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# The Volunteer Review

## AND MILITARY AND NAVAL GAZETTE.

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

VOL. IX.

OTTAWA, (CANADA,) TUESDAY, OCTOBER 12, 1875.

No. 41.

### The Volunteer Review

published EVERY TUESDAY MORNING, at OTTAWA, Dominion of Canada, by DAWSON KERR, Proprietor, to whom all Business Correspondences should be addressed. TERMS—TWO DOLLARS per annum, strictly in advance.

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

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It is our aim to make the WEEKLY SUN the best family newspaper in the world. It will be full of entertaining and appropriate reading of every sort, but will print nothing to offend the most scrupulous and delicate taste. It will always contain the most interesting stories and romances of the day, carefully selected and legibly printed.

The Agricultural Department is a prominent feature in the WEEKLY SUN, and its articles will always be found fresh and useful to the farmer.

The number of men independent in politics is increasing, and the WEEKLY SUN is their paper especially. It belongs to no party, and obeys no dictation, contending for principle, and for the election of the best men. It exposes the corruption that disgraces the country and threatens the overthrow of republican institutions. It has no fear of knaves, and seeks no favors from their supporters.

The markets of every kind and the fashions are regularly reported in its columns.

The price of the WEEKLY SUN is one dollar a year for a sheet of eight pages, and fifty-six columns. As this barely pays the expenses of the paper and printing, we are not able to make any discount or allow any premium to friends who may make special efforts to extend its circulation. Under the new law, which requires payment of postage in advance, one dollar a year, with twenty cents the cost of prepaid postage added, is the rate of subscription. It is not necessary to get up a club in order to have the WEEKLY SUN at this rate. Anyone who sends one dollar and twenty cents will get the paper, post-paid, for a year.

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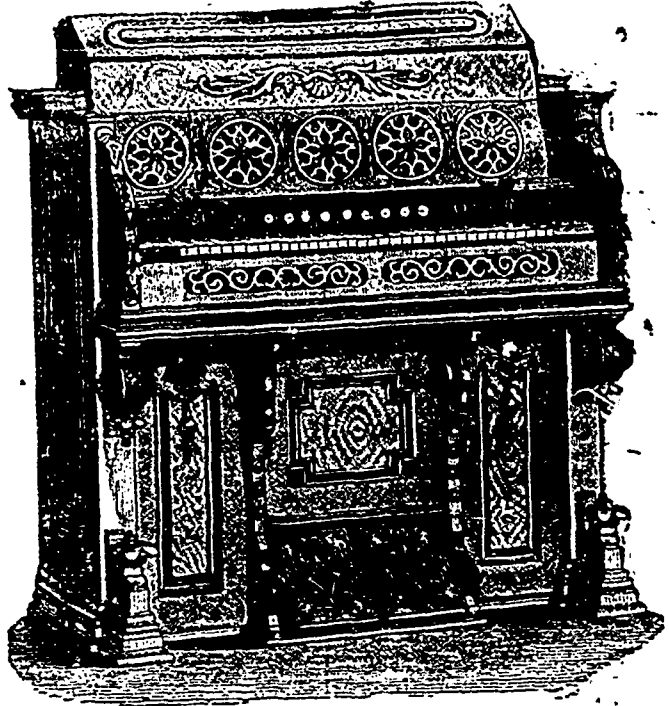
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VOL. IX.

OTTAWA, (CANADA,) TUESDAY, OCTOBER 12, 1875.

No. 41.

### NEWS OF THE WEEK.

General Sir Wm. O'Grady Haly, Administrator of the Government, accompanied by his son Capt. O'Grady Haly, A. D. C., Mr. H. Moody, private Secretary and Servant, arrived in Ottawa on Thursday evening by the 5 o'clock train from Prescott. He was received at the depot by a guard of honor and band of the Governor General's Foot Guards under the command of Capt. Patrick, who escorted him to the Russel House where rooms were provided for him and suite during their stay the city. Among the many distinguished persons present at the Depot to receive his Excellency were the members of the Cabinet the Hon. Messrs. Blake, Scott, Vail, Burpee and Smith. The Hon. Mr. McKenzie having gone to Prescott in the morning to meet his Excellency and accompany him into town. His Excellency before leaving the depot inspected the Guards and expressed himself pleased with their soldierly appearance and bearing.

On Friday afternoon, at 2:30 o'clock, his Excellency the Administrator of the Government administered the oath of office to the Hon. Chief Justice Richards, and Mr. Harrison, Q. C.; the former as Chief Justice of the Supreme Court (who will administer the oath of office to the other judges of the Court,) and the latter as Chief Justice of Ontario, in the place of Chief Justice Richards promoted.

His Excellency the Governor General and the Countess of Dufferin sailed from Liverpool on the 7th inst per s. s. *Prussian*.

Preliminary matters for the opening of the Military College at Kingston, are now engaging the attention of the Minister of Militia, who is in daily consultation with Mayor Hewett in preparing the necessary papers.

Thursday, 28th of October, has been named for thanksgiving in Ontario, New Brunswick and Nova Scotia.

On Friday night last the members of the bar gave a dinner in the Rideau Club to Mr. Justice Patterson, in honour of his first circuit in this section of the country since his elevation to the bench.

The steamship *Standard*, from Middleborough, went ashore at Anticosti during a dense fog. They had to throw overboard 100 tons of cargo, iron rails, before getting her off.

The *Francis* says that negotiations have been opened between England and France for reducing the telegraphic rate between the two countries. For the first time the receipts from the telegraph promise a surplus over the expenditure.

The epizootic is spreading with alarming rapidity in the United States; at Cincinnati alone there are no less than 2,000 members of the equine species affected by the disease.

The *Bien Public* of Ghent, the organ of the Belgian Bishops, praises the French Government for preventing the public sale of Mr. Gladstone's religious pamphlets. It declared them to be "a libel on the Catholic religion," and "a base and abject insult to Pius IX."

The Court-martial to investigate the sinking of the "Vanguard" concluded on the 29th Sept. The Court find that the sinking of the ship was owing to the great speed maintained by the squadron during a fog, and to the Vanguard's improperly reducing her speed and sheering from her course. Capt Dawkins is severely reprimanded and dismissed from command. Lieut. Thomas, Commander Landy, and Engineer Brown are also reprimanded.

The *Army and Navy Gazette* says the Admiralty has ordered a court martial to try the Captain of H. M. steamship *Iron Duke* on account of her collision with the *Vanguard*. It says further that it is rumored that the Admiralty has decided not to court martial Admiral Tartleton, notwithstanding the opinion, of the recent court martial that the primary cause of the *Vanguard* disaster was a high rate of speed maintained by the vessels of the squadron by order of Admiral Tartleton. The *Gazette* says: "This is a most extraordinary decision."

The Cape steamer brings a report that a diamond of 150 carats has been found at Kimberly in the South African diamond fields.

The British Admiralty have suspended the circular of July 30, ordering the surrender of fugitive slaves found on board British vessels.

Servea Pasha has officially proclaimed all the reforms recently promised by the Turkish Government, in regard to the administration of affairs in Bosnia.

Latest advices from Simla state that the King of Barmah has unconditionally agreed to allow the passage of British troops through his dominions, on their way to Yunnan, should another expedition to that country be necessary.

The Secretary of the Peabody Education al Fund estimates the amount available for educational purposes at \$95,500.

The Bosnian Insurgents were badly beaten at Kinin on Saturday.

Owing to the ambiguous policy pursued by Serbia the Great Powers have decided to withdraw their guarantee, securing to that Principality certain privileges and immunities, enumerated in the treaty of 1838.

The Mayor of Liverpool gave a banquet in honor of the Earl of Derby, on the 6th inst., at which His Lordship, in replying to a toast, expressed himself quite freely on the Eastern Question. He said the Great Powers were not disposed to assist the insurgents. It would be impolite to concede self government to Herzegovinia; judicious reforms might alleviate the discontent, although a radical cure could hardly be expected. Alluding to England's relations with China, he said no further intelligence had been received from Peking. Everyone must deprecate a war, while it could be honourably avoided. It was necessary, however, to insist upon just and moderate demands, and not to shirk our duty, because it was unpleasant. If trouble should arise the fault would not be ours.

A railway train was overhauled between Saragossa and Barcelona Spain by Spanish brigands, and the whole of the passengers robbed—among them seventy officers and men of a United States man of war, who were soon to sail from Barcelona.

The British residents of Guatemala are asking protection from their Government on account of ill treatment experienced by them at the hands of the Guatemalan authorities.

The Emperor of China has issued a decree, directing that negotiations may hereafter be carried on between the heads of Governmental Departments and Foreign Ministers.

Lord Napier, of Magdala, the conqueror of the late King Theodore of Abyssinia, has resigned his commission as Commander-in-Chief of the British Indian Army.

The Alabonians are said to have risen in rebellion against Turkish authority.

The Alfonsoist forts have succeeded in silencing the Carlists batteries which have been bombarding San Sebastian.

Prince Milan accepted the resignation of his Ministry for the purpose of assuring the Great Powers of his pacific intentions.

The semi official journal of St Petersburg advises the Bosnian insurgents to accept the reforms promised by the Turkish Government.

All of Her Majesty's ships in Japanese waters have been ordered to China.

The Ultramontane party has introduced a violent address in the Bavarian Chamber of Deputies, calling for the dismissal of the present Ministry.

Advices from Madrid state that King Alfonso has decided to assume command of the Spanish Army of the North in person.

Mr. Cushing United States Minister at Madrid, has addressed a note relative to the jurisdiction of courts martial over American citizens in Cuba.

RIFLE COMPETITION.

HALTON RIFLE MATCH.

The first annual matches of the Halton Rifle Club came off at Milton, on Thursday and Friday of last week, and although they were not quite as successful as they might have been, still the promoters have every reason to feel satisfied as the result of their first venture. Those matches have heretofore been carried on exclusively by the volunteers, but at the last annual meeting held at the camp at Niagara, it was thought that there were a great many men in the County who would like to become proficient shots who could not find the time to be regular volunteers so the volunteers waived their rights and decided to give every person an equal right to become a member, consequently the name was changed from the "Volunteer Rifle Association" to the "Halton Rifle Club." There were not so many took advantage of this as was thought would, but this we presume was owing to it being the first meeting and not generally known. It should be the aim of every loyal man in the County to contribute something towards making those matches second to none in the Dominion, for the main thing for a man to know when he is called out on duty is "how to shoot," and there is nothing that will make such good shots as a real live competition every year. Owing to the difficulty of getting a first class range in Milton it was decided to hold the next annual meeting in Stewarttown, the gentlemen from that village and that neighborhood having made a good offer as to ground, &c. In another year, if a good range can be found in the corporation of Milton, it will be taken and fixed up and the meetings will be held permanently here. The following are the names and scores of those who won money:—

FIRST MATCH.

Ranges 300 and 500 yards, five rounds at each, highest possible score 40.

\$10 Capt Panton.....	29
6 Lieut Breckon.....	28
4 Q M., Sergt Spiers.....	28
2 Sergt Thatcher.....	28
2 Capt Johnston.....	27
2 W J Robinson.....	27
2 J MacIntosh.....	26
1 Sergt Morrow.....	26
1 J C Allan.....	25
1 Capt Appelbe.....	25
1 Geo McKerlie.....	24

SECOND MATCH.

Ranges 200 and 500 yards, five rounds at each, highest possible score 40.

\$8 Capt Panton.....	36
6 Daniel McLaren.....	32
4 Capt Appelbe.....	31
2 W J Robinson.....	31
2 Lieut Breckon.....	31
2 Geo McKerlie.....	31
2 Lieut Fox.....	30
1 John McIntosh.....	30
1 R Rutledge.....	29
1 Sergt Thatcher.....	29
1 Thomas Bell.....	28
1 Captain Johnson.....	27
1 S. Morrow.....	26
1 Sergt Hamilton.....	25
1 Qr. Mr. Sergt Spiers.....	25
1 Sergt Major McKay.....	24
1 J. C. Allan.....	23

THIRD MATCH.

Open to all except winners of first prize second prizes in preceding matches, 800

yards, seven rounds, highest possible score 28.

\$5 J. C. Allan.....	20
4 Sergt. Lindsay.....	20
2 W. J. Robinson.....	20
2 T. Bell.....	17
2 Geo. McKerlie.....	17
2 Lieut. Fox.....	17
2 Adam. Bowman.....	17
1 R. Rutledge.....	17
1 J. Stewart.....	16
1 Samuel Cook.....	16
1 Capt. Applebe.....	15
1 Sergt. Major McKay.....	15

FOURTH MATCH.

Open to Ontario. Ranges 200 and 400 yards, five rounds at each, highest possible score 40. Any rifle and any pull of trigger.

\$10 Q. M. Sergt. Spiers.....	37
8 Sergt. Major McKay.....	35
4 Capt. Panton.....	34
4 John McIntosh.....	34
4 Richard Rutledge.....	32
2 Geo. McKerlie.....	32
2 Capt. Johnston.....	31
2 A. Richardson.....	31
2 Capt. Appelbe.....	31
Thos. Bell.....	30

PRIZES FOR AGGREGATES.

Scores of first, second, and fourth matches highest possible score 120.

1st. Silver Badge of Ontario Rifle Association, Capt. Panton.....	99
2d Cup, Q. M., Sergt. Spiers.....	96
3d Cup, Capt. Applebe.....	87

—Milton News, Sept 30

ATHOLCOTT RANGE.

The annual rifle match of the 33rd Battalion took place at Atholcott Range, near Clinton, on Friday last. The weather was anything but favourable, a strong, cold wind sweeping directly across the range in fitful gusts, very annoying to the contestants and disastrous to many a good aim and promising shot. Considering this fact the scores, which at first appear small were very good.— Every thing went off quietly and well and the committee in charge, Major Cooke, of Goderich, and Major Murray, of Clinton, deserves credit for the manner in which they carried out the arrangements. Mr Joslyn, of Clinton provided luncheon on the ground in a highly satisfactory manner.

It will be seen that the entries are quite numerous, 206 in all and all the companies were represented with the exception of No 6 Co., of Exeter. The first match was for the Battalion cup, five members from each company. Five rounds were fired at 200 and 400 yard ranges, and we give below the best shots in each company, with aggregate scores made by the companies:—

BATTALION MATCH.

	Pts. by each Co.
Sergt. Wilson, No. 2 Co., Wingham.....	99
Sergt. Munro, 3 Seaforth.....	121
En. Proctor, 4 Clinton.....	87
Pte. Ainley, 5 Brussels.....	123
Serg. McDougall, 7 Porter's Hill.....	111
Serg. Balentyne, 8 Gorrie.....	123
Pte. Stewart, 9 Dunganon.....	114

Sergeant Munro made the highest score, winning the cup. A prize of \$1 went to each of the above named persons, except Sergt. Munroe who received \$3. No. 3, Co. held the cup last year. The next match was the

NON COMMISSIONED OFFICERS AND PRIVATES.

There were 33 entries; three shots at each

range, Pte. Smith won the \$20 prize given by Lieut. Col. Ross.

	Pts.	\$
Pte. Smith.....	17	\$20
Sergt. Wilson.....	16	11
Sergt. Munro.....	14	10
Corp. Roberts.....	14	9
D. McLean.....	14	8
Rands.....	13	7
Beard.....	12	6
H. McLean.....	12	5
Sergt. McDougall.....	11	4
Pte. Donaghue.....	10	3
Pte. McQuaig, Goderich Art'y.....	10	2
Sergt. Maj Scott.....	10	1

OFFICERS' MATCH.

There were 10 entries in this match; five rounds at 400 yards. The following were the winners:—

	Pts.	\$
Capt Sheppard.....	16	\$8
Lieut Crozier.....	16	6
Capt Wilson.....	15	4
Col Ross.....	14	2

NON COMMISSIONED OFFICERS' MATCH.

There were 20 entries in this match; three rounds at 400 and 600 yards.

	Pts.	\$
Corp Hazlewood.....	17	\$8
Sergt Wilson.....	15	7
Sergt McDonald.....	16	6
Corp Roberts.....	14	5
Corp D McLean.....	11	4
Sergt Bates, Goderich Artillery.....	11	3
Sergt Leary.....	11	2
Sergt McDougall.....	11	1

PRIVATES' MATCH.

Entries, 16; 300 and 400 yard ranges, three shots at each.

	Pts.	\$
Rands.....	19	\$11
W Wilson.....	18	10
Stewart.....	18	9
Jno Wilson.....	16	8
Ainley.....	16	7
Pound.....	16	6
A McDonald.....	14	5
Parker, Goderich Artillery.....	13	4
Donaghue.....	12	3
Henderson.....	12	2
H McLean.....	11	1

ALL COMERS' MATCH.

Entries, 46; three rounds at 300 and 400 yard ranges.

	Pts.	\$
Corp Hazlewood.....	20	\$7
Pte W Wilson.....	19	6
Sergt Maj Scott.....	19	5
Saunders.....	19	4
Pte Grassick.....	19	3
Muttart.....	18	2
P Wilson.....	18	1

THREE YEARS' SERVICE MATCH.

This was a very good match, some good scores being made. Entries, 36; three rounds at two ranges.

	Pts.	\$
T Bissett.....	22	\$9
Lieut Crozier.....	20	8
Col Ross.....	20	7
Ens Johnston.....	19	6
Sergt McDougall.....	18	5
Sergt A McDonald.....	18	4
Pte Pound.....	18	3
Pte Grassick.....	18	2
Corp Ainley.....	17	1

We congratulate Sergt Munro upon his success, and No. 3 company upon having for the second time sent a member who won the cup.—Huron Signal, Sept. 22.

KINGSTON RIFLE ASSOCIATION,

The annual competition in connection with this Association commenced at the Rifle Ranges, Barriefield, yesterday (Tuesday) morning, the opening shot, at 200 yards, being fired by Lieut. Colonel Jarvis, D.A.G., who scored a bull's eye. The sum of nearly \$400 in prizes was offered for competition by the Association, which was raised principally through the exertions of the Secretary, Dr. J. K. Oliver, Surgeon of the 14th P. W. O. Rifles. The number of competitors on any ground was considerably larger than on any previous occasion, several riflemen who had been competing at the Dominion Association's matches at Ottawa having on their way home remained over to take part. The following corps were represented on the ground: A Battery and 14th P.W.O. Rifles, Kingston; 47th, 48th and 49th Battalions of Infantry; 10th Royals, Toronto; Ottawa Garrison Artillery; Napanee Garrison Artillery; Kingston Field Battery; Prince of Wales' Rifles, Montreal; and the 50th Battalion, P. Quebec. Lieut. Wright, of the latter Battalion, who is competing, has just returned from Wimbledon, Major Cotton, of A Battery, was also on the ground. The markers were supplied by the 14th P.W.O. Rifles, and the same Battalion furnished the squad commanders, namely, Lieuts. Morton, Sands and Hinds. Lieut. Abrams, of the 47th, is Range Officer. Four tents were erected in the vicinity of the ranges, and a marquee tent for the refreshment department, was in charge of Mr. William Richardson. The day was favorable for shooting, and some excellent scores were made. The new system of marking was adopted, which is a decided improvement on the old one. The markers yesterday were quite close to the targets, protected by an embankment of earth covered with several feet thickness of plank. On each side was thick glass, through which the markers could see where every shot fired struck on the target, which they marked with a disc, the discs being of different colours so as to indicate the character of the shot. On the reverse side of the disc was a brush with which the mark made by the ball was whitewashed, thus keeping the target clean, making the marking comparatively easy. The targets under the new system are now arranged as follows: At 200 and 300 yards a circle of 40 inches diameter; at 500 and 600 yards a circle of 70 inches diameter; at 800 and 1,000 yards, 6 ft. by 12 ft. The divisions on the face of the target are, at 200 yards: Bull's eye circular, 8 inches in diameter; centre, 16 inches; inner, 28 inches; outer, 40 inches. At 500 and 600 yards; Bull's eye, 22 inches; centre 38 inches; inner, 54 inches; outer, 70 inches. At 800 and 1,000 yards; Bull's eye, 3 ft.; centre, 4 ft 6 in; inner square, 6 ft.; outer, remainder of target, Bull's eye now count 5, centre, 4, inner, 3, and outer, 2. Marking is as follows: Bull's eye, white disc; centre, red disc; inner, black cross; outer, black disc; ricochet, R. The 800 and 1,000 yards ranges are not being used in this competition.

ALL COMERS' MATCH.

The first match entered upon yesterday was the All Comers, in which \$50 were offered in prizes ranging from \$10 to \$1. The ranges were at 200, 500 and 600 yards, any position, five rounds at each range, each competitor, there being upwards of 50, paying an entrance fee of 50 cents. The match was concluded about 4 o'clock in the afternoon. The following is the score of winners:

Sergt Hilton, 49th Batt.....	58	\$10
------------------------------	----	------

Lieut Wright, 50th Batt.....	55	8
Private F. Baillie, 47th Batt.....	53	6
Sergt Miller, 47th Batt.....	53	5
Private T. Flynn, 10th Royals...	53	4
Sergt. Major Strachan, 47th Batt.	52	4
Lieut. Peters, A Battery.....	51	3
Qr. Master Sergt Kincaid, 14th B.	49	3
Private W. Hume, 14th Batt....	49	2
Private Ross, 1st or P W O Rifles	48	2
Capt Byrne, 47th Batt.....	48	1
Capt Billie, 47th Batt.....	46	1
Sergt Walters, A Battery.....	45	1

KINGSTON RIFLE ASSOCIATION MATCH.

In this match the sum of \$75 in prizes was offered, ranging from \$10 to \$1, open to all members of the Association. Ranges 300 and 500 yards, five rounds at each. Entrance 50 cents. The entries were numerous. The following is a list of the successful competitors, their scores, and the prizes won:

	Total.	Prize.
Sergt T. Miller, 47th Batt.....	42	\$10
Capt Baillie, 47th Batt.....	41	9
Major Cotton, A Battery.....	39	8
Private F. Baillie, 47th Batt....	38	7
Capt Byrne, 47th Batt.....	38	6
Qr. Mr. Sergt Kincaid, 14th Batt	37	5
Lieut Peters, A Battery.....	36	5
Sergt A. Smith, 14th Batt.....	36	4
Sergt Major Strachan, 47th Batt.	35	4
R. McDonald, N. G. Art.....	34	3
Capt Holmes, A Battery.....	34	3
Sergt M. Baillie, 47th Batt.....	33	3
Sergt Walters, A Battery.....	32	2
Private Hume, 14th Batt.....	32	2
Private T. Flynn, 10th Royals...	32	2
Sergt W. Allen, 14th Batt.....	31	1
Pte. Ross, 1st or P.W.O.R., Mont	31	1

SECOND DAY.

The first match yesterday morning was the Carruthers' Match, in which \$50 were given for prizes by Mr. John Carruthers. The match was open to all members of the Association. The firing was only at one range, namely, 500 yards, 5 rounds. The following is a list of winners of prizes, and the scores made by them:

	Pts.	
Lieut. Wright, 50th Batt.....	30	\$10
Capt Byrne, 47th Batt.....	29	8
Br Beasley, A Battery.....	29	6
Sergt Roberts, A Battery.....	28	5
Sergt Wm Baillie, 47th Batt.....	28	4
Capt Baillie, 47th Batt.....	27	3
Private T. Flynn, 10th Royals,...	27	3
Private Hume, 14th Batt.....	27	3
Sergt-Major Strachan, 47th Batt....	26	2
Qr. Mr. Sergt. Kincaid, 14th Batt..	26	2
Lieut. Strachan, 47th Batt.....	26	2
Private Allen, 47th Batt.....	26	1
Master Gunner Creegan, A Battery, 25	25	1

NO. 4 MATCH.

This match was at the 400 and 500 yards ranges, 5 rounds at each, open to all members of the Association. The following were the winners:

	400	500	Yds	Tl	Pr
Lieut Wright, 50th Batt....	22	20	42	39	
Capt Baillie, 47th Batt.....	23	17	40	7	
Pt. Ross, 1st or P.W.O.R., M.	24	16	40	5	
Sergt-Major Strachan, 47th Bt	20	19	39	4	
Paymaster Strachan, 47th Bat	21	18	39	4	
Thos Woodhead, 14th Batt..	17	21	38	3	
Pte T. Flynn, 10th Royals...	18	19	37	3	
Sergt Swain, A Battery.....	21	16	37	3	
Pte Hume, 14th Batt.....	22	15	37	2	
Sergt M. Baillie, 47th Batt....	23	14	37	2	
Pte Hilton, 49th Batt.....	17	19	36	2	
Q.M. Sergt Kincaid, 14th Bat	18	18	36	2	
William Harmer, 47th Batt..	19	17	36	1	
Capt Byrne, 47th Batt.....	20	16	36	1	
R. McDonald.....	24	12	36	1	
Sergt Walters, A Battery....	16	19	35	1	

NO. 5 MATCH.

The firing in No. 5 Match was at 200, 500, and 600 yards, 5 rounds at each range. The names of the winners of prizes and their scores are as follows:

	200	500	600	Tl	Pr
	yds	yds	yds		
Sergt M. Baillie, 47th Bat.	21	21	12	54	\$9
Sergt Walters, A Battery	23	21	10	54	7
Capt Baillie, 47th Batt..	17	17	18	52	5
Q. M. Sergt Kincaid, 14th	21	13	17	51	4
Sergt Miller, 47th Batt.	24	15	12	51	4
Maat. Gun. Creegan, A B	20	20	11	51	3
Private Allen, 47th Batt.	19	22	8	49	3
Private F. Baillie, 47th B	21	19	8	48	3
Capt Byrne, 47th Batt..	22	18	7	47	2
Sergt A. Smith, 14th Bat	17	17	7	41	2
Ensign Conley, 1st Font.	13	17	10	40	2
William Harmer.....	16	14	10	40	2
Hosp-Segt T. Rawson, 14th	21	15	4	40	1
Lieut Peters, A Battery.	20	11	8	39	1
Br. Beasley, A Battery..	17	13	4	39	1
Sergt-Maj. Strachan, 47th	22	13	3	38	1

CONSOLATION MATCH.

The sixth and last match was the Consolation, for those who had not won prizes in any of the former matches. The first and second prizes were presented by Mr. John McMillen. The ranges were 300 and 400 yards, five rounds at each range. The following was the result:

	300	400	Tl	Prize.
	yds.	yds.		
Lieut. Rogers, 14th Bat.	18	20	38	\$6 00
Lieut. Morten, 14th Bat.	16	21	37	4 00
Br. Monroe, A-Bat'y...	12	21	33	3 00
Sergt. Bramah, A Bat'y..	15	18	33	2 00
Pt. Johnson, 14th Bat...	17	16	33	1 00
R. Dowler.....	17	16	33	1 00
Q. M. Sergt. Hora, 47th				
Bat.....	3	23	26	1 00
Lieut. Wilmot. K.F.B....	7	18	25	1 00
D. A. McDonald, 14th				
Bat.....	8	13	21	50
Fred. Reese.....	9	4	13	50
Capt. King, M. S. Dep...	9	3	12	50
Capt. Gordon, 14th Bat.	4	4	8	50

The matches were finished yesterday afternoon, which concluded one of the most successful meetings the Association ever held. Lieut.-Col. Jarvis, D.A.G., took a great interest in the competition, and was one of the most liberal subscribers (\$25) to the Association's funds. Lieut.-Col. Kerr, of the 14th, President; Dr. Oliver, Secretary, and the officers of the Association are to be congratulated upon the successful character of the meeting, the competitors from a distance expressing themselves well satisfied with the arrangements, which were most complete. The weather throughout was favourable. All the prizes were paid before the winners left the ground.—*Kingston News*

RIFLE CONTEST.

The Lennox and Addington Rifle Association matches took place last week.

The matches were opened by Lieut.-Colonel Fairfield. The winners in the All Comers match are:

Paymaster Strachan, Kingston.....	\$8
Sergeant Strachan, Kingston.....	7
James Loyat, Tamworth.....	6
R. McDonald, Napanee.....	5
Captain Hooper, Napanee.....	4
Q. M. Sergeant Kincaid, Kingston.....	3
H. Ruttan, Kingston.....	2
Lieut. Coburn, Belleville.....	1

In the Association Match, which began the second day's shooting, the prizemen were as follows;

Captain Fairfield, Ernesttown.....	\$9
R. McDonald, Napanee.....	7
Paymaster Strachan, Kingston.....	5
J. F. Johnston, Kingston.....	4
Lieutenant Coburn.....	4
Q. M. Sergeant Kincaid, Kingston.....	2
Dr. Ross, Odessa.....	1
And in the County Match:	
Dr. Ross, Odessa.....	\$10
R. McDonald, Napanee.....	8
W. H. Hooper.....	7
A. Kimmerly.....	6
Captain Booth, Odessa.....	5
Lieutenant Abrams.....	4
Fred Cheneock, Napanee.....	3
Lieutenant Cox, Enterprise.....	2
D. Hinch, Camden.....	2

The party making the highest aggregate score in the last two matches became the holder of the Daley prize and the second highest the silver cup presented by F. W. Smith. The former was won by Mr. R. McDonald; of the Tighborne House, and the latter by Dr Ross, of Odessa.

The last match open for Volunteers residents of the County, took place on Saturday morning:

Captain Amey, Ernesttown.....	\$8
F. Bartlett.....	7
Ira Dawson.....	5
George Loyst.....	4
Captain Fairfield, Ernesttown.....	3
D. Amey.....	3
Jos. Loyst.....	2

ARTILLERY INSPECTION AND PRACTICE.

The Chatham Battery of Artillery, commanded by Major Gillespie, which is now performing its annual drill, was inspected on Wednesday last by the Deputy Adjutant General, Lt.-Col. Maunsell, and Lt. Col. Jago, Asst. D. A. G. of Artillery, quite a large number of spectators being also present. The most attractive part of the exercises was the gun practice. The gun used was a 24-pounder with an 8lb charge and the range 1240 yards. The shots made by the different members of the Battery were as follows:

No. of shot.	Name.	right or left.	over or under.
1	Sergt. W. Johnson,	1 line	100 yds. u
2	" " " "	15 ft. r.	direct
3	Gun. W. Steel,	15 " l	80 yds. u
4	" T. Alexander,	4 " r	40 " o
5	" Jas. Reynolds,	3 " r	80 " o
6	" G. Morris,	9 " r	100 " o
7	" D. Pattison (hit)	2 " r	5 " u
8	" B. Morris,	6 " r	100 " o
9	" R. Gibson,	8 " r	10 " o
10	" G. Lyons,	line	15 " u
11	" W. McLaughlin,	line	50 " o
12	Sergt. A. Hays,	line	50 " o
13	Gun. G. Kedy,	5 ft. l	15 " o
14	" Jas. Ferguson,	8 " r	30 " u
15	" T. McAdam,	line	50 " u
16	" Jas. Morris,	line	10 " o
17	" W. England,	16 ft. l	50 " o
18	" E. Wilson,	12 " l	80 " o
19	" B. Sheppard,	6 " r	100 " o
20	" G. Vaughan,	8 " l	100 " o
21	" D. Bell,	12 " r	80 " o
22	Sergt. W. Gunn,	line	50 " o
23	Gun. W. White,	15 ft. r	50 " o
24	" J. Thompson,	line	15 " o
25	" A. McArthur,	20 ft. r	10 " o
26	Corp. D. Allen,	line	70 " u
27	Gun. S. Copping,	6 ft. r	10 " o
28	" A. Williston,	line	50 " u
29	" E. Sweet,	9 ft. l	100 " o
30	" M. McLeod,	10 " r	50 " u
31	Corp. M. May,	line	60 " o
32	Gun. J. Sutton,	16 ft. r	20 " o

33 " M. Mill,	20 " r	60 " o
34 " W. Cobb,	line	50 " u
35 Lieut James Fraser,	line	80 " o
36 Major T. Gillespie,	6 ft. l	50 " u
37 Gun. John Welsh,	4 " r	20 " o

The above fired round shot. Sergt. Major Hughes and Sergt. C. Gunn fired a shell each, and Lieut. Fraser fired a round of case, the several shots being quite effective. Sergt. Major Hughes acted as instructor, and the inspecting officers expressed themselves gratified with the proficiency of the Battery in both drill and practice.

The following prizes were given: Lt. Col. Jago, \$5; Major Gillespie, \$3; Lt. Fraser, \$2. —*St. Lawrence Advance.*

RIFLE MATCH.—A rifle match between teams picked from the eastern and western ends of this city, took place at the Rideau range on Saturday last. The game was a very interesting one, and resulted as follows:

		EAST.			
		200	300	500	Tl.
		yds.	yds.	yds.	
Pte Johnston.....		21	21	18	60
Lt. Harris.....		28	18	19	56
Gunner Morrison.....		21	15	16	52
Corpl. DesLaurier.....		18	18	15	51
Corpl. Reardon.....		17	18	14	49
Capt. MacPherson.....		18	10	19	47
Ensign Graburn.....		20	14	11	45
Mr Langton.....		19	12	6	37
Lance Corpl. Carroll.....		17	12	8	37
		169	139	126	434

		WEST.			
		200	300	500	Tl.
		yds.	yds.	yds.	
Sergt. Clayton.....		21	17	19	57
Sergt. Sutherland.....		20	16	20	56
Pte. Symes.....		19	15	15	49
Capt. Todd.....		23	15	10	48
Capt. Walsh.....		20	9	16	45
Pte. Newby.....		19	12	12	43
Mr. Booth.....		20	6	11	37
Mr. Goodeve.....		12	13	9	34
Pte. Haldon.....		15	8	11	34
		169	111	123	403

The Turkish Army.

At the present juncture of affairs in the East the condition of the Turkish army is of more than ordinary interest. For the past thirty years the principal of compulsory service and the organization of a solid system of reserve have existed in Turkey; but they have never been seriously put into practice. The Turkish military service is of twenty years duration, viz, four years in the line, two in the first reserve, six in the second reserve, and eight in the Landstrum. But although the Turkish Empire has a population of thirty-six millions, the army is recruited from amongst the eighteen millions of Mussulmans, whilst the other eighteen millions, composed of Christians, Jews, etc., are, on paying contributions, exempted from service. The reason given for this is that the Turkish Government does not consider the non-Mahometan portion of the population worthy of bearing arms; the real motive would however, appear to be that it fears to confide military weapons to a class of the inhabitants which has always shown itself ready to revolt whenever an occasion should present itself. The Turkish army is at the present moment divided into seven corps, the respective headquarters of which are at Con-

stantinople, Schumla (on the Danube), Monaster, Erzerum (Asia Minor), Damascus, Bagdad, and Yemen, in Arabia. The army numbers thirty nine regiments of the line, two regiments Bosnians, a regiment from the Greek frontier, another from the Servian frontier, thirty battalions of riflemen, and two battalions in the Herzegovina. The cavalry is composed of twenty-seven regiments besides a regiment mounted on camels. The artillery is composed of seventy-five batteries, with 450 cannons. As the reforms introduced only date from 1869, the cadres are far from being completed. At the end of last year the Turkish army, on a war footing, was composed as follows:

	Men.
Active Army.....	203,700
First reserve.....	105,600
Second reserve.....	24,000
Gendarmery.....	32,000
Territorial army.....	120,000
Irregular troops.....	80,000
Egyptain auxiliaries.....	50,000
Total.....	586,100

The Turkish infantry is for the greater part armed with breech-loading rifles. As regards the morale of the force thirty-five years ago, Field Marshall Count von Moltke paid a lengthened visit to Turkey, and afterwards published the result of his researches in his "Letters on the East." He went through the campaign with the Turkish army against the Viceroy of Egypt, Mehemet Ali, and was present at a battle in which the Turks were beaten. The celebrated strategist wrote at the time those remarkable words which appear to be true even at the present day:—"The struggle amongst these people lasts only a few hours; the first shock of arms is decisive. There is no time to employ large reserve forces and from the commencement of the action they operate with the great mass of their troops, and risk all by the first blow." According to the opinion of German military men, who are thoroughly acquainted with the situation in Turkey, the insurrection in the Herzegovina will necessitate the employment of much more considerable forces than the Turkish Government might be tempted at first to believe. All the Turkish horsemen are supplied with revolvers; the lances are very long with a four-cornered point; the swords are curved, light, and render but little service. The artillery is partially bronze and partially steel, charging at the breech. The cannons are generally of small calibre, and are carried by the mules or elephants, for, generally speaking, the roads are almost impracticable. The Turkish soldier attaches much more importance to his appearance and dress; every thing else is indifferent to him. In olden times they performed prodigies of valour, for they were commanded by intelligent officers and were animated by a desire of conquest and excited by religious fanaticism. But times have greatly changed. The moderate use of tobacco, the sensual life of the men, and the lethargic existence of the women and the mothers, have produced a generation of men singularly effeminate—a generation which has preserved the appearance of strength and an imposing stature, but which possesses neither the elasticity and resistance nor the physical and moral force of the ancient Turks.

The Great Powers have addressed a note to the Servian Foreign Office, informing the ruler of that Principality that they will not prevent the invasion of his territory by the Turks, if he permits his subjects to provoke an attack.

DOMINION OF CANADA.



MILITIA GENERAL ORDERS.

HEAD QUARTERS,

OTTAWA, 8th October, 1875.

GENERAL ORDERS (26).

No. 1.

ACTIVE MILITIA.

*Inspection of repairable and unserviceable Articles of Artillery.*

Articles reported upon by Captains of Batteries of Artillery as repairable or unserviceable, are to be inspected by a Board of Officers, to be composed of an Officer of the Battery, the Brigade Major of the Division, and the Inspector or Assistant Inspector of Artillery of the Province.

The board to assemble on notification of the Inspector or Assistant Inspector of Artillery that such an inspection is necessary.

The opinion of the Board is to accompany the requisition to repair or replace articles reported upon.

No. 2.

PROVINCE OF ONTARIO

*1st Battalion Governor General's Foot Guards.*

To be Lieutenants :

Ensign Gerald H. Bate, V. B., vice Patrick, promoted.

Ensign George R. Major, V. B., vice Todd, promoted,

Ensign Christopher Graburn, V. B., vice McLeod Stewart, whose resignation is hereby accepted.

To be Ensign provisionally :

Frederick White, Gentleman, vice Bate promoted.

*22nd Battalion "The Oxford Rifles."*

*No. 8 Company, Lakeside.*

The resignation of Lieutenant William Allan Ingraham is hereby accepted.

*7th "Lambton" Battalion of Infantry, or "St. Clair Borderers."*

Paymaster Stuart A. Macvicar having relative rank of Captain, to have Honorary rank of Major.

To be Surgeon, from 24th January, 1873 :

Assistant Surgeon Archibald McLean, M.D.; vice Richard Weir, deceased.

To be Assistant Surgeon :

Anson Severall Fraser, Esquire, M.D., vice McLean, promoted.

PROVINCE OF QUEBEC.

*3rd Battalion "Victoria Rifles," Montreal.*

To be Lieutenant :

Ensign Francis F. H. Holloway, M.S., vice Hardman, promoted.

To be Ensigns :

Sergeant Charles E. A. Patterson, V. B., vice Morton, promoted.

Sergeant George A. Winks, M. S., vice Campbell, promoted.

Sergeant James Williamson, M. S., vice Abbott, promoted.

Corporal Francis Hankey, (provisionally), vice Hardman, promoted.

*6th Battalion "Hochelaga" Light Infantry.*

To be Ensign provisionally :

Samuel D. Stewart, Gentleman, vice Paxton, promoted.

PROVINCE OF NEW BRUNSWICK.

*74th Battalion of Infantry.*

To be Paymaster :

Quarter-master Samuel Gosline, vice Flewelling, resigned.

To be Quarter Master :

Daniel B. Armstrong, Gentleman, vice Gosline, appointed Paymaster.

To be Assistant Surgeon :

John H. Ryan, Esquire, M.D., vice George Augusta Harrison, left limits.

No. 3.

RESERVE MILITIA.

PROVINCE OF QUEBEC.

RETIRED LIST.

Major George Futvoye is hereby placed on the Retired List with the Honorary rank of Lieutenant Colonel, under the provisions of 32nd section of the Militia and Defence Act of 1868.

PROVINCE OF NEW BRUNSWICK.

REGIMENTAL DIVISION OF THIRD ST. JOHN.

*No. 1 Company Division.*

To be Captain :

Lieutenant John Polley, from late No. 2 Company Division of 2nd St. John Regimental Division.

To be Lieutenant :

Lieutenant James Robert Brown, from late No. 1 Company Division of 2nd St. John Regimental Division,

To be Ensign :

John Walker Godard, Gentleman.

*No. 2 Company Division.*

To be Captain :

Captain Alexander Duff, from late No. 1 Company Division of 2nd St. John Regimental Division.

To be Lieutenant :

Ensign Frederick Godard, from late No. 1 Company Division of 2nd St. John Regimental Division.

To be Ensign :

Samuel Rutherford Jack, Gentleman.

*No. 3 Company Division.*

To be Captain :

Lieutenant William G. Morrison, from late No. 3 Company Division of 2nd St. John Regimental Division.

To be Lieutenant :

Ensign Robert Wales, from late No. 3 Company Division of 2nd St. John Regimental Division.

To be Ensign :

James Saunders, Gentleman.

*No. 4 Company Division.*

To be Captain :

Samuel Strang, Esquire.

To be Lieutenant :

Ensign Comly Robertson, from late No. 3 Company Division of 2nd St. John Regimental Division.

To be Ensign :

Frederick Wiokham Street, Gentleman.

The above appointments to take effect from the 10th July, 1874.

Under the provisions of Section 32 of the Militia and Defence Act, 1868, Captain George F. Smith, late of No. 3 Company Division of the Regimental Division of 2nd St. John and formerly of the St. John City Rifles, is hereby placed on the Retired List with the Honorary Rank of Major, from the 10th July, 1874.

By Command,

WALKER POWELL, Colonel,

Adjutant General of Militia,

Canada.



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## The Volunteer Review,

AND

### MILITARY AND NAVAL GAZETTE

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

OTTAWA, TUESDAY, OCTOBER 12, 1875.

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

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

The following account of the loss of H. M. S. *Vanguard* on Wednesday the 1st Sept., is taken from *Broad Arrow* of 4th:

"By a collision which took place in Dublin Bay on Wednesday, between the *Iron Duke* and the *Vanguard*, the last-named vessel has been sunk. Writing on Thursday, a correspondent thus describes the disaster, which it will be seen was fortunately unattended by loss of life:—The squadron left Kingstown at eleven o'clock in the morning for Queenstown. There was a slight fog, which increased as the day advanced, and shortly before one o'clock it became so dense that the vessels were not visible to each other, and the speed was slackened. The *Vanguard*, then steaming about seven knots, was nearly eight miles off Wicklow Head, and in order to avoid collision with a large sailing vessel put her helm hard a-starboard, the *Iron Duke* being about a cable's length astern. The bowsprit of the *Iron Duke* was dimly seen through the fog by those on board the *Vanguard* coming right on amidships. The watch immediately cried out, and orders were at once sent down to reverse the engines; but before this could be done the ram of the *Iron Duke* struck the *Vanguard* about four feet below the water line, and between the main and mizen masts abaft

the engine room, causing a great rent in the ship. The water tight compartment, however, kept her afloat for a time long enough to enable all hands to be saved. They owed their lives solely to the ship having been built in water tight divisions. The *Iron Duke* when the collision occurred backed astern, and lowered all her boats, and the officers and men did their utmost to rescue the crew of the *Vanguard*. Captain Dawkins was on the bridge of the *Vanguard* when the collision took place, and was the last to leave the vessel, displaying intrepidity and courage during the whole scene. The *Vanguard* sank in fifty-nine minutes after being struck, and in nineteen fathoms of water. The topgallant mast is alone visible. A strange part of the affair is, that although the accident occurred at one o'clock p.m. yesterday, two hours after leaving Kingstown, the other ships of the squadron proceeded on their voyage, unaware of what had happened. This, of course, was owing to the extreme density of the fog. The first news received in Dublin was at three o'clock this morning, when the *Iron Duke* returned to Kingstown Harbour and sent a boat ashore. She brought back 500 men, the entire of the officers and crew. The only property of the *Vanguard* saved was three boats, and the only living thing lost was a fine dog belonging to the captain. The damage to the *Iron Duke* consist of the loss of her bowsprit, jibboom, and all her headgear, including the scroll figurehead. Three men of the crew of the *Vanguard* are injured, but whether seriously or not has not, up to the present, been ascertained. On the ship sinking, which she did at once after the accident, the sick men were removed first in the boats of the *Iron Duke*, and the ship herself came along side the *Vanguard* as close as possible. The engine room of the *Vanguard* first filled with water, and the revolutions stopped. Captain Dawkins then called out to the men of his ship that if they preserved order all would be saved, but if there was any confusion all would be lost. The men stood along the deck in regimental order, and not a man moved until ordered to do so. Divers are coming from Cork to examine the sunken ironclad. The other ships have gone to Cork, and the *Iron Duke* lies at Kingstown in the Man-of War Roads, where her arrival and the news created intense excitement. Vice Admiral Sir W. Farleton, K.C.B., will return in his steam yacht, the *Hawk*, with artisans from Haulboyline in order to consider what steps can be taken to raise the sunken vessel. The *Vanguard* was a sister ship to the *Iron Duke*, *Invincible*, and *Audacious*. She was constructed in a private yard (Messrs. Laird's, of Birkenhead), and cost £350,000. She was launched in 1870. Her armament consisted of ten 12-ton guns and three 40-pounder Armstrongs, and her tonnage was 6034. Her engines were 800-horsepower nominal, but capable of being worked up to 3040-horsepower. She was protected by a belt of iron four and a half inches thick, and extending five feet below the water line. The collision occurred between the *Codlin* Lightship and the *Kish* Lightship, about fifteen miles from the anchorage in Dublin Bay. About one o'clock the look-out on the *Vanguard* noticed a large ship right in their course, a short distance ahead. The helm was at once put hard down, and the ship swung around. Almost at the same moment the bowsprit of the *Iron Duke* loomed through the fog, which hung heavily behind and before the *Vanguard* could clear, the *Iron Duke* dashed into her side with tremendous force, striking her transversely between the main and mizen masts on the

port side, and just abreast of the engines—in fact the strongest part of the vessel. The plough or ram penetrated a considerable distance into the vessel, which began immediately to fill with water between her double skin, the inner casing being also damaged. The engines were immediately reversed on board the *Iron Duke*, and she disappeared in the haze. On board the *Vanguard* boats were immediately ordered to be lowered. The *Iron Duke* again appeared in sight, and her boats were also lowered. The sick men of the *Vanguard* was first transferred on board according to seniority of station, the lower rank first, Captain Tandy and Captain Dawkins being the two last. The vessel heeled over to starboard, then righted, and gradually settled down by the stern, the upper gundeck bursting up as she disappeared. The only casualty heard of was that in lowering one of the *Vanguard*'s boats a sailor's fingers got jammed in some way, and two of them were taken off. After the accident the *Iron Duke* let go her anchors, and only reached the Man-o' war Roads at half past one this morning. The *Trinity* boat has gone off with the wreck-buoy to mark the vessel. She is lying in about eighteen fathoms of water, Kish Light bearing W.N.W. eight miles. Her royal masts being housed, the topmast heads are visible over water. The only things saved were three boats belonging to the *Vanguard*. In Kingstown this morning the greatest consternation prevailed, as the *Vanguard*, being stationed here, the majority of the married men's wives reside in the town, and the first news which arrived was that all hands had gone down with her. Commander Joseph M'Cullon, of the Revenue cruiser *Victoria*, was the first communicated with on shore, and he has been in attendance on the *Iron Duke* since.

Another correspondent who went on board the *Iron Duke* says:—"The rent made was exceedingly large; and the water poured into the hold in a perfect flood. The officers of the *Vanguard*, with a crew whose discipline the officers describe as sailor like and magnificent throughout, did various compartments of the ship. But nothing could withstand the deluge that began to permeate through every section. Throughout the catastrophe Captains Hickley and Dawkins themselves worked vigorously to get the men of the *Vanguard* aboard the *Iron Duke*, and within twenty minutes the whole of the 400 men were transferred. There was many a voluntary delay as individual sailors petitioned to make one more effort to secure chattel or keepsake hidden away below. But the orders, 'Come along, boys; come instantly,' were not only frequent, but stern. As the clocks on the *Iron Duke* were striking two the *Vanguard* went down. The depth hereabouts being fifteen fathoms, her two highest spars were left visible after she touched the rocks beneath. The *Iron Duke*, with more than 1000 hands on board, now lies in the Man-o' war Roads, Dublin Bay. As the *Vanguard* lies in the centre of a busy channel, every effort must at once be made to destroy her hulk. A court martial will be held."

With the view of not prejudging the case in advance of the official inquiry which is pending, we shall say nothing of the tactical dispositions that led to this accident.

Already steps have been taken in this direction—a contemporary has the following paragraph:

"On Tuesday (14th Sept.) afternoon, an order from the Lords of the Admiralty was received by Sir Henry Koppel, Port Admiral of Plymouth, directing him to assemble

court martial to try Captain Dawkins for the loss of his ship the *Vanguard*. Admiral Lord John Hay, second in command of the Channel Squadron, will be the President, the *personnel* of the Court being composed of the Captains of the Royal Adelaide, Triumph, Black Prince, Cambridge, Indus, Impregnable, and Resistance, with Admiral Chamberlain, Superintendent of the dock-yard. The trial will be held on board the flagship Royal Adelaide.

"It is not known yet whether any other officers of the *Vanguard* will be 'court-martialed' with Captain Dawkins or not.

"The Lords of the Admiralty will consider the nature of the evidence produced before they decide whether Admiral Tarleton, Commander of the Home Squadron, and Captain Hickley, of the Iron Duke, shall be put on their defence or not; but the best authorities regard the trial of the latter officer as the natural sequence to that of Captain Dawkins."

The following extract from a letter of one of the officers helps to convey some idea of the incidents attendant on the catastrophe, and if correct, shows that negligence had as much to do with it as mere accident:

"We arrived with the reserve squadron in Dublin Bay on Saturday morning, and I went on leave that afternoon to stay with some friends in Dublin. I came back on Tuesday, on which day there was a dance on board the flagship and a banquet on shore, with fire works, &c., in honor of the fleet. Wednesday was a lovely day, and at 11:30 a.m. we sailed for Queenstown. At 12, luncheon, and then a smoke. I finished my pipe about twenty minutes, to one, went into the wardroom, and said to Dr. Fisher, who was reading the newspaper, 'What a thick fog has suddenly come on!' Fisher went to look out of one of the ports, and cried out, 'My God, here is a ship right into us!' We rushed on deck, and that moment the Iron Duke struck us with fearful force, spars and blocks falling about and causing great danger to us on deck. The Iron Duke then dropped astern and was lost sight of in the fog. The water came into the engine room in tons, stopping the engines, putting the fires out, and nearly drowning the engineers and stokers. Amid all the danger one man connected with the engine room had the presence of mind to let the steam off, otherwise the enormous boilers would have burst. What the effect would have been God alone knows. The ship was now reported sinking fast, although all the watertight compartments had been closed. But in consequence of the shock some of the watertight doors leaked fearfully, letting water into other parts of the ship. Minute guns were being fired and the boats were got out. Unfortunately two boats were destroyed by the Iron Duke. None of the boom boats—that is, the big boats—could be got out as the stays, &c., had been carried away by the collision. At this moment the Iron Duke again appeared, lowering her boats and sending them as fast as possible. The sight of her cheered us up, as we had been frightened she would not find us in the fog in spite of the guns. The scene on deck can only be realized by those who have witnessed a similar calamity. The booming of the minute guns, the noise of the immense volume of steaming rushing out of the escape funnel, and the orders of the captain, were strangely mingled, while a voice from a boat reported how fast the ship was sinking. And fast she was sinking, too—six inches in fifteen minutes. A ship of such great size going down six inches in every quarter of an

hour is fearful; and the fact of her being an iron ship, with enormous guns, made it worse. I now went below, and superintended the transfer of the public records, books, &c., into the boats. After doing this I again went on deck, the water having reached 25 feet above the bilge. The order was now given for the men to get into the boats, and shortly afterwards I got over the stern into the boat with the books. I then came along side, and took as many men into the boat as she could carry, and went on board the Iron Duke. All hands were out of the ship by 1:35, about 40 minutes after the collision. The fog had now cleared off, and we all stood on the deck of the Iron Duke watching for the finale of the catastrophe. A little before 2 o'clock she heeled gradually over until the whole of her enormous side, to the keel, was above water. Then she gradually sank, righting herself as she went down, stern first, the water being blown from hawse holes in huge spouts by the force of the wind rushing out of the ship as her bows sank. She then disappeared from view. Our fellows were much saddened to see their home go down, carrying everything they possessed. We had been paid that morning, and most of the officers lost that in addition. Fortunately I had my pay and also my watch in my pocket. At 11 o'clock I was sent on shore in Dublin Bay, with despatches and telegrams, I drove eight miles to Dublin, and after two hours in bed, broke the news, to some of the officers' wives, and reported the disaster to the Lord Lieutenant. So you see I carried with me to Dublin the news which next day put Great Britain into excitement and consternation."

We copy in another column extracts from the *London Telegraph* in which the mere loss of the vessel is treated with a good deal of asperity of feeling—as if the whole prestige of England and her future safety rested on the particular vessel which has met her fate in such an inglorious manner. The loss is to be deplored, and if it can be traced to want of seamanship, it is a far more serious matter than the £ s. d., which the *Vanguard* has cost the British tax payer.

We also republish an account, from the columns of the English correspondence of a contemporary which truly points out that the loss of this vessel proves that in whatever particulars seamanship may have deteriorated under fanciful systems the discipline of the Navy is unimpaired, and the British seaman is no more likely to be excited on board a rammed iron clad than his ancestors were on board the old line of battle ship on fire near the magazine.

The *Times* has the following paragraph:

"The Iron Duke and the *Vanguard* were sister ships. They were double screw armour plated steamers, each carrying fourteen guns, and fitted with engines of 800-horse power. The *Vanguard* was of 3,774 tons, and the Iron Duke nearly the same. Each was constructed with the usual powerful ram, and each was built in water tight compartments. The ships therefore, were in every respect a fair match, and what occurred in the fog yesterday morning may be considered as the image of what is likely to come to pass whenever two such vessels meet in war. It is not the case of a small vessel overwhelmed by a great one, vastly higher and heavier than itself. The *Vanguard* was fairly sunk by a ship of its own size, exactly as it is contemplated by constructors that

ships should be sunk in action. The ram of the Iron Duke was involuntarily applied to its legitimate purpose, and made the precise "chasm" in the side of its consort that it was constructed to make in the side of an enemy. It is further to be observed that no great power was put forth. The fog was dense, the squadron had slackened speed, the *Vanguard* was steaming at the moderate rate of seven knots, and we may suppose that the speed of the Iron Duke was about the same. The *Vanguard* was launched only five years ago, and is therefore a specimen of a very developed type of naval construction. She is protected by armour-plates six and eight inches thick, and is in every respect one of the ships on which the nation would rely for the maintenance of its naval supremacy. But we find that a ship of precisely the same class running into her at a very moderate rate of speed is able to destroy her utterly. Iron armour-plates of enormous thickness, wrought by the most approved process, tested scientifically by years of experimental firing at Shoeburyness, are crushed like cardboard by that ram, impelled with the tremendous momentum of a vessel of 3,800 tons. The result is certainly what has been maintained from scientific considerations. The advocates of the ram have always said that the most powerful missile a vessel could direct against an enemy was itself, and that whenever a steam-propelled ship going at full speed could drive fairly into another vessel the latter would have little chance of continuing the action even if it did not go immediately to the bottom. The manoeuvre of the assailing vessel might be difficult or perilous; it might possibly do serious damage to the assailant; but, if successfully accomplished, it would be decisive. This anticipation has certainly been verified in the present instance. There can be no question of the efficiency of the ram as a weapon in naval warfare. This collision will confirm the idea which was suggested by the battle of Lissa, between the Austrian and Italian Squadrons, in 1866: "On that occasion the ships both iron and wooden, endeavoured to run down their adversaries, and the tactics of ancient war were revived. The Austrian line of battle ship Kaser, a wooden vessel, with Admiral Tegethoff on board, ran into the Italian ironclad *Ré d'Italia*, one of the finest vessels afloat, and the latter sank like a stone, with her whole crew of more than 600 men. The importance of these incidents in giving a probable notion of future naval war, and enabling us to prepare for it effectually, need not be dwelt upon. The fatal powers of a ship possessed of superior speed and armed with a ram which makes a gash in an enemy's iron plates below water line may be taken as an established fact, which no naval Power will neglect. In this respect the powers of attack surpass the means of defence. There is something which no protecting armour will resist, and against which, it would seem, superiority of tonnage or weight of metal will be of little avail. There is a weapon against which direct resistance is almost hopeless, the only hope being in a skilful evasion of the shock."

We do not agree with either the *Times* or *Telegraph*, as to the value of the lesson to be learned from the loss of the *Vanguard*, as regards the offensive or defensive powers of rams. If naval tactics are worth anything, if naval battles are to be fought with artillery, then the training of a naval officer must be so to handle his ship as to prevent the possibility of an adversary using the mo-

mentum of his vessel to accomplish what the *Iron Duke* accidentally effected—and it is worth while remarking that all the experience gained on this application of a very ancient naval weapon in its modern application has been the result of accident.

The battle off Lissa is no exception to the rule; the *Kaiser* would not have attempted or be allowed to ram a British vessel under similar conditions, and it affords no information beyond what was mathematically certain would be the result of forcing one body of great weight and velocity against another of less momentum. If naval actions in the future are to be determined by rams then the whole system of naval tactics must be revolutionized—guns are out of question—and we hold the sole lesson learned from the late affair is that rams must be kept out of the line of battle—simply because they are more dangerous to friends than foes.

Our contemporary the *Volunteer News* of 8th Sept., has an article on "Discipline Triumphant," which embodies the whole lesson derived from the loss of the ship.

We have to thank Colonel Rice of the United States Army for a pamphlet entitled, "Circular for the information of the United States troops armed with Rice's Trowel Bayonet." It is illustrated with engravings showing the Shelter-trenches as constructed and the different forms of the new weapon of which the following is the drill for "Shelter Trench and Pit Exercise":

#### INSTRUCTIONS FOR A BATTALION FORMING SHELTER TRENCHES.

"On approaching the line of the proposed Shelter-trench the battalion, if in column, must be deployed. If the battalion be advancing in line, it will be halted ten yards in the rear, and if retiring in line it will march ten yards to the rear of the proposed trench, wheel about by fours, and halt.

The battalion being halted near the position of the proposed line of Shelter trench, and the command being in line arms will be grounded or stacked.

The commanding officer will then command:

1. Prepare to form Shelter trenches.
2. March.

At the command *march* the battalion, if in one rank, or if in two ranks, the front rank only will step about four yards to the front in a continuous line—but it need not be straight—this being determined by the features of the ground so as to take advantage of any natural cover.

Officers and non-commissioned officers should be instructed to select quickly the most suitable positions for Shelter trenches,

- 1 Draw.
- 2 Bayonet.

At the command *bayonet*, the men will draw their bayonets by grasping the shank with the right hand nails towards the body, point of the bayonet downwards,

1. Commence.
2. Work.

At this command they will drop on the right knee as when in the position of firing, when kneeling throwing up as much earth and as rapidly as possible to their front in the following manner:

The soldier should dig a hole six or eight inches deep and about twelve inches in width across the top, scraping the earth out to his front, he should then thrust the bayonet into the ground from four to six inches towards himself, from the edge of the hole pressing it downwards, and working the bayonet from right to left so that the edge of the weapon will cut through the tough sod or other surface.

The blade of the bayonet being thus worked into the earth some six or eight inches it will be pressed forward (using both hands at the handle) thus breaking off large pieces of turf or other compact earth.

The soldier will work in this way moving backward until he has broken ground from three to five feet from the edge of the hole; he will then turn its face to his right, take the point of the bayonet in his left hand, and scrape all the loose earth to his left—the bayonet pointing from him, making therewith a parapet to the front. If the ground is such that after having thus worked backward some three or four feet the men are still in line, the odd or even numbers should be directed to turn to their right, and scrape the earth towards and upon the parapet; this, however, will depend upon the kind of soil in which the line may be working. A few trials will teach the men the best method of working and of aiding each other in different soils.

While the men in ranks are busy throwing up the earth the sergeants or file closers should be placing any available obstructions on the work to strengthen it, as logs, stumps, or fences, or may cut sods for loop holes, or collect branches to plant on the parapet for a screen, and if the trench be thrown up on grass, may cut turf to cover the parapet so that it may not be distinguished at a distance. If such materials be abundant enough to render it advantageous the rear rank or a portion of it, or if in one rank certain sets of fours or numbers may be directed to aid in this portion of work. In this way the intrenching would be carried on along the whole front with the assistance of all the soldiers.

The trowel bayonet requires the digger to work on his knees. This is but a slight drawback when the work is of short duration, and it is even an advantage when it is being carried out under the enemy's fire, as a man offers in this way a smaller mark for bullets and shrapnel; although but little used to earth works, infantry soldiers who have not worked long enough to get tired will attain great rapidity of execution, for it will be to their interest to get quickly under cover.

#### SKIRMISHERS MAKING SHELTER PITS.

Men skirmishing should be able to make cover for themselves. In most instances the men will only have to improve natural cover, but it may be necessary to dig small pits, and each should be for one set of fours or for one man only. In a few minutes he can in this way render himself almost entirely safe from the enemy's fire, and at the same time aim correctly, using as a rest either both his elbows or his left one only. After a little practice each man will soon ascertain the exact form of pit that suits him.

The depth need not be uniform but should be about ten inches, where the main body will be and about six inches in the other parts.

If time admits a small mound of earth may be built up on each side of the spot on which the barrel rests, in order to give cover to the head, or the parapet may be made thicker and the trench deeper. Natural cover should always be taken advantage of when possible, sometimes it will suffice of itself, sometimes it only wants a little improvement. It is a known fact that a well protected skirmish line can easily drive back a line of battle."

The practical value of the above instructions cannot fail to impress the mind of every man whose lot it has been to command soldiers in action. They have been reprinted for the amount of instruction they are capable of imparting on the subject of entrenchments, whether the soldier uses the Trowel bayonet or ordinary spade—the end in either case is the same, and we hope to see the practice adopted at our future autumn manoeuvres.

Our artillery readers will read the following extract with interest:

"A letter from Kiel in the *Cologne Gazette* says that some trials with Krupp guns which have been made on the shooting ground of the Krupp cast-steel factory at Dülmen, near Münster, have given great satisfaction in German naval circles. The object of the trials was to ascertain whether a greater effect is producible by the concentrated electric discharge of a broadside than by its being fired in the ordinary manner, by means of fuses. After the necessary experiments had been made to secure a simultaneous discharge by means of electricity, armour-plates of the strongest and best steel were procured from England at a cost of about 50,000 thalers and were made into a target consisting of front and back plates, with a layer of teak between them. The front plating was ten inches thick, the back plating six inches, and the teak eight inches, the whole target being five metres long and two high. Four 26 centimetre guns, three short and one long (representing a broadside of the newly built ironclad frigate *Kaiser*), were then placed in front of the target at a distance of 200 metres, in such a manner as to hit the angles of a square which was drawn on the target. The charge consisted of 4 cwt. of powder, and the four projectiles simultaneously discharged against the target weighed together 12 cwt. The effect of the discharge was tremendous. A large piece

of steel weighing about 30 cwt. was torn away from the outer plate, the layer of teak was smashed in, looking like a mass of saw-dust, and the heads of the exploded shells projected from the back plate, which was split and torn in all directions. The whole of the wooden scaffolding was loosened, and the bolts had started out of their sockets. All the officers present, says the correspondent, declared that a single concentric shot like this would at once place a large ironclad frigate *hors de combat*.

A correspondent of the *London Times* writes as if this experiment had decided the question of Cannon vs Cuirass in favor of the former—but a little consideration will prove the fallacy of the idea—because the conditions under which those experiments are carried on will hardly ever occur in action.

It is like testing the ultimate bearing strength of iron or wood with weights under the strain of which in motion the material would be hopelessly destroyed—and in no case can those guns be opposed on sea or land to any object represented by the section of target used.

The stereotyped conditions of all those experiments are to have the targets in such a position that the shot can strike at the most favourable angle of penetration; in actual practice such a thing would not happen probably once in ten thousand times.

Any person who has ever been at sea can fancy the conditions under which a simultaneous discharge of four pieces of artillery are "carefully trained on the angles of the same armour plate," could be effected, and they would come to the conclusion that the surface should be as calm as the waters in the docks at Wilhelmshafen, and the opposing frigate or floating battery perfectly motionless and upright—conditions not liking to be granted to the rising naval genius of the German Empire.

As to the conditions under which future naval engagements will be fought, we do not think they will differ materially from the experience of former years, though seamen and good artillerymen will decide as they have always done the issues. In the only case where the new German marine have had a trial their knowledge of seamanship was not conspicuous; we mean the action off Havana during the late war.

We have to acknowledge the receipt of No. LXXXI. Vol. XIX, of the "Journal of the Royal United Service Institution," which contains the following articles:—Scientific Instruction in the Navy; The Intelligence Duties of the Staff abroad and at home; The Macomber Gun; A Warning Voice from the Spanish Armada; On Military or Strategic and Refuge Harbours; On Harbour Defence; Delineations of some Minute Sea Surface Animals."

The latter accompanied by a couple of beautifully coloured plates illustrating the forms of those microscopic animals.

We have reviewed nearly all the papers

in this number and reprinted that on the Spanish Armada—around which no ordinary interest now centers—because the author of "The Military Forces of the Crown" states at paragraph 86 of his able "memorandum" that at the opening of our last great Continental War "Mr. PITT had time to draw up his defensive measures after a three months search into the records of the *Spanish Armada*"—a fact not only curious, but instructive, and General COLLINSON has enabled us to judge of the practical value of the lesson which that record affords us with all our presumed and actual advantages over the people of that period.

We have also to thank the Librarian of the Royal United Service Institution for a copy of a lecture on the "Seamen of the Fleet and how the employment of marines afloat in peace time affects them," by Capt. J. C. WILSON, R.N., and for many similar favours by which our readers have materially benefited.

### CORRESPONDENCE.

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

(FROM OUR OWN CORRESPONDENT)

GRANBY, 6th Oct., 1875.

DEAR SIR,—In the report sent you of the strength of the late Camp of Instruction at Granby, a great and unaccountable oversight occurred in the omission of the gallant 60th Regiment under the command of Colonel Rowe. This corp contributed very much to the enjoyment of the camp and the inhabitants of Granby in general, by the frequent musical performance of their splendid band, who gained much praise at the concert given by them in Granby village, and also at the "Old Folk's Concert," by the ladies of Granby previous to the breaking up of the Camp on the 17th ultimo. I trust Col. Rowe and the officers of the 60th will consider I have now made the "amende honorable." X.

HALIFAX, September 13, 1875.

To the Editor of the VOLUNTEER REVIEW.

SIR,—Your very communicative Halifax correspondent is of course with the best intentions again somewhat in error in his facts in his letter of the 24th August. It has been unfortunate for all—including the readers of your paper, that your correspondent's pressing, private, and professional engagements prevented his obtaining a staff appointment at De Bert Camp, had he received an appointment all would have been satisfactory, and his zeal for the service and success in keeping up his own company particularly, would mark him out as a suitable person for such a service. Curiosity has led me to inquire into the particulars of some of the officers whose appointments he attacks, with the following results:—Major

Yeomans commanded a volunteer company from 1862 to 1866, and was then promoted a Major in the Regular Militia, and when the Nova Scotia Militia was broken up in 1869 was appointed to organize the Reserve in his County. He has been the Range Officer of the Provincial Rifle Association since 1866 and is probably as competent an officer for that purpose as ever took charge of a Rifle Range, at least, such is the general opinion of our Volunteers. Robert Christie served as Major in the Regular Militia from 1862 to 1869, and when his Regiment was broken up enrolled himself as a private in a Volunteer Company to encourage the organization. He was recommended for a Lieutenantancy in his company some time before camp training, but the letter containing the recommendation was through a post office blunder sent to England. Mr. J. H. Anderson also referred to has, as stated by you, qualified at a military school, although your correspondent has discovered negative evidence to the contrary, and was selected and nominated for appointment to the 63rd Battalion some little time before camp training, but his recommendation was detained at Regimental Head Quarters, awaiting a complete list of the promotions in the Battalion. Your correspondent's shots are of the nature of a ricochet—they stir up a tolerable cloud of dust, and lead him to fancy he has made a hit, but he won't get any credit for it.

Yours,

SOUR GRAPES.

NOT PREJUDICED.—"Mark Twain" found it necessary to give a description of an acquaintance, once and especially desired that nothing in his description should be understood as indicating prejudice against the subject—he should endeavour to confine himself to bare facts; and this is the array of facts:—A long-legged, vain, light-weight village lawyer, from New Hampshire. If he had brains in proportion to his legs, he would make Solomon seem a failure; if his modesty equalled his ignorance, he would make a violet seem stuck up; if his learning equalled his vanity, he would make Von Humboldt seem as unlettered as the back side of a tombstone; if his stature were proportioned to his conscience, he would be a gem for the microscope; if his ideas were as large as his words, it would take a man three months to walk around one of them; if an audience were to contract to listen as long as he would talk, that audience would die of old age; and if he were to talk until he said something, he would still be on his legs when the last trumpet sounded; and he would have cheek enough to wait till the disturbance was over and go on again."

The mission of the Black Hills Commission is likely to prove an entire failure—the savages trying to exact from the United States Government the most ridiculous and unreasonable concessions. There is every indication of an Indian outbreak, should the Washington authorities attempt to take forcible possession of those regions.

Judge Gilbet, of the Supreme Court Brooklyn, N. Y., has decided that the Board of Education has a right to exclude colored children from the schools set apart for white children.

### THE PINE AND THE WALNUT.

A mile or so from the gray little town  
Of Newcastle, perched like a gull by the sea,  
On the Kittery side—where the banks shelve  
down

To the lovely river's golden brown—  
There towered, long since, an old pine tree.

And across the stream, in a right bow-bow—  
Like a sentry guarding the ruined fort—  
Was a large-limbed walnut, where the kite  
Huddled together in shadow and shine,  
Nibbling the herbage, spars and short.

Summer and winter those brave old trees  
Watched the blue river that slipped between—  
Leaned to the sunshine and drank the breeze,  
Clothed like emperors, taking their ease,  
Now in ermine and now in green.

Many a time when I was a lad  
I drifted by with suspended oar,  
The wind in the walnut seemed so sad!  
But ah! what a blustering voice it had  
In the rugged pine on the other shore!

And often in restless slumbers tost  
I seemed to be drifting down the tide,  
Hearing the strident wind as it crept—  
To die away like a murmuring ghost—  
In the drooping boughs on the other side.

Perhaps 'twas a boyish fantasy—  
The dream of a dreamer, half-afraid—  
That the wind grew sad in the walnut tree,  
But surged through the place like the surging sea,  
With a sound of a distant cannonade!

Only a fantasy! Who can tell?  
But I think 'twill haunt me to the end,  
Seeing what curious things befall  
The walnut tree, and the pine as well—  
For they went together, friend and friend.

From a sullen cloud broke war at last,  
And a grim sea-dog of the quarter-deck  
Took the giant old pine for a mizzzen-mast;  
In the flame of battle his spirit past,  
And the mizzzen dragged by the shattered wreck.

With the Union Jack across him laid,  
They bore him back to the town by the sea,  
The guns at the yard his requiem played,  
And the Admiral's coffin, it is said,  
Was shaped of the planks of the walnut tree.

### The Loss of the Vanguard.

At the best we have here lost from the strength of the national fleets—at a time, too, when we can ill afford it—one of the grandest and finest war ships which her Majesty owned. The Vanguard, like the Iron Duke, her sister, who has caused her death, was in the fifth class of the Navy according to build, but in the second as regards cruising and fighting force. The four turret ships of the Devastation type in the first category are more powerful, but not cruisers; the rams of the next stand altogether apart; the nine mastless turret vessels of the Gorgon pattern belong to a third division, and are for coast defence only. Then come the first-rate rigged ships of the Monarch and Sultan model, of which only three are completed, and after these what may be styled the main line of our naval power, consisting of the Bellerophon, Audacious, Invincible, Iron Duke, Swiftsure, Triumph, and yesterday we might have added the Vanguard. These are all more or less alike, and may be described by depicting the lost man-o'-war. Over six thousand tons in burden, with engines of 5,313 horse power, she was clothed in thick armour plates increasing at the water line, and could work her machinery to fourteen knots. She carried ten 12-ton guns on her broadsides, and could sail as well as steam, being altogether a fighting vessel equivalent to a whole half dozen of the Lord Warden, Hector, or resistance classes; or even of those represented by Achilles and Minotaur. In fact, the Vanguard was one of the eleven best ships we had for foreign naval warfare; and the Admiralty could not have mustered more, we grieve to say for any real line of battle duty abroad. Now, we have only ten available ironclads, counting

the Devastation; and the heavy percentage of national strength lost is due to the miserable event of ramming one of our best ships into another, and that, too, while sailing in company! It is too shocking, ridiculous, and ruinous. The Wicklow herring boats can work in a fog without running each other down, but here is her Majesty's squadron a few hours out of harbour, the course laid, the perils known, the vessels under full command; and yet we must show Europe such a lubberly spectacle as this of one British man of war successfully ramming the other and sending to Davy Jones half a million of the nation's property, and more, far more than the money's value, if we only bethink ourselves what the Vanguard might have been worth at a pinch in distant waters. Ironclads take a very long while to build and equip. The Alexandra, launched early in the spring, and now worked upon night and day at Chatham, cannot be commissioned for a whole year yet. It will, indeed, take a great interval of valuable time, besides the cost, to replace this man-of-war, which was a new vessel in 1870; and, remembering all these serious considerations, it is impossible not to ask whether the age of iron-mongery in our fleet has not affected the skilful and careful seamanship which, in Nelson's day, never threw a ship away except when victory demanded the sacrifice.

One expensive lesson may be gleaned from the calamity—we see again the awful efficiency of the ram as an engine of war. The Iron Duke possessed an *eporon* or underwater spur, like her unfortunate sister and victim, and this terrible weapon, driven but at half speed, goes through the side of the great plated ship, in spite of her belt of eight inch iron, and sinks her, the bulkheads notwithstanding, within forty-five minutes. When we put the unfortunate demonstration side by side with the example of the Ferdinand Max running down the *Re d'Italia* at Lissa, we see plainly how much future naval battles must depend upon the employment of the stem. It becomes also equally clear how weak even the very strongest fighting ships are in the bilge, though it may be doubted whether any plating that is carried would have resisted the spur of the Iron Duke. Notable, too, is the extremely slight damage which the assailing vessel has sustained in this untoward experiment. The Iron Duke backed out of the fratricidal encounter with nothing injured except her stem piece and head gear; her bolt-erit, jibboom, and figure-head were broken away—that was almost all the extent of her dilapidations. But we have really no heart at present to draw from such a calamitous occurrence the scientific conclusions to which it points. We can only regret with patriotic pain the hapless—the suicidal—loss of one of the nation's noblest fighting ships, for lost she is; the chance of raising such a vessel from the deep watery tomb where she lies is next to none. It only remains now to push forward our incomplete vessels with all the more energy, and institute the most careful and searching investigation into the circumstances of the disaster. At present, we grieve to say, our ships are wasting away by rust and blunders faster than we are building them.—*Telegraph*.

### THE LOSS OF THE VANGUARD.

A profound sensation has been caused by the running tour of the Vanguard, and copious details appear in the London journals, with editorial comments, of which we give an abridgement. It appears that the squadron were proceeding from Dublin to

Cork, and when about half way became enveloped in a fog. As they were slowly steaming along off the Wicklow Head a large sailing vessel was described approaching, and the Vanguard altered her course with a view to avoid a collision. The Vanguard obeyed the helm, when the bowsprit of the Iron Duke, which was about a cable length astern, was faintly observed pointed right amidships. The alarm was immediately raised, and the order to reverse engines was given; but almost at the same moment, before the engines could be got into effective play, the ram of the Iron Duke struck the Vanguard about four feet below the water line, between the main and mizzen mast, and made a great chasm in her side. Had it not been that the Vanguard was built in water tight compartments her doom would have been instantaneous, but owing to this circumstance she was kept afloat for nearly an hour, and in that time the safety of every one on board was secured. When the terrible fact of the collision was known the Iron Duke put back and immediately lowered all her boats, and her officers and crew exerted themselves with the utmost energy and zeal to save the crew of the Vanguard. The Vanguard sank in fifty nine minutes in nineteen fathoms, and the topgallantmast alone is now above water. The other ships of the squadron continued their course to Queenstown, apparently unaware of the calamity which had happened. The Iron Duke returned to Dublin bay at three o'clock the same morning and sent a boat ashore to communicate the unwelcome tidings. She brought with her all the officers and crew, numbering altogether 500 men. She sustained no injury beyond the loss of her bowsprit, jibboom, her figure head and their gear. Three of the Vanguard's crew sustained injuries; all the property on board was lost, except three boats. The news of the occurrence was spread with electric rapidity, and produced a profound impression. It was only a few hours previously that the appearance of the ships inspired a sense of pride and almost of awe at the tremendous power which they seemed to embody, and the last thought which was likely to strike the mind of an observer was that in an instant the strength which every means had been used to render irresistible should have received a fatal shock. After the shock of the collision, the ships recoiled and separated, but the effect was at once perceptible. The shattered ship began instantly to feel the surging through a terrible gash in her side. The emergency was urgent, and every nerve was strained to save the lives of those on board. Had a heavy sea been running at the time, and had the Iron Duke lost sight of her colleague, the fate of every one on board—over 300 men—would have been inevitably sealed. Hardly had the anxious task of rescuing the crew been accomplished, and the last man of the Vanguard been received on board the Iron Duke, when the disabled vessel whirled round two or three times, and then suddenly sank in 19 fathoms of water. The spirit of both crews was severely tested in that trying hour, when the hearts of many who would not quail at the sight of an enemy might have sunk within them at the prospect of such a doom as seemed almost inevitable. The discipline and courage of the Service were never more admirably proved. The Iron Duke is a double screw armour-plated ship, 3,781 tons burden and 800-horse power, armed with 14 guns. The Vanguard had also 14 guns, and was of the same class in strength and power as her consort. She was only 13 tons less in tonnage. The total number of her officers and

men was about 360. She was built in Birkenhead by Messrs. Laird, and cost £252,900, but with all her fine fittings and property on board her value is estimated at £550,000. She is a sister ship to the Defence and Iron Duke. She was to have been stationed in Fleetstown for the defence of the harbour. The ram of the Iron Duke struck the joint bulk-head of two watertight compartments, causing the sea to enter in through the windows of the captain's cabin, thus depressing the stern of the Vanguard. Captain Hickley, the navigating lieutenant, is an officer of great experience. So prompt and active were the efforts to rescue that the hands were all transferred on board the Iron Duke in little more than half an hour. When the collision occurred an artificer, at the imminent risk of his life, ran down into the engine room, and let off the steam. But for this a terrible explosion would have occurred, and destroyed probably the lives of all on board. Had the Vanguard not ported her helm, to avoid a barque in her way, she must have run the latter down, and thirty or forty lives would have been lost. The men stood along the deck in regimental order, and not a man moved until ordered to do so. The only casualty heard of was that in lowering one of the Vanguard's boats a sailor's fingers got jammed in some way, and two of them were taken off. Had it been nighttime the loss of life would have been awful. As the Vanguard lies in the centre of a busy channel every effort must at once be made to destroy her hulk. A court martial will be held. Never was there a finer display of discipline and seamanship shown on board any vessel of the British navy than on this occasion. The ram had struck the Vanguard, and made a huge aperture in a position that rendered it utterly impossible to save the ship, inasmuch as the water flooded the engines, put out the fires, and the pumps could not be got to work. The greatest order and discipline prevailed on board both the iron-clads—the injured and the injurer. With the lives of 527 men at stake on board the Vanguard, the first thing done was to get the sick into the boats, and this was accomplished with the order and discipline of true British seamen. The sailors and marines were as cool and as steady as if their gallant old ship was safely moored in Kingstown harbour, where she had been safely stationed for many a day, and none would have thought from the demeanour of the sailors that she was fast lowering into the deep from under their feet, and that a watery grave threatened them. The boats of the Iron Duke and Vanguard plied rapidly between the two vessels until all the officers and crew of the ill-fated Vanguard were safe aboard the Iron Duke, the captain (Captain Dawkins) being the last to leave his vessel. No woman had been allowed to sail with the fleet, a circumstance which no doubt facilitated the escape of the officers and crew. The conduct of the men was magnificent, eminently that of genuine British "tars." Hanged along the deck, they stood in perfect silence and calmness while their weak and helpless sick comrades were being removed from their berths and transferred to the boats with a carefulness which was remarkable, not until the signal was given did one amongst them attempt to break the ranks, looking more like soldiers on parade than men waiting to be rescued from death. When all the weak and helpless had been removed, and the order given for the crew to take to the boats, which were ranged alongside, there was no rushing or

fighting, but in the order in which they were called the men stepped out from the ranks—the lowest in rank first, and so on up to the officers in command, and not until the last man had left the vessel did Captain Dawkins and Commander Tandy quit their posts. Great regret was felt for the loss of the captain's dog "Jack," a favourite with all on board, whom it was found impossible to save.

#### DISCIPLINE TRIUMPHANT—GREATER THAN A BATTLE WON.

On Wednesday last, as we were preparing for press, a catastrophe and a triumph was being enacted in Dublin Bay, which will be placed in the same category as the wreck of the Birkenhead, the light cavalry charge of Balaclava, and will be spoken of with admiration, "yea, when our babes are old." On the forenoon of the day named, the Reserve Squadron, consisting of five vessels—viz., Warrior, Achilles, Iron Duke, Vanguard, and Hector, left their moorings at Kingstown, where they had been for about a week, and set sail for Cork. On nearing Wicklow Heads, the squadron encountered a dense fog, and the ships got separated from each other. The Vanguard, one of the finest of our ironclads, proceeding at a slow rate of speed, descried a large merchantman in her track, and in endeavoring to save a collision she was run into by her sister ship of the fleet, the Iron Duke, and sank in less than an hour. The density of the fog was so great that the two men of war did not see each other till within fifty yards, and till collision was inevitable. The remainder of the squadron remained in ignorance of the accident till they reached Queenstown, their port of destination. So great was the force of the collision, although both vessels were running at greatly reduced speed, that a breach fifteen feet by four was made in the side of the Vanguard by the projecting ram of the Iron Duke. The consequence was that the water rushed in in such volume that the Vanguard went down in nineteen fathoms water in fifty five minutes after she was struck, and nothing was left visible of her but two of her masts. That such calamities should befall Her Majesty's ships as the running down of the Mistletoe and the Vanguard is much to be deplored, and deserve to be strictly enquired into. By the running down of the Vanguard the nation will entail a loss of about half a million, but we think the loss is far more than compensated by the heroism displayed by her crew, every man of whom escaped unscathed, save one seaman who got his fingers jammed between the boats after leaving the ship. Had it been an emigrant ship it is doubtful if a single soul would have been rescued in the fifty five minutes which elapsed between the collision and the sinking of the Vanguard. We have no opinion to offer on the causes which led to the catastrophe, and we will not presume to offer judgment on the matter. The admiralty, we have no doubt, promulgated such regulations as science and experience recommend, and appoint officers to carry these out in whom they place confidence; when a case of this kind occurs the circumstances will be inquired into and new experience gained, and we have no suspicion whatever that blame will be withheld where it is deserved. The question, as it comes before us, is one which teaches the value of trained obedience, and the power and efficacy of instinctive discipline. The Vanguard had a crew on board of nearly five hundred men. These, as matter of course,

would be scattered over the ship in all parts at their various occupations, but the moment the ship was struck they were summoned at once on deck and paraded, each man in his appointed place and ready to obey any command. We do not praise Captain Dawkins of the Vanguard for doing his duty—we would have scouted him had he done otherwise; neither need we unduly praise our seamen because they did their duty and were obedient to discipline; but we take the opportunity of pointing out the all-important advantages of discipline. Volunteers are said to be instinctively insubordinate, this, however, is not exactly the case, but the present occurrence is sufficient to show them the value and the use of discipline in its least imposing form. The crew of the Vanguard were at once told of their danger by Capt. Dawkins, and enjoined to remain perfectly cool and steady and there was a chance of their being saved, while panic and disorder could only ensure their being drowned. The men stood in ranks at their posts as on an ordinary parade, while the ship filled with the rush of water and sank. No doubt, the same men, at the command of their officers, would have shown the same pluck had an enemy's guns swept the decks. In the excitement of battle men will dare and do, without flinching and without knowing why, the most heroic deeds; but it is a very different thing, and requires a higher and cooler courage to face in cool blood the oncoming of inevitable destruction. So it was with the heroic troops and crew on board Her Majesty's troopship Birkenhead, on the 25th of February, 1852. On that occasion the Birkenhead was conveying between four and five hundred soldiers, draughts from various regiments, to join the troops then being the Kaffirs at the Cape. The captain hugged the land too closely, and a sunken rock sealed the fate of the vessel and upwards of four hundred officers and men. The ship went down in half an hour, but Lieut. Colonel Seyton, of the 74th Highlanders, had the presence of mind the moment the ship struck to sound the "assembly," when the troops mustered on deck in parade order, and were cautioned of their danger and told that there were not boats for all, but that the women and children demanded their first care. The result was that the women and children were saved ere the half hour expired, when the ship and all on board sank amid the seething waves, the soldiers standing firm and steady in their ranks, going down with a cheer. The unflinching discipline, shown on board the ships we have named by the soldiers and sailors are fully equal to that which is demanded in the hot strife of battle, and the nation which possesses such men need have little fear of permanent disaster. At the same time the age is too much given to counsels which lead to sordid and selfish practices, and to the neglect of all duties, social and national. The heroism of such a tale as that of the Birkenhead redeems some of the evil characteristics of our race, and shows that under true and humanising educational influences a noble spirit may be evoked out of the common mass. No doubt, the men of the Vanguard showed no heroism in sacrificing their lives that the weak and the helpless, as in the case of the Birkenhead, might be saved; but the principle of duty that kept the soldiers in the one and the sailors in the other true to their leaders was the same. It has been said, or rather it rather it has been questioned whether the sailors of our time in their ironclads were of the same unflinching

stuff as those who fought with Duncan and Nelson. The incidents of Wednesday last, although they incurred no bloodshed, are an answer to the question. Had these men shirked in their obedience to their commander, few indeed, if any, would have been saved, and to the loss of a magnificent ship would have been added that of hundreds of trained men to shock the feelings of the nation. We say the endurance of these men in that dreadful fog—their discipline and courage, is a proof that we have still left, besides our iron-sides and our rams, men to enable Britain to guard the seas she ruled of yore. The loss of the ship herself is the result of a collision which even our scientific experimentalists would hardly have counselled, and yet it may turn out that, untoward as the incident seems, it may be worth the value of the Vanguard to have realised the theory, in practice unknown before, of a first-class armoured ship ramming another of equal power. In battle such an event would have sent the rammed ship and all on board to be antagonists no more. We do not say that the crew of the Vanguard have any claim of reward for their fortitude on the deck of their doomed ship, because that very fortitude of obedience was their salvation, but the heroes of the Birkenhead have their deed inscribed in the corridor of Chelsea Hospital on a monument to record their "heroic constancy and unbroken discipline." If the same military attributes remain with our soldiers and sailors, we need fear no danger and dread no reverses; only let our Volunteer soldiers take the lesson to heart, and learn to know from it the omnipotence of order, and the conquering power of discipline.

#### Aldershot Camp.

This Camp is situated on the line of the Windsor and Annapolis Railway Company, in the Township of Aylesford, and near the Annapolis River.

The selection of this spot was a very judicious one, and gives a magnificent parade. Indeed the open country in the immediate vicinity of the camp affording a range of miles of ground, well swarded, but sufficiently sandy to remain always dry and hard,—gave field manoeuvres, not surpassed in this Province.

We visited the Camp at different dates between the 12th and 24th inst. Three Battalions of Infantry, and one Troop of Cavalry, numbering about eleven hundred men, are under canvas, namely: 68th Batt. Infantry Commanded by Lt. Col. L. DeV. Chipman, 69th Batt. Commanded by Lt. Col. W. E. Starritt, and 72nd Batt. Commanded by Lt. Col. Parker, and Captain Ryan's Kings Troop of Cavalry.

After a week's Camp life we hear the Volunteers generally expressing contentment and love for the exercise. Military discipline is enforced, officers and men give a cheerful and willing obedience to orders, while altogether a finer body than ever before are encamped at Aldershot this year. The Camp is under the command of Col. Laurie, D.A.G. assisted by Lt. Col. Milsom, B.M., upon whom the duties principally devolved,—the Volunteers are fortunate in having so gallant and thoroughly efficient a soldier to command them, Col. Milsom was a Divisional Adjutant in the Crimea, was promoted there for his arduous and gallant services. When the regiment was ordered to Halifax, he accompanied it and gave the Canadian Volunteers the benefit of his services—and we but repeat the opinion of a "British officer," in saying,

"Canada's Militia has not a more valuable officer in her service."

In this connection we shall not forget Lt. Col. C. Reade, acting as Brigade Major, who became exceedingly popular.

#### SUNDAY IN CAMP.

On Sunday we had Divine Service in the morning.—Rev. Richard F. Avery, officiated. The Battalions were formed in a square.—The Drums piled in the centre, formed the Clergyman's reading desk. The Band of the 69th led the music, and a large number of persons from the vicinity came in to see the "Soldiers Church," it was a glorious morning, the large body of "red coats" at tentive and orderly,—and the white robes of the clergyman fluttering in the breeze, as with bared head and reverent gesture he led our thoughts heavenward, and lent solemnity to the striking scene.

#### INSPECTION AND REVIEW.

Thursday was a glorious day in Camp. Excursion trains from East and West, and private carriages gave an influx of strangers that fairly astonished quiet Aldershot, not less than five thousand spectators witnessed the Review. A gayer or more fascinating scene we never saw. The undulating country gave a full view of the entire picture. The numerous hats and flags in the background fluttering in the breeze, the movements of the troops, the ever varying groups of strangers, and the joyous music of the 68th and 69th Bands, gave one that feeling of exaltation so difficult to describe, and yet so pleasant to experience.

The whole Brigade was in motion, each Battalion on its parade at 12.30, and at one o'clock took up position in line—Col. Milsom commanding. Col. Laurie arriving shortly after attended by his A. D. Lieut. Barclay Webster, Capt. Beckwith and Major Spurr. He was received with a general salute, rode up the front and down the rear of the line, inspecting each Corps, the Bands of the Infantry Battalions playing in turn.

The Brigade then broke into column to the right, and the march past commenced, each corps doing well, and showing a great improvement over last year. The Cavalry, especially, gave life and animation to the movement. The Infantry looked superbly—arms in good order, accoutrements cleaned, and belts as white as snow, the wheeling and marching was very good, and there was uniformity in the saluting.

After the performance of a number of movements, Colonel Laurie marched the entire force in quarter column up the heights and on the sloping country beyond. Skirmishers were thrown out from the 69th, and 68th supporting the line, and the 72nd in column as reserve, a general advance was made below the crest of the hill, the skirmishers lie down and open fire upon the enemy, skirmishers were re-enforced,—relieved and retired,—fresh skirmishers thrown forward and each battalion in turn manoeuvred in front,—the Cavalry on the right, then came the advance of two battalions in line a fire was opened simultaneously; and the grand charge. It was a moving panorama,—the spectators in thousands swarmed the available high grounds,—when reformed Colonel Laurie addressed the force—spoke in congratulatory terms upon the improved appearance, and the creditable performance of the Brigade, believed that these Camps of exercise were doing efficient work, and thanked the force for their general good conduct, attention to their duties, and satisfactory appearance.

Three cheers and a tiger were given with a will, for Her Most Gracious Majesty The Queen, heartily joined in by the thousands of spectators. We think Colonel Laurie was justified in his encomiums, and we could tell that he was pleased with the performance of the Brigade in this division of his District.

The usual Muster parade had previously taken place when the rolls were verified by the popular district Paymaster—Major Macdonald. On Friday the Camp broke up, and all returned home in capital spirits, but with one universal regret that the Camp life could not be extended a fortnight longer. As it is they cannot but feel pleasing recollections of their brief Campaign under canvas.

We cannot conclude this article without expressing our thanks for courtesy to Col. Laurie, the energetic D. A. G. for Nova Scotia, to Lieut. Col. Chipman and officers of the 68th Mees for generous hospitality, and hope that next year "we may all be there to see old friends and familiar faces."—*Western Chronicle*, 29th Sept.

HALIFAX COUNTY RIFLE ASSOCIATION.—At a meeting of this association held last night at the Field Battery Orderly-Room, the following members were elected to form the Council for the ensuing year:

Captain J. R. Graham, H. F. Batt'y, President.  
 " L. J. Bland, 1st G. A., Secretary.  
 Lt. Col. J. J. Bremner, 66th Battalion,  
 " J. R. Murray, 66th Battalion,  
 " D. McPherson, 2nd G. A.,  
 Captain J. A. Boak, 2nd G. A.,  
 " T. J. Walsh, 63rd Battalion,  
 Lieutenant J. McInnes, 63rd Battalion,  
 B. S. M., W. Harris, H. F. B.,  
 Sergt. H. J. Harris, 1st G. A.  
 —*Evening Reporter*, Sept. 25.

War has broken out at Cape Palmas between Liberia and the Aborigines, under the command of several educated natives. There was some fighting on the 17th of September, in which fifty Liberians were killed and wounded. The Liberian Government has despatched troops from Monrovia to the scene of action, and a great battle is daily expected.

The latest advices from Peking, indicate that Mr. Wade has happily succeeded in removing all difficulties existing between the British Government and his Celestial Majesty and that peace may be considered as assured.



## MAIL CONTRACT.

TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon,

On Friday, 5th Nov'r, 1875,

for the conveyance of Her Majesty's Mails, on a proposed Contract for four years SIX times per week each way, during winter season, between CARILLON and OTTAWA (South shore), from the close of navigation, 1875.

Conveyance to be made in suitable vehicles. The Mails to leave Carillon on arrival of mail from Vaudreuil and reach Ottawa in seventeen hours afterwards.

To leave Ottawa at 7 p.m. and reach Carillon in seventeen hours afterwards.

The contract may be terminated or reduced on the opening of the Northern Colonization Railway.

Printed notices containing further information as to conditions of proposed Contract may be seen, and blank forms of Tender may be obtained at the Post Offices of Ottawa, Carillon and all intermediate offices on route.

T. P. FRENCH,  
 P. O. Inspector.

Post Office Inspector's Office,  
 Ottawa, 4th Oct., 1875.

The ram of the Iron Duke protrudes eight feet in front of the ship beneath the water line. This struck the Vanguard some four feet below the armor plates, on the port quarter. The after portion accordingly filled first, and the water rushed thence into the engine room and extinguished the fires. The officers' apartment were next inundated, the ship gave a sudden lurch, and, sinking stern foremost, she went down in an inclined position, surrounded by a wreath of smoke. Although she was centred to starboard at an angle of 49°, on reaching the bottom she righted.

The Iron Duke is much shaken by the collision, and several plates are wrenched off: but the report that the ship is leaking is incorrect. Her bowsprit, a spar fifty feet in length and three feet in diameter, is gone, as also are the jibboom and some wood work. The Vanguard cost £357,497, and with her guns and outfit was worth £500,000. The officers' plate is valued at £260 and the wines at £300.

Both the vessels were powerful rams, but the Iron Duke was much the more formidable of the two. The Vanguard was an iron plated steam ram of 6,031 tons and 5,812 horse power. She carried ten 12 ton guns and four 40-pounder Armstrongs. She was protected by armor plating 4½ inches thick, which extended about five feet below the water line. The stem and stern, which were unprotected by the plating, were crossed and recrossed in every direction by solid water tight compartments.

Extensive preparations are being made in Devonport Dockyard for the expected attempt to raise the Vanguard. A large number of divers, lighters, ship chains, and other appliances are being collected, and will be forwarded to the scene of the collision under the charge of the Master Attendant at Devonport. The Vanguard lies in water 100 feet deep, but, the season of the year being favorable, it is probable that at least an attempt will be made to raise her, as she is a valuable ship. Diving at such a depth, however, will present great difficulties, and the weight of the Vanguard is enormous.

If the sunken ironclad should be raised so as to float once more, the feat will be an unprecedented accomplishment of modern naval and hydraulic engineering. Consultations have been in progress to day on the subject among experienced naval and dockyard authorities, and the general opinion of practical men is that it may be done. In fine weather, it is thought, the divers will have no difficulty in removing the masts and upper deck guns; then the mooring chains, of such enormous thickness as astonished many a rural visitor to the dockyard stores, will be slipped under the Vanguard's hull, or, if this is found impracticable, will be made fast to her hawse holes. Four, or perhaps six of our great line-of-battle ships now in reserve will be then moored above her, and, the chains being made fast, the resistless rise of the tide will suffice to lift the Vanguard. Such is the project, and once off the bottom she may, by successive, short stages, be slid up the Kiah Bank until the seat of her injuries can be reached.—Daily Telegraph.

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

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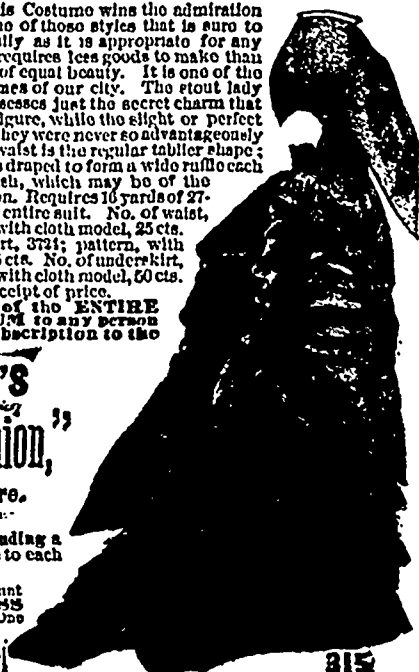
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