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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. VI.

OTTAWA, (CANADA,) MONDAY, FEBRUARY 26, 1872.

No. 9.

(Written for THE VOLUNTEER REVIEW.)

CHARITY.

Meek and lowly—pure and holy—
Chief among the blessed three,
Turning sadness into gladness,
Blest art thou, O Charity!

In such unadorned terms, and to a melody as simple as the words are artless, sweet voices sometimes recall to us even in the hour of relaxation and mid innocent gaiety, a yet loftier testimony to the supremacy of the lowly Queen of the Christian Graces.

Nor does the Nazarene alone accord to her a deep veneration. For the joy in Heaven which attended the record of Ben Adhem's meek desire to be written only as "one who loved his fellow men," attests the equal reverence of the Moslem for the cardinal virtue which is said to cover so great a multitude of sins.

If, then it be not permitted us in individual cases to doubt the efficacy of charity towards our permanent welfare, we cannot but hope much, if vaguely, for the future of a nation which has been pre eminent in its practice. Nay, more. If advantage be attendant on the recognition of an agglomerate virtue, it would not seem unreasonable to suppose that a portion may fall to the lot of each individual of the aggregate.

How enviable, on this hypothesis, is the lot of an Englishman! For is not England, of all the kingdoms of the world, foremost (if not—as of yore—"in the battle's van") at all events in the boundless exercise of that most excellent quality? What, therefore, may he not hope, not only for his country, but for himself, in the great hereafter?

For have not the benignant administration and the admirable providence of the sachers of his nation already laid up for him a sort of balance in advance, consisting of his share of the national virtue, which, it is presumed will be available to be placed to his credit in the day of his need at the final balancing of accounts.

And not only, let us trust, may the Englishman, but the Colonist—even the Canadian—amid all the humiliations of a national policy which induces the irreverent taunts of the worldly cynic, find—under the ægis of an empire whose rulers, if they be not

always guided by the wisdom of the serpent, more than emulate the meekness of the dove—the higher consolations of the righteous. For there cannot exist a doubt of the quality of the charity on which he may base his calm reliance, as, although it includes a liberal bestowal of goods to feed the poor, it is, essentially and above all, of the kind without which the possessor of all other virtues is as sounding brass or a tinkling cymbal.

Conspicuous, however, as is the charity of England, it is yet, in one respect, admirably tempered with somewhat more than the serpent's wisdom. For the serpent does not always pause in its spring to consider whether its antagonist is strong enough to give it battle, while Britain is fast becoming famous for a wise discretion in the picking of her quarrels. The union of valor with discretion is doubtless a happy and most respectable one, and England asserts high claims to all the praise which may be due to the combination.

But it is of course only cavillers who will insinuate that British honor was cheaply vindicated by the assumption of a lofty and threatening attitude towards the effete power of Spain—to the rabble of Greece—to the petticoated mandarins of the Flowery Land—to the two sworded Daimios of Japan—or to the astute and resolute savage who lately ruled in Abyssinia—whose ignorance of the appliances of modern civilized warfare, however, alone prevented him from proving a "foeman worthy of her steel."

It is of course only the narrow minded who will dare to hint that the sensitiveness of British honor is marvellously quickened, when the British Taxpayer can be made to realize that the luxury of its assertion is attainable at little cost and at less danger.

It is of course only the ribald and the gross who will point to the dismemberment of Denmark, and with shallow and heartless malice, scoff at the Christian meekness which characterized the action of our noble and virtuous mother country on that occasion. It is true the wrath of Prussia and of Austria would have been a more serious matter than that of Denmark. But what of

that? Is not discretion a pearl of great price?

Said we, unguardedly, that Britain's large hearted counsels were unguided by the wisdom of the serpent? Let us hasten to retract; and let us in no wise asperse the perfect beauty of her faultless clarity! For is it not a wise and a wholesome proverb which inculcates that charity begins at home! And are not our frank and honorable confessions of the States "bone of our bone and flesh of our flesh?"

How graceful is concession! How heavenly the spirit which, when one cheek is smitten, turneth the other to the smiter—which, when the rapacious thief masterfully seizes the cloak, begs him also to accept the coat!

Not, alas, in this spirit did wicked Prussia await the onset of France! And what a chance has she allowed to escape her of edifying the whole world by the true greatness of a lowly and Christian national frame of mind! How differently does England, to the admiration of her neighbours, and the joy of her dependencies, utilize the similar opportunities so abundantly furnished to her by the kindly readiness of the United States, of displaying the ornament of a meek and quiet spirit.

There yet remains on the face of the earth a class of fossil whose purblind vision fancies it discerns in the teachings of history that the foreign policy of nations cannot with safety be modelled on the apostolic type. That security lies in the readiness of the sword to spring swiftly from its scabbard in defence of national rights, national dignity, and national honor. That the first lesson of the diplomatist should be unbending firmness in the maintenance of his country's rights, and that of the citizen to set aside all considerations, even that of life itself, at the first intimation of aggression.

And it is even true that this tone of national mind made Rome the lawgiver of the world, and raised even the small republics of Greece to be a glory to themselves and a dread to surrounding tyrannise. It is true that these principles "sixty years since raised France to the pinnacle of European greatness, and have elevated Prussia to the same altitude to day. It is true that Cleo

and Hastings actuated by these sentiments, added an empire to the dominion of Britain, though the one did cheat Omichund and the other hang Nuncomar in the process. As, say the misguided fossil patriots, they severally deserved to be cheated and hung.

But England, in the interests of progress and purity, has happily changed all that. She now resolutely refuses to be swayed by the carnal promptings of pride, and, with equal virtue and determination, elects for peace at any price rather than for that vain deceit of the world, the flesh and devil, commonly called honor.

Her noble self-abnegation in the pursuance of this course is absolutely touching in its completeness and its primitive simplicity. Scarcely even is the consideration of the future of her colonies (so dear to her maternal instincts) permitted to affect that perfect charity which believeth all things, hopeth all things, endureth all things, seeketh not her own, and it would seem, never failth.

We should still tremble, however, for her best interests, lest the clamor of the ungenerate should some day tempt or provoke her to loose her holdfast of that which is good, were not our confidence secured by her many years persistency in the strait and narrow way.

Were it otherwise—were her consistency and determination less approved—we might not unnaturally, be apprehensive that the continued reiterations by unprincipled persons of imputations on the delicacy, the forbearance, the honor and the courtesy of American statesmen and diplomatists, might at last engender a suspicion that they were really justified by facts.

But those who vilify our candid and honorable neighbors are but Colonists, who presume on their proximity to put forth as the results of knowledge and experience, slanders dictated only by ignorance, prejudice and malignity, and there is no fear. England is protected from the baneful effects of all evil report by the armor of her perfect guilelessness, and still holding the wisdom of the serpent, while retaining the innocence of the dove, like the deaf adder, stops her ears to the voice of the charmer, charin be never so wisely.

Did she not, indeed, with the calm dignity of superior virtue, firmly adhere to her determination to ignore the crude denunciations of the Colonist, she might, at the present critical juncture, when the American government (always so modest in the advocacy of its rights) has preferred a claim which might, at first sight, almost appear a little exorbitant, be influenced by the opinion of that impulsive and unreasonable class to assume a defiant attitude on the indirect damages question.

For if Great Britain were weak enough to suffer herself to be convinced or even swayed by Colonial Publicists on Imperial relations with the United States, she might even find matter for resentment in the systematic

encroachments ascribed to that nation ever since the war of Independence. It would be wearisome, indeed, to catalogue all the alleged slights, insults, frauds and blusterings which the Colonist would have us believe that England has and does put up with, and will continue quietly to submit to, at the hands of a power which (they say) scarcely cares to disguise its insatiate hatred under a mask of diplomatic propriety so transparent that it fails to conceal the triumphant grin of decision at English gullibility.

A very few will serve as specimens of the allegations of impudence and chicanery so constantly brought forward in Canada against the neighboring Republic.

Colonists point to the alleged suppression of true maps in the negotiation of boundary treaties, and gnash their teeth in hopeless rage and despair at the imbecility which Lord Ashburton inherited from earlier diplomatists and the mantle of which has descended in its full virtue on all subsequent ones.

They maintain that, to act towards America with patience, courtesy, and forbearance—or to believe that she is herself actuated by honor or decency is to throw pearls before swine.

That whenever she finds she has pushed her arrogance and assumption too far, and that the spirit of England is aroused, it is her traditional policy to lower or abandon demands and without shame or hesitation, to wait, laughing in her sleeve, and sneering at English credulity, till a more favorable season arrives for pressing them, when they are taken up again with such additions as her shameless and fertile mendacity may invent, and her brazen effrontery prompt her to sustain.

That her deliberate calculation is, in all disputed cases, to obtain what she desires by persistent reiteration of her claims, more or less cool, imperious, or insolent, as the circumstances of the moment are more or less favorable.

If all the Colonists so readily affirm could be credited, public opinion and public morality in the United States are alike depraved, and private religion and private morality are little better.

They will tell you that no sense of international honor binds her statesmen, and no scruples weigh with her diplomatists.

That in all questions her consistent principle is to demand double what she will take, and take all that the egregious folly of her opponent will concede to her, and that all such practices are not only glossed over, but emphatically approved under the name of "smartness," a quality as much worshipped as the "almighty dollar" itself, being supposed to be necessary to the rapid acquisition of the latter.

The following has been given as a good illustration of the total want of appreciation of high and honorable motives which, say the Colonial observers, underlies the whole American character. A (so called) respect

able American, naturalised in Canada, voted for a highly honorable member of the Legislature. On a second election he declined to give the member his support. On being asked why he had changed his opinion, he said that his objection to the gentleman was that during his tenure of office he had not been "smart" enough to make anything for himself! This happens to be true. But the anecdotes related in support of these Colonial slanders are numberless, and reference to the daily press of the States is deemed sufficient evidence of the last state of society. Perhaps it does somewhat unduly abound in accounts of gigantic swindles which seem to compel admiration rather than to excite disgust—of deeds of savage violence, or crimes of diabolical craft and premeditation—of wholesale divorces—of prurient sensationalism—of law either overpowered or set at naught, or transferred for execution to Judge Lynch—of gross snobism—of astounding vulgarity—but it is to be feared that the Canadian is lacking in divine virtue which hopeth all things. He ignores the composition of the noble man; he cannot appreciate, and closes his heart and mind against the expectation that time will eliminate purity and dignity from the heterogeneous mass of the American population, even as it did from the thieves and cutthroats whom Romulus gathered together on the banks of the Tiber.

Colonial prejudice, however, attains the most ludicrous climax when Canadians actually go the length of deprecating the noble promptitude and zeal with which the generous American people flew to arms to save the dependency of a friendly power from the shadow of alarm or damage at the hands of those mistaken but pure minded patriots, the Fenians; and when they presume to ascribe to facility and timidity the gentle forbearance of the British Commissioners in omitting to set the Fenian against the Alabama claims. Were they not carrying out the principles of the charity which seeketh not her own?

In their wild hatred of all that is best and noblest, these deluded fanatics are sometimes heard to wish for a Pitt, a Cavour, or a Bismarck, and savagely to abuse England that she did not, at the time of the "Trent affair," give America no time for the usual rapid and hypocritical "backdown" which she then found it expedient to execute, and break up her power for ever.

For shame, Canada! We know that the Emperor was ready, but you ought to know that his was not the charity which endureth all things.

Bismarck or Cavour would have seized the opportunity? Yes, but these are not the men to set up as models to the statesmen of righteous England!

Yes, it is the truth that the Navy of England numbers over 600 of the finest war vessels in the world and that of America a collection of about 150 miscellaneous craft, principally tubs; and that where the States

could get out one privateer, we could start ten, and most of them ten times as powerful!

But these would be wicked suggestions if England were at all likely to be diverted from her self imposed course of humility by idle taunts. But there is no danger. Charity wanted not itself—is not puffed up—doth not behave itself unseemly.

Were there a shadow of truth in the exaggerated accusations of the Colonists, it would not be wonderful, if, in place of the loyal love and reverence with which they have ever hitherto regarded the land of the glorious Old Red Cross flag, they should turn from her with all the scorn and loathing with which a woman tears from her heart the idol to which she has blindly ascribed nobility, truth and manly courage, when she is rudely awakened to the certainty of its unworthiness.

But does any national being believe that the proverbial acumen of the British nation is at fault?

Ah no! Let us be right, ascribe all that may suggest to us a temporary doubt, not to blundering cowardly stupidity, but to the depth of the charity which thinketh no evil, is not easily provoked, and beareth all things in the righteous hope of the amendment of those with whom she has to deal.

Let us admire at a humble distance the loftiest type of virtue, and with a confidence the growth of years, rest in calm security that no virulence of denunciation will avail at this eleventh hour to turn our mother country aside from the path of rectitude.

There need exist no apprehension that, notwithstanding any little ebullition of temporary anger on the part of the press, Britain will ever be found wanting in the angelic quality of patience, even should the conduct of the United States be tenfold more exasperating than it has been so wantonly asserted to be.

Long may our glorious country continue to confide her destinies to the guidance of the saintly band of men who now control the helm of state, and should her pacific counsels ever reduce her in the eyes of the world to the status of a third rate power, let her console herself with the reflection that all earthly glory is vanity; and that, as we suppose, it is better for a nation (as for a man) that she should lose the whole world rather than her own soul!

RICE'S TROWEL-BAYONET.

A year ago the Chief of Ordnance directed the issue of five hundred trowel-bayonets, of the Rice model, in pursuance of the recommendation of the St. Louis Board, to the Department of the Missouri, for the purpose of experiment and report. In October, Major-General Pope, acknowledging their receipt, made the following statement of their usefulness:

I have seen the bayonets tested so that in fifteen minutes two companies of infantry so covered themselves that they could not be seen at a distance of fifty feet in front of an

embankment which had been thrown up by them with the bayonet, and which could not be penetrated by a musket ball fired at a distance of ten feet.

The new bayonets were issued to different posts in General Pope's department, garrisoned by seventeen companies of the Third and Fifth Infantry. The reports, which we have had in our possession for a considerable time, are decidedly favorable to the new proposed equipment. From the report of Colonel Miles, of the Fifth Infantry, we quote:

1. As a bayonet, I believe it to be as formidable a weapon as the one now in use and that as severe a wound can be inflicted with it; also its moral effect in a charge would be as great as that of the old one. The difference in weight and length between the two, I think, is too slight to enter as an element into the question of accepting or rejecting the trowel bayonet.

2. As a trowel, it has been severely tested under my immediate supervision. A company in single rank, working in a soil of medium hardness, threw up in the space of ten minutes a work along its entire front of sufficient height and thickness to protect a line of battle. The work was tested and found to be bullet proof against the Springfield, breech loader, at a distance of twenty paces, the balls would not penetrate half through the work.

"From an experience of four year's service in the field during the recent war, I am fully satisfied that an army, or a body of troops equipped with this bayonet, would, in the ordinary emergencies of a protracted campaign, have so great an advantage over an equal body equipped with the old bayonet as to compel its adoption at once. It is only in actual field service, in the presence of an enterprising enemy that an instrument of this kind could be fully appreciated. In an attack, its value would be great in enabling the assaulting party to hold the position gained, and in an almost incredibly short time make a position defensible. In a retreat, a small party could occupy positions, and with this bayonet, in a few minutes, make the lines defensible against a much larger force."

"For a line of battle or skirmish line, I am satisfied this weapon is a great improvement over the old one, and I have no hesitation in recommending that it be adopted in our service."

Lieutenant Colonel Brooke, of the Third Infantry, in all respects accords with the foregoing opinion. Major Lyman, of the Fifth Infantry, says:

"In tilled soil, or ordinary arable land, I find that a trench or pit may be dug by a rank of men in five minutes, having a relief of two feet, with a parapet of two feet in thickness at top, and natural slope, and defending the person or the men lying stretched or stooping, from musketry fire, and a double-rank in the same time would enlarge the trench to affording corresponding cover."

We have the same expression from the two Captains Snyder, of the Third and Fifth, commanding respectively at Forts Larned and Harker, Kansas; from Captain Bennet, at Fort Wallace; Lieut Logan, at Fort Leavenworth, and indeed from nearly every command to which the Rice bayonet was issued. Of course improvements are suggested; for when was ever an arm or a tool put into the hands of an American soldier that he did not make an amendment forthwith? The general suggestion is that the socket, which forms the handle of the tool, should be lengthened so as to extend beyond the edge of the hand and prevent the blistering which is occasioned by the original model.

The bayonet was illustrated and described in the *Journal* in the early part of 1871, and a reference to the cuts then used will show the obvious advantage of this easily wrought change.

The trowel bayonet has been received with favor in England also. The *Army and Navy Gazette* says in a recent notice of it:

"We have received further reports from the United States infantry on Rice's trowel-bayonet which are very favorable generally. What is in name? A charge of trowels does not sound very well, but charge of bayonets would not be of much use against a line of infantry well covered with a trench, especially if the trowels that made it could be used as bayonets behind it. There really seems to be something in this new Yankee notion."

In June, 1870, Colonel Gerald Graham, of the Royal Engineers, lecturing before the United Service Institution upon "Shelter Trenches or Temporary Cover for Troops in Position," considered the various propositions to furnish the Army with entrenching tools, and incidentally favoured the American idea of combining the uses of tool and bayonet in one, suggesting that "each brigade should have a detachment of the Royal Engineer Train who should carry the light shelter trench tools for the infantry (one to every three men of the brigade) in addition to the ordinary engineer field equipment." The tools to be carried in a wagon, and, on approaching the enemy, to be issued as required.—*United States Army and Navy Journal*.

A FORMIDABLE ENGINE OF WAR.—The torpedo boat built at Boston promises to be a very formidable engine of war. It will be 170 feet long, 35 feet broad, and 15 feet deep, and draw about 12 feet of water. It will be of 350 tons burden, with two powerful propelling engines and two propeller screws. The prow of the boat is to be made sharp, and will carry a steel ram 6 feet under water. Above the ram there will be an aperture through which will pass a long composition spar, on the end of which will be a torpedo of the most approved pattern. The boat will be plated on the side with iron six inches in thickness, while the decks are to be protected by steel plating one inch in thickness. The estimated cost of the vessel is about \$300,000, to which may be added about fifty per cent. for extras and items not counted in the estimates. Such a vessel might perhaps be useful in the event of war but even then its utility would be very doubtful. It is designed to operate against blockading fleets, and as blockades are obsolete, we doubt very much if it will ever prove more than a costly and interesting ornament to our now very harmless and inoffensive naval armament.

The Ready-money-System—Dun, or be duned.

Both watermen and Indians feather their skulls.

You may always recognize a champagne maker by his fizz.

A man may be ashamed of the fashion of his nose, although he follows it.

Tobacco is called by some one who does not smoke, the filth of the mouth and the fog of the mind.

Strongly advised, no matter how well paid a dentist is, he always looks down in the mouth.

Market men are merciful to poultry. After the chickens are cleanly picked they generally retail them.

DOMINION OF CANADA.



MILITIA GENERAL ORDERS.

HEAD QUARTERS,

Ottawa, 23rd February 1872.

GENERAL ORDERS (4).

No. 1.

STAFF.

LEAVE OF ABSENCE.

Major P. Gerraghty, Orderly Officer to Deputy Adjutant General of Military District No. 10, is hereby granted leave of absence from Military District No. 10, on account of ill health, from 4th Instant to 19th April next.

ACTIVE MILITIA.

Provisional Battalion on Service in Manitoba.

To be Quarter-Master :

Quarter Master Sergeant Joseph H. Somerville, vice Edward Armstrong, appointed Sheriff of Manitoba.

*Cavalry and Gunnery Schools.**(Medical attendance.)*

The Cadets of the Cavalry Schools at Kingston and Quebec are hereby attached, for the purpose of Medical Attendance only, to the respective Gunnery Schools at those stations; and the Surgeons of the Gunnery Schools are hereby required to medically attend the members of the Cavalry Schools at their respective stations.

PROVINCE OF ONTARIO.

*Frentene Squadron of Cavalry.**1st Troop, Kingston.*

To be Cornet, provisionally :

Maxwell William Strange, the younger, Gentleman, vice A. Knight, promoted.

13th Battalion of Infantry, Hamilton.

The resignation of Lieutenant Thomas Herbert Marsh is hereby accepted.

*16th "Prince Edward" Battalion of Infantry.**No. 5 Company, Milford.*

To be Captain :

Lieutenant Samuel Gordon, V. B., vice M. Richards, deceased.

To be Lieutenant :

Ensign Alva Vandusen, V. B., vice S. Gordon, promoted.

To be Ensign, provisionally :

Sergeant Alphonzo Craig, vice A. Vandusen, promoted.

19th "Lincoln" Battalion of Infantry.

To be Quarter-Master :

Lieutenant John Kew, V. B., from No. 4 Company, vice J. K. Osborne, whose resignation is hereby accepted.

*29th "Waterloo" Battalion of Infantry.**No. 4 Company.*

The head-quarters of this company are transferred from Ayr to Winterbourne. The transfer of head-quarters and the appointments, provisionally, of the following officers to date from 16th June, 1871.

To be Captain provisionally :

William Julius Pasmore, Esquire, vice T. M. Anderson, whose resignation is hereby accepted.

To be Lieutenant, provisionally :

Alexander Mitchell, Gentleman, vice J. G. Watson, whose resignation is hereby accepted.

To be Ensign provisionally :

Charles Hendry, Junior, Gentleman, vice F. McK. Anderson, whose resignation is hereby accepted.

Memo.—Captain W. J. Pasmore having since obtained a certificate of qualification his appointment is confirmed from 30th June, 1871.

*31st "Grey" Battalion of Infantry**No. 3 Company, Leith.*

To be Lieutenant, provisionally :

Sergeant James Cannon, Junior vice R. Vanwyck, whose resignation is hereby accepted.

To be Ensign, provisionally :

Sergeant Malcolm McNeil, vice J. S. Wilson, left limits.

Pembroke Infantry Company.

To be Lieutenant :

Ensign William Henry Supple, V. B., vice John G. Cormack, whose resignation is hereby accepted.

To be Ensign, provisionally :

Sergeant Andrew Irving, vice Supple, promoted.

Saltfleet Infantry Company.

A Company of Infantry is hereby authorized at Saltfleet, County of Wentworth Arms and the necessary equipment will be furnished when the Department of Militia and Defence is in a position to do so.

To be Captain, provisionally :

Franklin M. Carpenter, Esquire.

To be Lieutenant provisionally :

Thomas Carpenter, Gentleman.

To be Ensign, provisionally :

A. B. Willson, Gentleman.

Glanford Infantry Company.

A Company of Infantry is hereby authorized at Glanford, County of Wentworth. Arms and the necessary equipment will be

furnished when the Department of Militia and Defence is in a position to do so.

To be Captain, provisionally :

Alexander Bothune, Esquire.

To be Lieutenant, provisionally :

Elgin Rymal, Gentleman.

To be Ensign, provisionally :

William Wells, Gentleman.

LEAVE OF ABSENCE.

Leave of absence is hereby granted to Lieut.-Colonel Forrest, Ottawa Brigade of Garrison Artillery, on private affairs, to 12th April next.

PROVINCE OF QUEBEC.

Stanstead Troop of Cavalry.

The formation of a Troop of Cavalry is hereby authorized at Stanstead, in the county of Stanstead. Arms and the necessary equipment will be furnished when the Department of Militia and Defence is in a position to do so.

To be Captain, provisionally :

Israel Wood, Esquire.

To be Lieutenant, provisionally :

David A. Mansur, Gentleman.

To be Cornet, provisionally :

John W. Molton, Gentleman.

Compton Troop of Cavalry.

The formation of a Troop of Cavalry is hereby authorized at Compton, County of Compton. Arms and the necessary equipment will be furnished when the Department of Militia and Defence is in a position to do so.

To be Captain, provisionally :

Frederick Smith Stimson, Esquire.

To be Lieutenant, provisionally :

Walter George Murray, Gentleman.

To be Cornet :

Edward William Jennings, Gentleman, late Lieutenant in H. M. S.

Quebec Field Battery of Artillery.

Captain Maurice E. J. Duchesne y, No. 5 Company, 23rd "Beauce" Battalion of Infantry, is hereby transferred therefrom and attached temporarily as a Supernumerary 1st Lieutenant to the Quebec Field Battery.

Montreal Brigade of Garrison Artillery.

To be Captains :

1st Lieutenant Charles D. Tylee, V. B., F. Cole, promoted.

1st Lieutenant Richard J. Wicksteed, G. S. M. S., vice Theodore M. Doucet who is hereby permitted to retire with the rank of 1st Lieutenant.

The resignation of Captain Walter Phillips is hereby accepted.

Memo.—Adverting to general order (24) 12th August, 1870, it should have been stated therein that Captain and Adjutant David Terrance Fraser retained the Adjut-

ancy. The Battery vacant by the retirement of Captain Hooper has been since in charge of Captain William F. Kay, whose rank has been confirmed from 11th July 1871.

"B" Battery and School of Gunnery, Quebec.

Captain Charles E. Montizambert, Quebec G. A., 1st Lieutenant Maurice E. J. Duchesnay, Quebec Field Battery, and 1st Lieutenant Charles T. Short, Sherbrooke G. A., are retained, under the provisions of G. O. (25) No. 8 of 20th October, 1871 for the "long course of instruction" from 1st instant.

6th Battalion "Hochelaga Light Infantry."

To be Adjutant with the rank of Captain: Lieutenant Sullivan David, V. B.

BREVET.

To be Lieutenant-Colonels:

- Brevet Major and Captain John Simpson, V. B. No. 4 Company, 11th Battalion, from 30th April, 1867.
- Major Allan McDonald, V. B., 11th Battalion, from 3rd June, 1871.
- Major Francis Whyte, V. B. 50th Battalion, from 14th September, 1871.
- Major William A. Osgoode, V. B., 21st Battalion, from 14th September 1871.
- Major Henry R. Hanning, M. S. 64th Battalion, from 26th October, 1871.

To be Majors:

- Captain Joseph Cairns, V. B., No. 5 Company, 50th Battalion, from 12th October 1871.
- Captain Frank A. Cantwell, M. S. No. 3 Company, 51st Battalion, from 12th Oct., 1871.
- Captain James Smith, M.S., No. 2 Company, 11th Battalion, from 12th October, 1871.
- Captain Isaac Gardner, V. B., No. 2 Company, 50th Battalion, from 16th November, 1871.
- Captain Thomas Sanders, M. S., No. 1 Company, 51st Battalion, from 18th Jan. 1872.

LEAVE OF ABSENCE.

Leave of absence is hereby granted to Brevet Lieutenant Colonel and Major John Martin, 6th Battalion, to proceed to England on private affairs, for two months from date of embarkation.

PROVINCE OF NEW BRUNSWICK.

Adverting to General Order (17) No. 1 of 4th August, 1871, the following Companies of Infantry having re-enrolled within six months, as corps formerly of the 62nd Battalion are hereby authorized as two of the six companies referred to in that General Order. The period for completing the enrolment of the six companies is extended two months from 4th instant.

No. 4 Infantry Company, St. John.

- To be Captain: Captain Thomas Sullivan.
- To be Lieutenant: Ensign Francis Brimley Hazen, M. S.
- To be Ensign: George C. Coster, Gentleman.

No. 5 Infantry Company St. John.

- To be Captain: Lieutenant John Nugent V. B.
- To be 1st Lieutenant: John Rycroft, Gentleman, M. S.
- To be Ensign: James Devlin, Gentleman, M. S.

CONFIRMATION OF RANK.

The following Officers of the N. B. Brigade of Garrison Artillery, having obtained certificates of qualification, are hereby confirmed in their respective ranks from 9th February, 1872.

- 1st Lieutenant and Captain William Curard, No. 3 Battery.
- 1st Lieutenant James Alfred Ring, No. 2 Battery.
- 1st Lieutenant, John Alexander Kane, No. 1 Battery.

PROVINCE OF NOVA SCOTIA.

2nd "Halifax" Brigade of Garrison Artillery.

No. 5 Battery, Purcell's Cove.

- To be 2nd Lieutenant: Gunner Frank St. G. Smithers, vice James Hanrahan, whose resignation is hereby accepted.

PROVINCE OF MANITOBA.

Headingley Rifle Company (Mounted.)

Adverting to G. O. (29) No. 1, of 7th Dec. 1871, the "Headingley Troop of Cavalry; therein authorized is hereby changed to a Rifle Company, to perform mounted patrol duty when required, to be designated the "Headingley Rifle Company." the conditions being the same as to furnishing arms and the necessary equipment when the Department of Militia and Defence is in a position to do so.

Winnipeg Rifle Company.

The resignation of Ensign Martin Barnell is hereby accepted.

Poplar Point Infantry Company.

- To be Lieutenant provisionally: Henry Wilton, Gentleman.
- To be Ensign provisionally: David Taylor, Senior, Gentleman.

No. 2.

CERTIFICATES, BOARDS OF EXAMINERS.

The following officers have passed their examinations before, and have been granted certificates by a Board of Examiners:

PROVINCE OF NEW BRUNSWICK.

At St. John.

SECOND CLASS, GUNNERY.

- 1st Lieutenant and Captain William Curard, No. 3. By., N.B., Brigade G. A.
- 1st Lieutenant James Alfred Ring, No. 2 By., N. B. Brigade G. A.
- 1st Lieutenant John Alexander Kane, No. 1 By., N. B. Brigade G. A.

By Command of His Excellency the Governor General.

P. ROBERTSON-ROSS, Colonel.
Adjutant-General of Militia
Canada.

CORRESPONDENCE.

To the Editor of the VOLUNTEER REVIEW.

Sir:—As the first three years enrolment of the Active Militia is nearly ended, there appears to be a feeling of uncertainty, with both officers and men, as to what they are to do after their term of service has expired. If the present force is allowed to disband, they cannot be got together again, and at the end of six years there will only be the same amount of organized force that there is now. The Militia law has worked well so far, and evidently intends a fresh 40,000 men to be drilled, each three years; but it does not provide to keep the corps intact, that have been organized and drilled, and this disbanding will be a great loss if not prevented. Would it not be advisable to have the law enacted, constituting the Active Militia after three years service as such, the first Reserve Militia and keep each corps intact, and let the promotions in each Battalion and corps go on regularly in each, as vacancies occur, by death, removal, or transfer; it would cause officers to feel that there is something permanent in the appointment, and holding of a commission and they would prize it more than they do at present. In forming the new active force it will require one or two efficient officers transferred from each battalion and corps of the old, to organize and drill the new corps; this will cause a number of vacancies in the old corps, and the promotions to fill these vacancies will have a good effect, in causing officers and non commissioned officers to continue to exert themselves to qualify for higher office, and in case of need the first Reserve could be readily called out, it being then always fully organized, and any deficiency in the rank and file, could be easily filled from the general reserve militia, and thus the Dominion would soon have a permanent and formidable force. The 1st Reserve might muster once or twice a year on some of the holidays to show that they are alive and ready for work if required. As the Dominion Parliament will soon assemble, it is to be hoped the Militia Law may be extended in some way so as to keep and consolidate the present active and effective force.

NORTHUMBERLAND.

Feb. 15th, 1872.

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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."

CTAWA, MONDAY, FEBRUARY 26, 1872.

Draw bridges are generally necessary appendages to closed works, the construction and adaptation thereof are of such importance as to require independent consideration, the skillful military engineer will readily adapt the most effective means to the end in view, as those papers are designed for the use of officers unacquainted with military engineering, it is thought advisable to defer the consideration of those structures to a future period, as it is intended to give the readers of the VOLUNTEER REVIEW an essay on military bridges.

Whenever it is found necessary to occupy any of the various works before described for a lengthened period, it will be advisable to construct an interior defence or keep for the convenience of the garrison as well as for its safety.

The best structure for this purpose is a block house, being that most readily erected in this country, it is generally built as follows:—

Logs squared or only flatted are laid horizontally, or vertically to form the walls, roofed with heavy logs with a covering of at least three feet of earth, the walls are loop holed.

Its plan must conform to the object for which it is erected, if to resist musketry logs twelve inches in thickness will be sufficient, if light field pieces, two feet, it should not be less than nine feet high on the in-

side and twelve feet wide, if occupied as a barrack it ought to be twenty, and if armed with artillery twenty-four feet, a camp bed six and a half feet wide is raised round the interior, it may be used as a banquetto and should be four feet three inches below the loop hole.

The loop holes should be three feet apart their interior dimensions, being twelve inches in height and eight inches in width; for a wall twelve inches thick, for two feet they will be twelve inches square, the exterior width for those dimensions should be two and four inches, their height above ground should be six feet.

Vents for escape of smoke are made over each loop hole between the cap sill and top pieces.

The structure is surrounded by a ditch over which a slight bridge is thrown, a strong door is made in one of the re-entering angles.

During the interecine contest in the United States the advantages of nearly every description of block-house was tested and the following plan found to be the best.

The block-house is formed of two rows of eighteen inch logs, the outer row laid horizontally the surfaces in contact being flatted or hewn to a face of eight inches, the same as for a log-house, the inner row are set upright, the outer row above the loop holes is held in place by short logs morticed into the lower and upper course of logs just the height of the loop holes.

The roof is covered with earth three feet thick at the centre diminishing to six or eight inches at the edges where it is confined with a pole plate, and a roof over all to keep it from the weather, the loop holes are nearly of the same form and dimensions as those already given.

When armed with artillery the plan of some of those structures is cruciform, consisting of a square central chamber twenty-four feet of a side with four wings of the same form and dimensions.

An embrasure is pierced in each of the three sides of each wing for a single gun, the cheeks are faced with logs and the mouth is secured by a musket proof shutter or port lid with a loop hole in it, the embrasures are below the level of the loop-holes; a work of this description will mount twelve guns.

Arrangements for magazine and stores are below the floor, the approaches and doorway are carefully commanded by loop holes, &c.

It frequently happens that a two story block-house may be a necessary construction, in this case the upper story will project over the lower, or it will be placed so upon it that the corners of the upper story shall project over the centre of the walls of the lower, the latter is the best to enfilade the angles of the lower story.

The surest defence for a ditch is a good flanking arrangement of the work itself; but as this is in many cases impracticable

owing either to the relief or plan, flank defence must be sought from a structure in the ditch.

This object may be effected by a caponniere, scarp and counter scarp, galleries. A caponniere is made like a block-house and is usually placed in the middle of the ditch, its width is usually eight feet and its height the same; the loop-holes should be nearly on a level with the bottom of the ditch or not more than eighteen inches above it, and a small ditch should be dug around it, the sides should be planked by a stockade, and in order to prevent the enemy leaping on to the roof from the counterscarp, a space of at least twelve feet should intervene between the caponniere and it, forming a salient flanked by the stockade, the work should be connected with this structure by a timber gallery under the parapet.

The counterscarp gallery consists of a frame work covered on the top with a sheeting which is placed within the counterscarp at the salients.

The front of the gallery is made of ten or twelve inch scantling placed upright and arranged with loop-hole defences, those pieces are connected at top by a cap sill, corresponding pieces are notched on the cap sill, three feet apart, they are supported by shores placed four feet from the front piece.

The corresponding pieces may project three feet beyond the shores and if necessary be braced three feet from them.

The gallery is covered on top by one and a half inch sheeting; and behind in a similar manner but only to the height of five feet above the bottom, the height of the gallery will be only about seven feet, it should be covered on top by about three feet of earth, its level should be the same as the ditch, and there should be a small ditch in front of it.

The scarp gallery may be constructed for musketry or artillery to preserve a flank fire in ditches with dead angles, it may be in every respect like the caponniere previously described, the bottom of the structure being sunk low enough to allow the ditch to be swept, as the top of the gallery must support the parapet of the work above it must be firmly secured with strong timber.

In actual practice this description of work admits of a great variety, each adopted to the uses and circumstances which called for their construction, and in all cases they must be governed by the site soil, and work to be done.

The attention of our readers is requested to the following important circular, initiating a movement of the most momentous character affecting the artillery arm of the service.

We have held the opinion that our Dominion Rifle Association should be more centralized, and can see no reason why the Artillery Association should not follow the

same rule, especially as the competitions must be carried on as far as heavy guns at least are concerned in different localities, what our District Branch Associations can be wro to at a loss to determine.

In all cases both associations with all their belongings should be under the control of the Commander in Chief of the Canadian Army, subject to his orders and individuality, wholly eliminated therefrom, the necessity for this course has been proved by the scandals arising out of the late Wimbledon Expedition.

As the movement is decidedly in the public interest all expenses thereof should be paid by the country, even to the attendance at the meeting of the council which should not exceed four times in the year, and the Secretary ought to be paid by Government.

There does not appear to be anything in the proposed movement to warrant the establishment of Branch Associations, if the time should ever arrive when Field Battery competition could be attempted the transport will be the business of the public as the movement is altogether for its advantage.

The promoters of the Artillery Association have decidedly taken a step in the right direction and in which they should receive the support of the military authorities of the Dominion, and we hope to see a good sum in the estimates to enable them to realise the full benefits of the objects they have in view.

ARTILLERY ASSOCIATION.

The want of an Artillery Association in Canada having been felt, a meeting of Officers interested was held recently at the Tete do Pont Barracks, Kingston. Officers representing Batteries at Ottawa, Kingston, Cobourg, and St. Catharines, were present; also Lieut.-Colonel Jarvis, C.M.G., D.A.G.; Lieut.-Col. French, Inspector of Artillery; Major Kirkpatrick, M.P., 47th Battalion; Capt. Kirkpatrick, Kingston Field Battery; Captain Cotton, Ottawa Brigade Garrison Artillery; Lieut. Holmes, St. Catharines; Lieut. Smith, Cobourg Garrison Battery; and others.

It was unanimously resolved that the formation of an Artillery Association, on the principles of the National Artillery Association of England, would be a great benefit to that branch of the Militia of Canada.

The question as to whether it should be a Dominion Association was discussed, and it was decided that, owing to the distance and difficulties of transport from the Lower Provinces, it would be more in the interests of the Service to form a Canadian Artillery Association with a District Branch for the Provinces of New Brunswick and Nova Scotia; but that this matter will have to be settled at the meeting called for the second Wednesday in March.

It was then resolved that a Committee, consisting of Lieut. Colonel French, Captain Kirkpatrick, and Captain Cotton, be appointed to extract from the Rules, and Regulations of the National Artillery Association of England, such rules as will explain the system of competition adopted by the above Association; and to communicate them to Officers commanding Brigades

and Detached Batteries, requesting them to send *reproposals* or suggestions to a meeting to be held at the Tete do Pont Barracks on the second Wednesday in March.

Kingston, Ont., 2nd Feb., 1872.

Meeting of a Committee appointed to draw up Rules and Regulations by which competitions between Artillery Detachments are carried on, suitable for the Militia Artillery of the Dominion of Canada.

The Committee having met this day, have drawn up the following list of Rules, which they think applicable.

1. Each competing Detachment will fire five rounds. Points will be given for shots as follows: Maximum for elevation, 4; for direction, 3. A shot shall have no value unless it obtain points both for elevation and direction. A direct hit shall count 4 points, and a ricochet hit shall count 1 point extra. Thus a direct hit will count 11; a ricochet hit, 4, 5, 6, 7, or 8, according to the position of the first prize. A ricochet hit out of bounds will count nothing.

2. The following is the time allowed for firing five rounds from the different classes of Guns, viz:—

For all unlimbered Guns on Field or Travelling Carriages below the calibre of 32 pounder—7 minutes.

For all Guns on Standing Carriages—8 minutes.

For all Guns on Traversing Platforms—8 minutes.

A reduction of one point will be made for every twenty seconds of time, or fraction of twenty seconds beyond the time allowed.

Ties to be decided by the rules of the National Artillery Association of England.

3. Four Judges at least shall be appointed by the Officer superintending the practice—two to estimate the points given for each shot, and two to take the time.

They shall be placed where they can best judge of the results of the shots, and shall place their own marks at the following distances from the Targets:—

At 1,250 Yards Range.		
Right and Left.	Over.	Under.
Yards.	Yards.	Yards.
4	65	15
8	85	35
12	105	55
At 1,500 Yards Range.		
6	70	20
12	90	40
18	110	60

All shot striking within the first marks to count for elevation on 4 points and for direction 3 points; within the second, for elevation 3, and for direction 2 points; and within the third for elevation 2 points, and for direction 1 point. The value of each shot to be signalled by the range party, and from the Battery.

Respectfully submitted,

G. A. FRENCH, Lieut. Col.,
Inspector of Artillery, Canada.
A. S. KIRKPATRICK, Captain,
Kingston Field Artillery.
W. H. COTTON, Captain,
Ottawa Garrison Artillery.

The Ordnance Department of the United States appear to be in a difficulty respecting carriages for their heavy artillery, the *Army and Navy Journal* says:—

As the 15 inch gun is at present our main reliance for the defence of our seacoast fortifications, perhaps some officer of the Ordnance Department will be kind enough

to tell us whether we have a serviceable carriage for this gun—one that is likely to stand, say one hundred consecutive rounds without failing? The Chief of Ordnance in his last report acknowledges that the carriages must be modified. Has even a model carriage yet been tested which will answer the purpose? It has been a subject of experiment for years, and it is high time a carriage which will last for at least a hundred rounds without repairs should have been devised. We would like to ascertain from the records of the firing ground as at Fort Monroe what is the greatest number of rounds that have been fired from the 15 inch gun with full charges without stopping for repairs. Sometimes a piston rod is bent, sometimes the ventors knocked off; sometimes the platform, containing hundreds of barrels of cement is set back bodily from the breast-high wall; sometimes the pintle, though forged from gun barrels, is broken; in short, the accidents are almost as various as the parts in the carriage. Is there along our whole seacoast, from Eastport to Texas, a single reliable 15-inch carriage? We impute no blame, we are after facts. We know that the late General Rodman thought the way out of the difficulty lay in lengthening the chassis about five feet, but this change would make the chassis too long for any existing work.

This state of affairs is not calculated to give the world a very exalted idea of the boasted mechanical ingenuity of the United States, and it does not auger well for the artillery service, no attempt has been yet made to remedy an evil of this magnitude, according to the showing of the *Army and Navy Journal* their heavy Artillery will be disabled by its own recoil, a power is thus mischievously wasted which has been cleverly utilised by Moncrief's system of depressing carriages, and it would appear that the United States Ordnance Department are awaiting the result of the test trials of his latest modification—the hydro-pneumatic carriage—in order to adopt it or some variety thereof for their own use and as their own invention.

The Confederates during their gallant struggle for freedom from Yankee domination displayed in that remarkable contest surprising powers of adaptation, as well as great military skill. One of their devices was to place their heavy guns on circular or segmental Railways so adjusted that the recoil would carry it behind a heavy traverse when it was loaded, and the same power runs it out again to be fired.

It is evident that the adjustment for this operation and all the machinery are far less complicated than Moncrief's mechanical appliances, and the only reason we can give for the neglect with which the United States authorities have treated it is, that it was not adapted to all conditions of service and could not be used at all at sea.

There are disadvantages attending its application in permanent works of grave character, it would demand a large space to manœuvre the gun and would necessitate a dispersion of guns, when it might be a condition of successful defence that they should be grouped and massed.

It can easily be understood that two or three heavy guns defending a bend or reach of a river fought, behind detached parapets might well take advantage of this very simple, and we have no doubt efficient arrangement, and that the result would be eminently satisfactory, but it must be remembered that in this case the condition implies an equality of weapons, or probably a slight superiority in favor of the shore batteries, inasmuch as a vessel could oppose no more than one gun in consequence of being bow on. While in the attack of a fortification the effort will be to concentrate the fire of many guns on one point, and they must be met by a greater number to render defence successful.

In the first case the disadvantage was with the assailant; in the second, the advantage; nevertheless, a trial of the segmental railway is very desirable, and it argues little for the public spirit of the United States that it has not yet been made.

The application of railways to the use of batteries in permanent works has not yet been attempted, but it could be made a very useful auxiliary for moving guns remounting, &c., and the ordinary turn table could be rendered of the greatest value for hauling and shifting the gun.

In all cases, moreover, the force of the recoil should be conserved or neutralised, and Major Moncrief has done good service by pointing out the way.

This question of gun carriages is like the "story of the guns," yet in debatable ground, but it has to deal with a known manageable force its solution as a mechanical problem may be the sooner looked for.

In the event of hostilities the weak point of a maritime power is its commercial marine, and a nice problem has to be solved by the first contest in which Great Britain will be engaged.

It is as to what part her costly armoured fleet would play in the defence of her mercantile marine:—as yet no precedent exists on which an opinion could be founded, the late contest between France and Germany does not furnish a hint, and the United States internecine contest was distinguished by the example of the utter impotence of its armoured vessels to protect its commerce from the depredations of a single clipper barque of wood armed *en flûte* with what would now be called light artillery.

Whatever value may be placed on this single incident is evidently unfavorable to the character of armoured vessels as cruisers, nor does the experience acquired by the British fleet demonstrate its applicability to one of the most important of its functions during a naval war.

As convoys must necessarily possess the qualities of speed and fighting capacity, it is evident that the great mass of British iron clads will not be available as cruisers, at present many of them are unsafe in a heavy

sea, and it is pretty certain that the class of unarmoured or partially armoured frigates will have to be largely increased.

The conditions required for general service are that the vessel shall be able to keep the sea in all weathers, that she shall not be wholly dependent on steam, and that her power of floatation be such as will enable her to rise to a sea instead of being compelled by her weight to drive through it.

Moreover, the armament should be of the most powerful character, capable of piercing the armour of any line of battle ship, and it would seem that a number of small handy frigates of great speed and power would be the very class of vessels wanted.

Seamanship in this case would be a first requisite. The English Whig radicals have managed to disorganize the Naval service, and it will take some years to train a respectable Naval force, it is now represented by Artillery officers, engineers and stokers.

The value of iron clads of one class may be gathered from the following, extracted from the *Broad Arrow* of 3rd February.

Hotspur, 3, armour-plated ram, Captain Lord John Hay, C.B., proceeded from Plymouth Sound into harbour on Saturday last, to repair the damage caused by the collision with the *Lady Wodehouse*. The *Western Morning News* says according to the statements made by the officers and men on the deck of the *Hotspur* at the time the occurrence took place, the *Lady Wodehouse* was entirely to blame. It is stated that the *Hotspur* was flying the flag carried by men-of-war when moving in harbour to intimate the impropriety of crossing the wearer's bow, and that when nearly parallel with Millbay Pier the *Lady Wodehouse* cast loose the warp attaching her to the pier and went ahead. It being seen on board the *Hotspur* that a collision was almost inevitable, orders were given to go ahead full speed, the ironclad generously electing to receive the shock herself to impaling the *Lady Wodehouse* on her spur, a not very remote contingency, as if the *Hotspur* had increased her speed the other vessel would have gone right across her bows. As it was, the helm of the *Lady Wodehouse* was put up, and the vessels came to almost broadside, the *Hotspur* having a boat and davits destroyed, and some eight or nine ports more or less damaged, whilst her antagonist also received some injury. So slight was the effect upon the mass as a whole that many of those on board the ironclad who were not on deck at the time were quite unaware of the accident. After repairing damages the *Hotspur* will proceed to Falmouth with supernumeraries for the *Ganges*, thence to Liverpool with supernumeraries for the *Resistance*, and afterwards to Kingstown with stores for the *Vanguard*. The damages sustained by the *Hotspur*, through collision with the steamer *Lady Wodehouse*, is more extensive than was at first thought. Two boats on the one side have been destroyed, and a third much injured. The davits are bent, and the ports driven in. It is estimated that the necessary repairs will take twelve days to complete.

ARE TURRET GUN VESSELS SAFE?—"This is the question taken up in an evening contemporary (the *Globe*) in reference to the *Hotspur* ram, a vessel of an apparently unsafe class for sea-going purposes. The subjoined remarks are well worth attention, as raising a serious question:—The *Hotspur*, armour-

plated ram, is to be sent to sea again shortly. It will be remembered that in Nov. last this vessel proved extremely dangerous in a Channel gale, entirely from her construction. She is a heavy ship of the ram class, her special object being to run down the fleet of an enemy, one vessel at a time, being herself protected by powerful plating from her fire. Although a turret ship, the *Hotspur's* danger is of a very different nature from that which would menace a sailing ship of the Captain class. It is that when steaming, head to wind, in severe weather, the ship is too heavy and deep, and is driven through the seas instead of over them. (On the occasion we have alluded to above, the officers put on cork jackets as a precaution, which, as she shipped so much water, was not without reason. It was a wonder that no one was washed overboard. It may be that the amount of water which found its way below could be pumped out much more rapidly than it entered, but the danger to this class of vessel of having her deck swept clean by the sea has been thoroughly proved; yet there are others in course of construction. It would almost appear that in rough weather they dare not be trusted outside Plymouth Breakwater. Our war vessels for coast defence must be equal to the emergencies arising from all weathers. It is an error to suppose that because not intended for long sea cruises they will not meet with weather as bad or worse. They are built with this object in view among others; and if the *Hotspur* has failed, it will be a waste of money to allow others of her pattern to be completed. Her future behaviour afloat will be watched with anxiety, and we only hope that she may not, like the ex-Confederate rams *Wivern* and *Scorpion*, be condemned as too unsafe to be sent to sea.

The comments of the *Broad Arrow* on this mishap are instructive.

"On Friday week a collision occurred off Plymouth between the Irish steamer *Lady Wodehouse* and her Majesty's ironclad ram, *Hotspur*, which was leaving the harbour as the former was entering it. Happily no lives were lost, but both vessels were considerably damaged, the *Hotspur* having to return into dock to be repaired. Besides this, one of her boats was lost. The question naturally occurs, Who was to blame? The *Hotspur*, it must be remembered, was built, especially for ramming, and was therefore only doing her duty like a well-trained dog who marks down the game; only in this case the game was not fair game, but honest barn door fowl. It is desirable certainly to try by some practical experiment the value of our ironclads in actual warfare; but this blind instinct for ramming must be controlled by some superior intelligence. Another reflection presents itself. If the *Hotspur* has been seriously damaged by ramming a merchant ship, what would happen if she rammed an ironclad war vessel?"

Taken in connection with similar instances it leads to the conclusion that the ironclad fleet is defective in manœuvring power, which is incidental to the system on which it has been constructed, that no attempt has been made to remedy the evil, that the limit of armour-plating has been overpassed, that seamanship is a scarce quality in the British Navy, and that a very considerable return to the system of manageable wooden vessels is a necessity.

The question may naturally be raised as to the necessity of constructing vessels of

6,000 tons to carry a couple of 35-ton guns, or to what use could such vessels be turned in actual warfare. It is generally conceded that the old line of battle is amongst the manoeuvres of the past, and that naval tactics will be confined to attack and defence in case the unwieldy hulks were employed.

The late war proved how perfectly useless the French fleet was for all practical purposes, and it is well known that for size and armament, it alone was inferior to Great Britain, but superior to all other powers. Yet its value was not sufficient to employ a division of the Prussian Army or to inflict a tithe of the damage on German commerce the Alabama inflicted on that of the United States.

It is pretty clear that a further revolution in Naval affairs is imminent, the existing British fleet being by no means equal to the duties for which it was created.

A telegram informs the public that the Pacific Railway after a snow blockade of over three weeks was at last open for trade, it has been more or less obstructed since the 12th October, and as the general direction of the line lies between the 35° and 40° parallels of North latitude a very grave question arises as to the value of such a means of intercommunication in winter, and whether its vocation is in reality the one best adapted for transcontinental traffic at all seasons.

Since it was first opened this railway has been subject to periodical interruptions from the same cause, and it would now appear that nearly one thousand miles of its length between Omaha and Sacramento was completely obstructed by snow, said to be in some places over forty feet deep.

Profiting by former experience large portions of this line was protected by snow fences the prevailing drift being from the North East, but this year in spite of all calculations the drift came from the unprotected quarter, for several miles snow sheds—substantial erections of wood—covering the roadway have been erected generally in deep cuttings and other exposed localities but it is evident that measures must be taken to provide shelter for a great length of the line, and of a more permanent character than that afforded by sheds.

Trees and shrubs are natural obstructions to snow drifts, and as the plains through which the Central Pacific passes are entirely destitute of those, their cultivation, if it is possible to acclimatise them is a matter of necessity.

It is very strange that the maximum snow fall outside the Arctic circle on this continent should be found so far south, fifty five inches of snow under the fortieth parallel is more than what falls at Fort Gar., under the fifty first, it never exceeds thirty-six inches there, and does not drift by any means to the same extent,

The Canadian Pacific Railway under the circumstances will possess a decided advantage over the southern road, its rival will cross the Rocky Mountains at an elevation at least four thousand feet lower than the central Pacific and the larger portion of its course will be through Forest Land, in no case will it be subject to the drifts encountered on the higher table land over which its rival passes and as it will be at least three hundred miles shorter, its advantages will be very decided indeed.

Between Ottawa and the Yellow head pass the proposed line passes nowhere over an elevation of more than 1,300 feet above the level of the sea and for a great part of that distance less than 700 feet, the Yellow head pass is a little over 37,000 feet above the Pacific while the Central Pacific attains an elevation of at least 11,000 feet.

Altogether the advantages are so great in favor of the Northern route that its speedy construction has become a commercial as well as National necessity.

Active operations are in progress for that purpose, extensive surveys have been undertaken, and while they are carried on good meteorological registers could be kept which would determine the conditions against which a line of railway will have to contend in winter, from all that is known, however, it does not appear that any greater obstructions will be encountered than usual in Canada.

ANSWER TO CORRESPONDENTS.

In reply to our gallant correspondent *Brevet* we have to state that officers holding brevet rank are entitled to wear the insignia of that rank, no matter what the regimental rank may be, thus an officer may be Captain commanding a company and *Brevet* Major or Lieut. Colonel, the first is his regimental rank, the latter his status in the Canadian Army, and he should wear the insignia of the latter, which is for Infantry as follows: Lieut. Colonel, a crown on the collar—with half-inch silver lace round the top and bottom, on the skirt and cuff flaps, and two rows round the top of the cuffs, for a Major, a star on the collar and one row of lace round the top of cuffs, uniform in every other respect the same as a Lieut. Colonel, the latter also wears two rows of lace on the shako; a major, a single row; both wear brass scabbards—winter.

The winter uniform is a grey surtout braided with black cord, barrel buttons and loops. Grey astracan lambskin on collar, cuffs, and edge of skirts. The uniforms in all cases conforming to that of the British Army for all arms of our service. We believe it is the intention to substitute at no distant day gold for the present silver lace, a very desirable change.—Ed. Vol. Rev

REMITTANCES Received on Subscription to THE VOLUNTEER REVIEW up to Saturday, the 24th inst:—

OTTAWA.—Capt. J. Forsyth, \$2.
MADOC.—Ens. W. A. Roblin, \$2.
KINGSTON.—Lieut. J. Broden, Jr. \$2.
VAN KLEE HILL.—Sergt.-Major P. T. Saucier, \$2.
MONTREAL.—(per agent)—Lt.-Col. W. D. Pollard, \$4.

CORRESPONDENCE.

To the Editor of the VOLUNTEER REVIEW.

DEAR SIR.—You will oblige by informing a number of subscribers the correct insignia of rank that officers holding Brevet rank are entitled to wear, on undress and full dress uniform, also if there is any rule laid down for our Canadian Army in regard to difference of laces, and other distinguishing marks of rank—and also what the correct thing for winter dress of officers of Infantry, Rifle, Artillery, and Cavalry. An answer will oblige extremely, Yours truly,

BREVET

Cobourg, Feb. 21st, 1872.

FROM MONTREAL.

(BY OUR OWN CORRESPONDENT.)

Captain John McVey, a landed proprietor of St. Lambert, (directly opposite Montreal) formerly belonging to the Provincial Cavalry, is about offering the Government to raise a troop of Volunteer Cavalry in and about the environs of St. Lambert; the said troop to consist of young, active and respectable men, principally to be selected from the well to do farmers in that section of the country. As a rule no man will be accepted unless he furnish a horse *bona fide*, his own property, and in every respect fit for cavalry purposes. Captain McVey is sanguine of success in filling up the list, and from his long residence in St. Lambert and deserved popularity, will, doubtless, succeed in his praiseworthy enterprise.

In my last I forgot to record the first of the regular monthly meetings of the newly formed officers of the Montreal Garrison Artillery, which was held in a room attached to a Drill Shed, kindly lent by Major Labranche for the occasion.

The following were elected as officers:—President J. A. Edwards, Brigade Sergt.-Major; Vice President, Geo. Blackhall, Battery Sergt.-Major; Secretary, J. Winn, Battery Sergt.-Major; Treasurer, W. J. Pentleton, Battery Sergt.-Major. Committee, J. Medowcraft, W. McLean, Geo. H. Allo, W. C. B. Graham, J. Tearner, Corp'l J. Wardell. After being put to vote it was unanimously resolved that there should be no meetings held in taverns.

At the last regular weekly meeting of the Y. M. C. Association last evening, Mr. Waller, a returned Volunteer from Manitoba gave some account of the religious work going on in that Province, together with many interesting details in regard to the climate, soil, productions of the country. A Young Men's Christian Association had been established at Fort Garry, which is still flourishing. Mr. Waller represented the Province as being very desirable for immigrants.

The demolition of the stone towers of the Drill Shed is being proceeded with. Care is used to drop the debris on the Craig Street pavement in order that the ruins in the interior may not be disturbed until inspected by parties commissioned from Ottawa.

Colonel Martin, 6th Battalion, Volunteer Militia, left for England on leave of absence by last week's steamer.

[Written for THE VOLUNTEER REVIEW.]

HONOR vs. POCKET.JOHN BULL, *reading Treaty of Washington.*

So! here's the new treaty concluded with Sam—
And though I know well, that his claims are all
sham,

To which I can answer without loss of pelf,
To pocket at least; as it burdens myself,
I still must appease the cantankerous "cuss"
Lest he should grow rasty, and kick up a
"muss."

So, putting aside all his spread-eagle speeches,
I must see just how far his cupidity reaches,

[Reads.

"Constitution—International Treaties, and
Laws"—

All fudge! he has broken them *all*, clause by
clause,

"Injured honour—lost commerce—the carrying
Trade,"

"For the first an apology!"—*That's easy made;*
For the second and last he himself is to blame
For imposing such blundering restrictions on
same.

"The duty of neutrals:—sale of vessels and
arms:"—

Well! these are not much to create such alarms;
Johnny Russell and Pam were too states-manlike
men

To allow too much latitude, to cruiser, or pen.
Ah! here's the substantial;—here's where the dog
bites;—

"Navigation St. Lawrence;—free fishery rights;
"Abrogation of Fenian claims;—new coasting
laws;"—

Make taken together a very tough clause,
The impudence too of those rascally choor's*
When they shut up the windows, and opened the
doors,

To let loose on my children that ruffianly crew;—
Stop! that's not *my* business; I've nothing to do
With Canada's wrongs,—they're my children
perhaps,

And must bear their own share of both haps and
malshaps,

For they long had protection; and if loyal they've
been

In times past; to their laws, to their country, and
Queen,

Why! damme I've paid 'em by sending 'em
soldgers,

Till removed at the instance of Bradlaugh's and
Odger's,

And peace *must* be had; they must swallow the
pill

And I'll pass 'em a "Fenian Indemnity Bill."
And pay in old guns,—and condemned ammuni-
tion,

And Peninsular waistbelts in damaged condition,
And when I've provided such means for defence,
I'll ship 'em, and call it their Independ-ence,

Tis hard, too,—poor chaps,—they mean well
enough

Have stood meekly for years, studied scorn and
rebuff,

But though I'm not frightened,—I scorn imputa-
tion,—

They're a *lelle* too close to the "great Yankee
nation."

But the treaty; ah! well, as I just was a-saying,
There don't seem a clause that would set me a-
paying;

And for Canada's rights;—sho!l the Yankees
increase

Their demands,—war might come—and *WE* *must*
have peace.

War!! how horrid; think how the strings of my
purse

Would be loose! to provide for that national
curse;

Manufactures all done,—shipping burned, sunk,
and plundered,

My commerce destroyed;—merchants ruined by
hundreds,

King Cotton;—King Iron;—King Coal; all de-
posed,

My workshops all idle; my factories closed;

My workshops all idle; my factories closed;

*Choor is Hindostani for thief.

No SIR!! it must be, though the fact I deplore,
I will sign, and *Canadians* shall settle the score.

JOHN BULL, *reading America's "little bill."*

Three hundred,—what?—millions!! why damme!
my eyes

Must deceive; or some scoundrel's been putting
in lies;

Oh! "Damages" are they!! I'll damage their
eyes;

"Consequential,"—oh yes!! I'll give a surprise,
And take down their "consequences,"—see if I
don't,

But pay one brass farthing;—why damme! I
won't.

So! this is the end of his spread eagle speeches,
The more I concede, the more he overreaches.

But a stopper I'll clap on his gab,—and I'll fight
'Ere a penny I'll pay, or surrender a right.

J. C. S.

Fort Erie, February 15th, 1872.

Rudiments of strategy. By Captain C. P.
STONE, late officiating E. A. Q. M. G.,
Oudh Division. Clowes and Sons.

This is the first instalment of a series of
"Handy Books on Military Science for
young Soldiers" which Captain Stone
proposes to publish, and the object of which
will be given in his own words. He says:—

I deem this a fitting opportunity to give
the young soldier,—be he a Volunteer, in the
Militia, or the Regular army—a series of pa-
pers or tracts upon his profession, written in
a manner so simple, that I conceive it will
come completely within the limits of his
understanding, and the perusal of which will
enable him to take in hand other works pos-
sessing a similar aim, but treated in a more
comprehensive and scientific manner. No
work of this kind so far as I am aware, has
ever before been attempted, for although
our military authorities are keenly alive to
the necessity of education in the Army, and
are leaving no method untried to give it full
extension and effect, yet up to the present
time all the educational books published
under their sanction, beyond those upon
mere drill and musketry, &c., are written
more for the officer than for the private, and
presuppose an amount of education only to
be met with here and there among the rank
and file; so that, beyond the drill ground
or the musketry lecture-room, the young
soldier has little means of obtaining that
comprehensive view of his calling to benefit
him for future command which every young
man bearing arms should aspire to. It is
true there are schoolmasters in most regi-
ments and garrisons, and there are reading
rooms usually facile of access; but neither
of these will afford that systematic instruc-
tion so necessary to advance the young sol-
dier student along the pathway of that pro-
gress so beneficial to himself and the noble
profession to which he belongs. To re-
medy this defect is now my object by giv-
ing him a series of educational tracts or pri-
mers, cheap in price and easy in style, which
can enable him to acquire an intelligent in-
sight into all that constitutes the "science
of war," and lead him by gentle steps to the
threshold of other works, the perusal of
which will give him a mastery of the whole
subject.

Captain Stone begins his task, then, in
the pages before us, by a description of strate-
gy, which, he says rightly, is to the science
of war what the trunk of the tree is to its
leaves and branches. He works, as he says,
from the whole of its parts, believing that a
knowledge of the main object having been
received, the understanding grapples more
readily with the details.

The definition of strategy has always been
a difficulty, and even recent instances are

not wanting of highly trained officers being
charged with confounding the two ideas of
strategy and tactics. Captain Stone's defini-
tion, whether perfect or not, is probably
practically sufficient. He elects to describe
it as that branch of the art which constitutes
the art of planning out and conducting a
war. It is thus distinguished from "tactics"
the art of arranging an army in order of bat-
tle. It appears to us that Capt. Stone might
with good effect, in future editions, con-
dense his general observations on the ob-
jects of strategy, and in particular, expunge
the somewhat common place moral reflec-
tions and passages of sentiment which are
quite out of the scope of a scientific treatise.
But notwithstanding these redundancies,
Captain Stone does give a very clear and
sensible exposition of the subject. Having,
then, defined the theatre and zones of op-
tions, and assuming that his side is about to
take the offensive, he gives the following
lucid account of the next step:—

The first question we should ask ourselves
is, knowing the enemy we are about to deal
with—that is, roughly estimating his prob-
able resources as well as the character of the
nation, and having obtained, as far as
possible, a knowledge of the country we are
about to fight in. What should be my aim?
—that is, what do I want to do? and the ob-
taining of which will secure me success!
This aim or object of the campaign is called
technically the objective point, and revolves
itself into the sub-divisions called respect-
ively "the Objective point, definite and per-
manent," and "the Objective Point, definite
intermediate, or secondary" (the latter is
occasionally called "preliminary"). Now
the "definite and permanent objective" is
the aim upon which you first form your plan
—it is the kernel or nucleus around which
all the considerations of your scheme are
grouped and concentrated: it is called de-
finite, because it is the fixed and settled
object you have in view: and it is called
"permanent," for it must be the one con-
stant idea regulating all your conduct
throughout the campaign, and from which
the intention must never swerve nor waver,
unless compelled to give up the idea through
disaster and defeat. Thus your permanent
object may be to drive the enemy from
some portion of disputed territory; or the
seizing certain of his strongholds, the cap-
ture of which must cause him to fall back
for safety beyond certain boundaries within
which to shut him is to render him power-
less for further mischief, and to cause him
to concede all points in dispute; or again,
your definite objective may be the seizure
of the enemy's capital, and which, like an
injury to some vital part in the human
frame or economy, has a similar effect upon
the economy of a nation, as it is generally
within the capital that the energies and
wealth of a nation are chiefly concentrated:
it is, in fact, its heart; and although a resist-
ance to a certain degree stubborn may be
carried on in various parts of a kingdom or
empire, &c., after loss of its capital—even
as we see in fish and reptile life muscular
action take place after the deprivation of the
heart—yet the action is feeble, unsustained,
and soon dies out. Thus we see that Aus-
tria ceased resistance when Napoleon I. took
Vienna; and twice with France. The first
time, when the allies entered Paris in 1815;
the second time in the late war; and al-
though in Spain, after the capture of its ca-
pital by Napoleon, the provinces still resisted
yet it was but the spasmodic action of the
dying reptile, and would soon have been
stamped out but for British succour under
Wellington, which gave new life to the na-
tion. But before you can hope to obtain

your definitive or permanent objective, there are various minor objects and successes to be obtained, which serve as so many links leading up to it. These objects are the intermediate objective points "above cited"; because they interpose between your first and last steps in the campaign; they are the halts or restings in your journey, at which you stop to gather breath and recruit your forces, for strength to make further efforts towards the goal of your hopes, and without which it would be impossible to carry on a well-contested conflict. These intermediate points for which you manoeuvre may or may not have been jotted down in your chart or scheme of the war. It may have been your fixed plan to have seized them in succession, as success opened up your path, or they may have been merely accidental openings or clearances allowed by unexpected success, or mistakes of your enemy, and which you eagerly snatched at. On this account these points of "vantage" may be sometimes called "accidental objectives" when derived this way. Thus you perceive these points whether "permanent," "intermediate" or "accidental," are called "objective," solely because they form the aims or objects by which in your plan you hope to realize success. Practically they differ but little in degree from other points which are called strategic. Although a strategic point need not be an objective one, yet all objective ones must necessarily be strategic.

We have not space to extract the description of bases of operations, and their different kinds and advantages. The author is, we think, at his best when, having disposed of his preliminary definitions, he comes to describe lines of operations and their uses. After showing that many roads must be used by an army advancing on a given point, he gives the following excellent description of the necessity of "lines of communication," and the necessity of protecting the flanks:—

It may be laid down as an invariable rule in war, never to march your army so that its fractional parts may not be able to unite at any specified time and moment; and another, that the point of junction laid down for them should be ever so far out of the reach, that is, in advance of the enemy, that under no possibility can he forestall such union by the interposition of his army, whole or in part. Previously to the march of any system of columns forming an army, their points of concentration should be distinctly laid down, as well for a retreat as the advance; moreover, it would never do for any one column, after reception of a check from the enemy, to fall back so rapidly as to uncover the flank or flanks of the collateral columns on one or both sides, as the case may be, without due warning given. On this account, the intercommunication of intelligence, by bands of mounted troops, forming communicating links—flying columns of larger dimensions, and so called from their mobile qualities, being tied to no fixed base, possessing a light equipment and great rapidity of movement, scouts, field telegraphy and every other method by which intelligence can be communicated—should be established. This necessity for mutual warning and support must never be lost sight of for a moment by the columnar fragments of an army marching in an enemy's country, and for this reason such columns must always have given them one of direction, into which the others must endeavor to feel as far as practicable; and could this column of direction march parallel to some natural and not easily passable obstacle, as a range of mountains, presenting no defiles by which

an enemy can suddenly debouch, a large unbridged river, requiring boats or a pontoon train to cross it, or the frontier of a friendly State, then the danger of attack from your enemy is reduced two thirds. Should your lines of operation give you a similar advantage upon the other flank of your army as well, then this danger is diminished to one-third, for you have only a central attack to apprehend. A flank attack is always the most to be dreaded; it is a species of attack you are ever on the watch to inflict upon your enemy, and consequently in the expectation similarly, to receive from him; and whether you march from your base by one of many columns, you are always exposed to this attack, unless you can cover your flanks by such obstacles as those above described—both flanks, if possible, one, if not, which will then become the flank of appui into which the army feels and by which it marches. But there are many theatres of operation in which no such obstacles exist for the protection of your flanks, or where, at least you cannot take advantage of them. In such case, you march by the centre and refuse your flanks, that is, you hold back the columns forming the extremities of the wings so as to let the centre ones keep on in front; as you may sometimes see (by the way of illustration) an impatient nurse dragging by each hand two unwilling children, in her walk, who would rather be carried. The nurse here represents the bulk of an advancing army; the refractory children, its refused extremities. This, after all, is nothing but a direct movement on a large scale from the centre. When you have a range of obstacles upon one side only, it is usual and advisable to refuse the flank of the army upon which no obstacle exists—(the flank is called the reverse)—letting that column nearest the obstacle get well ahead; in other words; marching your army in direct echelon from the protected flank. This will make an enemy very cautious how he attacks you upon the exposed flank, since, to do so, is to expose one of his own to the attacks of these columns echeloned in front of the flank at tacked. (A few pencil strokes upon paper will at once show the truth of this.)

The "Pons Asinorum" of strategic novices—the subject of interior and exterior lines—is thus dealt with by our author. —

If you and your enemy are marching to oppose each other in the theatre of war by several routes or roads, but your fractions—that is, columns—move in such a manner that you can unite them upon any one point before your enemy can unite his to oppose you at the same point, then you are said to move upon *interior lines* with regard to him, and he, of course, moves upon *exterior lines* with regard to you, and *vice versa*. This can be otherwise explained by drawing a circle upon paper, and cutting off any arc from it by a straight line; now representing the fractions of your enemy by a series of detached dots, or short strokes, arranged any where upon this line within the circle, while you represent the army of your enemy by a series of similar dottings disposed either upon the circumference itself, or just outside it. It is evident that if in uniting all these dots—as you would unite little globules of quicksilver upon a plate or table—into one mass, you move on the line, while your enemy, in order to unite his, has to move them on the rim of the circle or outside it you unite your fractions in a shorter time than he can, because you have a shorter road to go. Then you are said to move on interior lines with regard to him, he moving upon exterior lines with regard to you. Place his movements within the circle and

yours outside, then you reverse the terms. Such may be called the mathematical definition of these expressions, but they are susceptible of another, with which the idea of a circle has nothing at all to do. I call it a physical distinction, because it depends upon the answer to the following question; Can any two or more separate columns of your army march faster than any two or more corresponding columns of the enemy? If so, they can possibly unite upon a given spot in shorter time than can the enemy, although they may have a longer distance to go, and thus realize the same advantage as if they moved in the manner above described. We often see this in the cricket-field; the ball may fall near a man "fielding," he runs to catch it, but owing to want of speed he is overtaken by another running faster, who catches it before him, although he may have had twice the distance to run. This latter moves upon *interior lines* with regard to the former solely owing to the ability to get over the ground more rapidly: And so with armies; a rapidly marching army moving round an arc of a circle, with reference to a badly marching army moving within it, may be said to move upon *interior lines*, notwithstanding the distance moved over. This fact explains the saying that "victories are more frequently won by the legs of an army than its weapons." A truth which ought never to be lost sight of by those in whose hands rests the training of soldiers.

Captain Stone has performed his task well and has given us an elementary treatise, which will be useful not only to the classes for whom he intends it, but as a useful preparation for the study of such works as those of General M'Dougall and Colonel Hamley. We have already objected to the introduction of religious and moral reflections in such a pamphlet as that before us, and we must more strongly protest against a totally uncalled for and very silly political diatribe in which Captain Stone has seen fit to indulge. The animus of it cannot be misunderstood, and it is very much regretted that it should find a place in a work written by an officer professedly for soldiers. We trust that Captain Stone's useful pamphlet will reach a second edition, and that this offensive paragraph will be expunged. We doubt also whether many of the notes might not be left out. If a soldier is sufficiently well educated to read such a book at all, he will hardly require many of the explanations of familiar words given in the notes; and many of the more obscure words might be very easily replaced by simpler ones in the text itself. The notes on technical words, of course must remain, though with one at least of them (one hardly needing a definition) we might quarrel. Admitting the etymological definition of a "soldier" given by Captain Stone, we cannot agree with him that a "soldier" is now only understood to be one serving in a military capacity *for pay*. Indeed, Captain Stone himself admits the right of a Volunteer, who would not necessarily serve for pay, to the title of "soldier." We take a soldier, in the modern sense, to be one who is, or ought to be recognized as duly authorized by the State to which he belongs to fight on its behalf, subject to the laws and entitled to the immunities, acknowledged by civilized nations in respect to such authorized fighting men. One of the great questions between the Prussians and the French was whether the *Francs-Tireurs*, who were certainly not necessarily paid, were "soldiers" or not. The English of Captain Stone's treatise might be revised with advantage. There is a solecism, a redundant use of the conjunction, which is very glaring, and which occurs

continually—*c. g.*, "The next base in order of examination is the zone or belt proper, and which may consist," &c. The correction of these and similar not very important errors will much improve Captain Stone's work, for the next number of which we shall look with much pleasure.—*Volunteer Service Gazette.*

OPINIONS OF THE PRESS ON THE GENEVA ARBITRATION.

The resume of a few salient points regarding the "Washington Treaty and the Geneva Conference" (terms much in vogue at present) will, we are sure, not be unacceptable to the general reader, who is not supposed to bear in mind from year to year, or even from month to month, all the data bearing upon a question, even though it may be of great importance. What follows will assist in a thorough understanding of the intermediate position up to the time of the "hitch" which has occurred through the indirect claims demand.

The text of the Treaty of Washington was dated the 6th of May. It was the result of some two months' deliberation by men supposed to be conversant with the points of difference under discussion. The treaty first takes up the so called Alabama claims and assigns their consideration to a session of arbitrators at Geneva with power to decide for a gross sum in satisfaction of claims should they so determine to award a block sum. Failing this boards of assessors are to assemble at Washington, New York or Boston and examine each claim *separatim*. The Geneva Tribunal of Arbitration was subsequently constituted. On the 16th December the five members of this conference entered on their duties at the Hotel de Ville in Geneva. Lord Chief Justice Cockburn (whose action is referred to in the evening's despatch) represents Great Britain, the Hon. Charles Francis Adams, Minister during the war at the Court of St. James, intimately acquainted with the facts of the case and the first on behalf of the United States to urge the recognition of the claims, Count Sclapin, an eminent jurist, nominated by the King of Italy, Jacob Estampfle, an able statesman of Switzerland, by the President of the Swiss Confederation; and Baron de Stajubo Plenipotentiary of Brazil at Paris appointed by the Emperor of Brazil.

The American Commissioners classify their claim under five heads.

1st—Direct losses resulting from the destruction of vessels and their cargoes by insurgent cruisers.

2nd—The expenditure incurred in pursuing such cruisers.

3rd—Loss in the transfer of vessels to the British Registry.

4th—The advance of insurance premiums.

5th—The prolongation of the war.

In the text of the Treaty, article 6, three principles of international law are laid down for the guidance of neutrals.

1st—Due diligence against the fitting out of engines of war against a friendly power at war with another nation.

2nd—To equally interdict belligerents from making neutral territory a base of offensive operations.

3rd—To exercise due diligence in its own ports and as to all persons within its jurisdiction, to prevent any violation of the foregoing obligations and duties.

The British Commissioners dissented from the view that these rules were then in vogue but were satisfied to abide by them for the future. The Geneva arbitrators were to assume that Her Majesty's Government had

undertaken to act upon the principles set forth in these rules. The American Government lay great stress on these general principles enunciated, and attempt to show "a studied unfriendliness" by the free use of Nassau, Bermuda, &c., to those adventurers who were pleased just then to increase the annoyances of the Republic. All the scraps from the lips and pens of British statesmen and other lesser luminaries are carefully collated. The escape of the *Alabama*, Laird's rams, &c., are most laboriously and ingeniously worked up to strengthen the argument. The British agents slyly demurrs setting forth the non existence of the settled principle of international law on which the case mainly rests, that the due caution was taken to secure the neutrality of Great Britain, that any infraction of it was due not to the want of diligence on the part of the Government, and that the recognition of the Southern Confederacy as a belligerent power entitled her to the same privileges as the Northern States, which were evenly conceded to both. The task of this arbitration is Herculean, the burden of diplomatic correspondence since the close of the war of American Secession.

170 claims are made. In linnity demanded \$19,621,423. Twelve Southern cruisers are designated, all quite familiar. The cruise of the *Alabama* to her destruction in an engagement off Cherbourg with the *Wachusett* is remarkable—59 claims, 612 millions of dollars. The *Shenandoah* has against her 49 vessels, damages to about the same amount as the *Alabama*. The *Florida* has racked against her 30 claims, a little under 4 millions of dollars damages. The *Tallahassee* has 17 claims, about \$600,000 damages. The run of the *Tallahassee* was brief and destructive, doing much damage among fishermen returning from the North Bay. Her career was under a month, and her armaments by no means extensive.

The Washington arbitration has the consideration of claims other than Alabama by the subjects of one government or the other. This arbitration opened its sittings in Washington in October and all claims are to be presented for adjudication within six months from the first meeting. A number of rules have been laid down for the guidance of claimants and to regulate the order of proceedings in the various cases that may be submitted. The number of cases on this docket are likely to be numerous. It is provided that payment of claims shall be made, within twelve months from the date of final award, less five per cent. on the net for expenses incurred. The claims of Southern cotton bondholders come before this tribunal.

The statement or claim of the United States Government we published a few evenings since. The preposterous nature of the indirect claims were plain on the surface of the document, and form the basis of the difficulty which is agitating diplomatists in the old world as well as in the new.—*Acadian Recorder.*

THE UNITED STATES BILL.—The enormous amount demanded by the United States in the case presented to the Geneva Conference assembled according to the provisions of the Treaty of Washington, republished by us to-day, may be inferred from the following exhibit, and the present excitement in England will be seen to be fully justified by the facts:—

I. For the destruction of vessels and property belonging to the Government of the United States. \$25,000,000

II. For the destruction of merchant vessels, cargoes and proper-

ty sailing under the flag of the United States. 17,800,826

III. For other damages of injuries to persons, growing out of the destruction of each class of these vessels.

[In respect to this item the "case" says it is impossible at present for the United States to present a detailed statement, but the amount of the claim cannot be less than hundreds of thousands and possibly millions of dollars, on account of hardy, helpless seamen and their families.]

IV. The national expenditures in the pursuit of the cruisers. 7,050,473

V. For loss in the transfer of the American commercial marine to the British flag.

[In respect to this item the United States ask the arbitrators to estimate the amount which ought to be paid to them, after we submit statistics in respect to our tonnage before and after the rebellion.]

VI. For enhanced payments of insurance by citizens of the United States, so far as now known. 1,120,795

VII. For the prolongation of a civil war, the addition of a large sum to the cost thereof, and of the suppression of the rebellion.

[As to this item the United States claim that after the battle of Gettysburg offensive operations by the insurgents were conducted only at sea, through the Anglo Confederate cruisers, with the hope of involving this country in a war with Great Britain, and that the latter ought in equity to reimburse the United States for the expense thereby entailed upon them.]

VIII. Interest upon all claims up to the day when the award is payable by the terms of the treaty, which is twelve months after the date of the award, at the usual rates of interest in the city of New York, where most of the claims of individuals are held, which is seven per cent. per annum. The United States claim that interest should be computed from an average day, say July 1, 1863.

According to the foregoing statement, so far as it goes, the figures reach the sum of \$26,136,825. It will be observed, however, in the reading of the exhibit that the amounts for damages for injuries to persons growing out of the destruction of vessels by the rebel cruisers, the loss in the transfer of the American commercial marine to the British flag, the prolongation of the war, due to the continued offensive operations of the rebel privateers after the battle of Gettysburg, and the interest upon all the claims up to the day when the award is payable, are not enumerated in this schedule. The amount of these claims will increase the American demand according to some estimates, to \$300,000,000. These are what are termed consequential damages, and the British Government object to their consideration.

It has been suggested that all that is necessary to make this Bill complete would be the celebrated charge of the Halifax lawyer "To Mental Anxiety."—*Acadian Recorder.*

A current paragraph asserts that many years ago Horace Greeley wrote to a female contributor, requesting her to abstain from further poetry. A council of friends inspected the letter, and finally pronounced it an offer of marriage. Hence Mrs. Greeley and the junior Greeleys.