be said to have extended politically, as it almost did in reality, from Holland, throughout France, and across the Alps into Italy.

But throughout the whole of the magnificent spectacles that succeeded each other in these months, his mind was deeply occupied with the coming struggle between himself and the one European power which had shown itself determined to resist him. Hitherto, as M. Thiers points out, the two combatants had been resting as it were looking at each other, each holding the dominion on its own element, but neither willing to enter on the other to strike the first blow. And this careful calculator of chances had no desire to precipitate the contest, until he had extracted out of his subject kingdoms a naval force sufficient to make the operation almost a certainty. His early intentions were to have had 100 line of battle ships before he made the first stroke, even if he waited ten years for it: and all that great show of preparations at Boulogne in 1803 was partly to occupy the minds of the French people, and partly to keep England in a state of alarmed passive defence. The threatening attitude of Russia and Austria in 1804, brought about mainly by the ability of Pitt, forced him to act before he otherwise intended; and at the end of that year the hostilities commenced by England against Spanish vessels gave Napoleon an opening for completing a close alliance with that country, by which he obtained control over their fleet. This power of utilizing towards his great scheme the maritime resources of all the States subject to his influence, was always made by him *a sine qua non* in his treaties, and showed the bent of his real desires. Early in 1805 he had therefore at his disposal towards the great project about 80 ships of the line and 180,000 men; he trusted that his genius and his prestige would compensate for the deficiency of the former. Here we, judging after the event, can see a defect in this

mighty mind, in basing his calculations for sea operations on quantity without regard to quality; he could not appreciate the full effect of individual character in ocean warfare. It may be doubted whether he did, or whether any continental nation at the present time do, fully appreciate its effect in land warfare. On the Continent where all armies are alike drawn by conscription from all ranks and all conditions, numbers alone may decide the day; but in England we can afford to put a higher value on each individual who voluntarily takes up soldiering as a profession. Colonel G. T. Chesney struck a true national chord when he advocated an army organization based on this principle at this Institution in 1874. In ocean warfare it is true that steam has now done much towards putting seamen of all nations on an equality—so much the worse for us—nevertheless, it is still to a great extent true that the real seafaring race cannot be created artificially, they must grow by nature to be true sons of Neptune.

Now, here is the plot of the drama we are reviving, in the words of the great author himself, written immediately after its failure confidentially to his Minister of Marine, in September, 1805.

" CHAPITRE I.

" *Quel a été mon but dans la Création de la Flotille de Boulogne.*

" Je voulais réunir quarante ou cinquante vaisseaux de guerre (ships of the line) dans le port de Martinique, par les opérations combinées de Toulon, de Cadix, du Ferrol, et de Brest; les faire revenir tout d'un coup sur Boulogne; me trouver pendant quinze jours maître de la mer; avoir cent cinquante mille hommes, et dix mille chevaux campés sur cette côte; trois ou quatre mille bâtimens de flotille, et aussitôt le signal de l'arrivée de mon escadre, débarquer en Angleterre, m'emparer de Londres et de la Tamise. Ce projet a manqué de réussir. Si l'Amiral Villot, neuve, au lieu d'entrer au Ferrol, se fût contenté de rallier l'escadre espagnole, et eût fait voile sur Brest pour s'y réunir avec l'Amiral Gantheaume, mon armée débarquait, et c'en était fait de l'Angleterre.

" Pour faire réussir ce projet, il fallait réunir cent cinquante mille hommes à Boulogne, y avoir quatre mille bâtimens de flotille, un immense matériel, embarquer tout cela, et pourtant empêcher l'ennemi de se douter de mon projet: cela paraissait impossible. Si j'y ai réussi, c'est en faisant l'inverse de ce qu'il semblait qu'il fallait faire. Si cinquante vaisseaux de ligne devaient venir protéger le passage de l'armée en Angleterre, il n'y avait besoin d'avoir à Boulogne que de bâtimens de transport; et ce luxe de prames, de chaloupes canonnières de bateaux plats, de péniches, &c., tous bâtimens armés, était parfaitement inutile. Si j'eusse ainsi réuni quatre mille bâtimens de transport, nul doute que l'ennemi n'eût vu que j'attendais la présence de mon escadre pour tenter le passage; mais en construisant des prames et des bateaux canoniers, en armant tous ces bâtimens, c'étaient des canons opposés à des canons; des bâtimens de guerre opposés à des bâtimens de guerre, et l'ennemi a été dupe. Il a cru que je me proposais de passer de vive force par la seule force militaire de la flotille. L'idée de mon véritable projet ne lui est point venue; et lorsque les mouvemens de mes escadres ayant manqué, il s'est aperçu du danger qu'il avait couru, il l'a effroyé, été dans les conseils de

"Londres, et tous les gens s'ont dit
"avoué que jamais l'Angleterre n'avait été
"si près de sa perte."

I have given Napoleon's own words, because they show the true state of the case, on on both sides, in a few lines, better than any other account I have read, and because it is a game that might be played again, and with advantages in favour of the assailant.

It was not carried out precisely as Napoleon describes it, but the idea was sufficiently adhered to as to confirm him, by its success, in the sagacity of his design. What a wonderfully daring scheme of naval strategy it was for those days of sailing vessels, requiring four months of sea voyaging in face of an enemy who had the "dominion of the sea" at the time. The alarming point about it to us now is, that under such almost impossible circumstances, it virtually succeeded; the British Government was fully deceived, and the French naval force was eventually massed in the Bay of Biscay, in superior strength to the British force there at the time.

Future naval wars will probably be full of such strategic combinations. With proper pre-arrangements, steam navies can be assembled from different ports, one or two months' voyage distant, at an appointed place on an appointed day. Part of Napoleon's scheme, which he does not allude to in the above memorandum, gives us an idea as to the advantages steam now affords towards an invasion of England. He had to give considerable latitude to his naval commander-in-chief, Villeneuve, and his final instructions he offered him two or three alternatives, in case of his being unable to carry out the main proposal. One of these was, to raise the blockade of Brest, and land the military force there on the north coast of Ireland, and immediately proceed north of Scotland, raise the blockade of Texel, and then go on to Boulogne. One may presume, from the indications on the map of the channel I have before mentioned, that part of the Brest expedition would have landed in the Bristol Channel, and part of the Texel expedition on the east coast. And if the naval works at Antwerp had been completed as he proposed, that would probably have been the point of departure of a more powerful expedition to the east coast of England.

He would not require to construct an Antwerp now, nor to build transports; there are some half-a-dozen ports in the north of Europe which would now supply merchant steamers large enough for his whole Army, and powerful enough to assemble from each port at a given distant rendezvous, and then move together to any point on the east coast or west coast of England. Neither would he have to locate the troops for the expedition at the ports of departure; if the military stores and provisions are embarked beforehand, the men, and even the horses, could be brought by rail way from the interior at the time for the departure. A scheme of ocean strategy which, in 1805, required two years' preparation by Napoleon, could now be arranged in two months, with less difficulty than one on land. What advantages have we gained since 1805 to counterbalance these of the enemy? None on the sea. We cannot expect to have more energetic commanders, nor, in all probability, shall we be so powerful at sea again; and we certainly are not likely to have a more wide-awake Ministry. But we can do this, which will counterbalance all the enemy has gained,—we can make his landing on the coast, and his advance from it, as dangerous an undertaking as the passage over the sea was formerly.

It was quite true, as Napoleon says, Great Britain was congratulating herself that her enemy's naval forces were securely shut up, and apparently *hors de combat*, and was fixing her whole attention on guarding her shores from the immense force and flotilla that had been gradually assembling immediately opposite to them. The shouts of that force, on the appearance of their Emperors as if for instant action, seen and almost heard from the English shores, may be said to close the first act of the drama of 1805.

The Second Act.

The second act opens with the escape of two French squadrons from their blockaded ports, one from Rochfort of 6 liners under Admiral Missesey in January, and one from Toulon of 11 liners under Admiral Villeneuve in March. The action of the plot now begins.

Great consternation of English government busily employed watching Boulogne, at this unexpected flight of 17 French liners into mid ocean, to reappear nobody knew where. Perhaps at Alexandria, perhaps in the West Indies, perhaps in the East Indies, perhaps in Ireland; certainly not in the Channel: nobody in England apparently (except Lord Keith) thought of that possibility.

The Rochfort squadron was first heard of in the West Indies; Admiral Lord Cochrane with six liners was immediately sent in pursuit; but the whereabouts of the Toulon squadron was a most alarming puzzle to the British Government. The natural supposition was that it had gone to unite with the other squadron; but with an enemy like Napoleon anything was possible. Egypt and India beyond it were known to be still looked at with longing eye. Napoleon took care to foster the alarm he had calculated on; he massed an army at Trentum in South Italy, and got Spanish vessels moved, as if for a fresh Egyptian expedition: he published false news of operations by the French in the East Indies and the Cape, and part of Villeneuve's work was to threaten the British colonies in the West Indies, and even to take St. Helena. So that as he expressed it himself, Great Britain would find herself attacked at once in Asia, Africa, and America: and would thus be compelled to send her fleets from the shores of England to the rescue.

It is fearful to think what would have been the British anxieties, had the Suez Canal been then in existence. The whole land forces of the country would hardly have been enough to stop the man who had already conquered Egypt with 25,000 men, from appearing some day at Bombay.

Then to add to the general alarm Nelson with his 10 liners who had been watching Toulon for two years, disappeared also: this was perhaps a greater cause of anxiety to Napoleon than to the British Government; it was bad enough to know that Nelson was off any port, but not to know where he was at all, moved even the indomitable Emperor. The Admiralty would doubtless in their distraction have done exactly what Napoleon wished them to do, dispatch another Fleet after Villeneuve, if they had not been relieved from their distress, by news from Nelson himself; that after a month's fruitless search through the Mediterranean, he had ascertained that Villeneuve had picked up 6 Spanish and 1 French liner at Cadiz, and gone westward; and that he was about to follow them. So did our great seaman earn the laureate's crown of praise:—

"O shaker of the Baltic and the Nile,
O saviour of the silver coasted Nile."

In all his calculations, which were daily written throughout his coronation tour, Napoleon slighted the notion that even Nelson with ten ships worn out with two years cruising, would follow across the Atlantic eighteen fresh ones. His daily correspondence with his Minister of Marine at this time, published by Damas, his close calculations of all contingencies, every mile of the way to the West Indies and back, every day Villeneuve would require, and the close agreement of them with the result, give one an insight into the foundation of his power. He had victuals prepared for Villeneuve at several of the ports where he might touch on his return; and to the expostulations of his Minister, he returned an answer which the British war department might take to heart: "This is not a time for ridiculous economy— in such a war it is only ignorance, not to have plenty of provision, which keeps well."

The scene now changes to the West Indies. Nelson perceived very soon after his arrival there, by the action of the French fleet, that their return to Europe was imminent; and for the first time the real origin of all these sea movements occurred to him. Now in this part of the drama, it must be allowed that the French have some reason to complain, as they have done, of the unhandsome treatment of their cause by fortune. Villeneuve was 35 days from Spain to the West Indies, Nelson was only 25 days; on the return voyage, Villeneuve was 54 days from the West Indies to Spain, Nelson was only 36. But the unkindest cut was the vessel that Nelson sent home to warn the Admiralty of his discovery of the plot; it had apparently been captured from the French, and was, like many of their vessels, a model sailor, and therefore selected for this great international race across the Atlantic. The "Carioux" started 16 days after Villeneuve, and got to Europe 15 days before him: it was certainly hard that their own science of shipbuilding should be made the means of their defeat. Mars and Minerva had led their favourite Napoleon triumphantly over the terra firma of Europe, and now sat on the prows of the French flagship; Neptune sulking at the general incapacity of the British Government to rule the surface of his domain, was appressed by the noble sacrifice of his dear son Nelson, and held on to the stern of the Spanish liners while he showed the "Cronus" a head.

The last scene of this act lies in London. The First Lord of the Admiralty is discovered fast asleep in bed on the morning of the 9th July, 1805, worn out no doubt with watching Boulogne and wondering what had become of Villeneuve. He opened his despatches in bed with regret at having to begin his official day so early; and finds one from Nelson which had been lying by his side all night, informing him that by the time he was reading that letter, Villeneuve would probably be entering the Channel with a force sufficient to sweep Cornwallis and Keith before him, and terrify Napoleon over to Dover. What an awakening to the real light of the case, for the hitherto benighted First Lord devoting day and night to watching Boulogne! With the danger, however, came the pluck to meet it; he then had there, unwashed, unbreakfasted, unshaved, sent off the orders to Cornwallis to intercept Villeneuve if possible; and Neptune relenting at this revulsion, which Napoleon himself could hardly believe, Sir R. Calder was at Cape Finisterre, with 15 liners, by the 15th July.

(To be Continued.)

REVIEWS.

Blackwood for June, republished by the Leonard Scott Publishing Co., 41 Barclay Street, New York, contains as follows:

- "A Woman Hater—Part I"
- "Calderon's Moorish Plays."
- "1895: The Lady Candidate," conclusion.
- "Devious Rambles with a Definite Object."
- "Winter in a Northumbrian Watering Place"
- "The Royal Academy."
- "Her Majesty's Opposition."

Another volume is now completed, and this, the closing number, gives promise of good things yet to come. It opens with a serial called "The Woman Hater." The person to whom this epithet is applied is introduced to us as the escort of three ladies, who are travelling on the Continent. There is another gentleman with the party, who would be called an accomplished coquette if he were a lady.

A very short sketch of the condition of Spain in the fifteenth century, puts us in a position to understand "Calderon's Moorish Plays," two of which, "Love after Death," and "The Love of Gomez Arias," are described and quoted.

"1895—The Lady Candidate," is ended. She loses the election, but wins what she had set her heart upon.

"Devious Rambles with a Definite Object." The discussion of what the "definite object" may possibly be is so lengthy, that we rejoice when the rambler gets fairly started. Having reached the Netherlands, his descriptions increase in interest.

"Winter in a Northumbrian Watering Place" describes the experience of an invalid who was ordered to Northumberland in mid-winter. It was pleasing to be told by the landlady when lodgings were engaged, that "gentlefolks brought their own cooks, and all she placed at their disposal was her kitchen," and to find that servants, plate, bedding, table linen, and many other things had to be supplied by the lodger. The village of Redburnmouth was chosen for headquarters, and the writer describes several excursions made to places of interest in the neighborhood.

Quite a long article is devoted to a criticism of the Royal Academy Exhibition, and special mention is made of a number of pictures by Millais, Leighton, Alma Tadema, and other well-known artists.

In conclusion, there is the political article, "Her Majesty's Opposition," in which the Queen's new title and the Winslow case come in for a notice.

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