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The Volunteer Review

AND MILITARY AND NAVAL GAZETTE.

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

VOL. V.

OTTAWA, CANADA, MONDAY, JANUARY 23, 1871.

No. 4.

HER MAJESTY'S SHIP "CAPTAIN."

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

(From the Broad Arrow.)

[CONTINUED.]

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

Mr. HENRY LAIRD, of the firm of Messrs. Laird, Birkenhead, examined by the President: It has been stated in evidence that no moment of sail, but merely the sail area, was calculated for the ship, and that the ship's stability was not calculated by Attwood's formula, which alone would have given the true stability, and hence the effect of the sail power you gave the ship could not have been estimated on any accurate power. Is that so?—The height of the centre of the effort of the sails, as shown on the original design submitted in July, 1866, was calculated, and the ratio of stability of the ship with that area, and the moment given by the height of the centre of effort, as calculated, was estimated, and is shown on a paper which will be handed in, as one of the papers respecting the estimate made in 1866 as to the probable height of the centre of gravity of the weight of the ship. The stability of righting force of the ship at the angles of seven and ten degrees was estimated by the meta-centre, which is the means we usually employ to obtain this result, considering it to be practically correct. I made the voyage from Liverpool to Portsmouth in the *Captain*, and was present at two of the steam trials, and when the ship proceeded to sea on her first cruise, on the 10th May, 1870, I went in her on Captain Burgoyne's invitation, and having, through the kindness of Admiral Robinson, been promised a passage home with him in the *Helicon*, as, owing to my business arrangements, I could not remain with the ship for the whole of the cruise. On the voyage round from Liverpool, when in a beam sea, resulting from a strong south-west gale, which had detained us for three or more days at Holyhead, I noticed that the ship rolled seven or eight degrees each way; that she rolled easily, and, I believe, about eight rolls in the minutes. When on the cruise after the 10th of May I watched the movements of the ship attentively, and made notes occasionally of the amount of heel under different sail, and in different states of the wind. I had good opportunities for doing this, because the weather, whilst I was on board, varied from a strong breeze, as I believe, recorded for six to seven with

a heavy sea, to light airs and calm, but with on some days, considerable swell. The ship was under sail and steam, and under sail alone on several days. The first day after leaving we had only fore and aft sails set. I believe that the heel of the *Captain* was 4 degrees, and that the heel of the *Monarch* at the same time was, if anything, rather more. I believe it was signalled to us at 5 degrees. On the following day, the 12th of May, we were ordered to put the ship under sail, there being a strong breeze, and what, from my experience, I should call a confused sea. The *Monarch*, I believe, set double-reefed topsails; the *Captain* set treble-reefed fore and main topsails, and, I believe, close-reefed mizen topsails and foretopmast staysail. She remained under this sail for some two or three hours, and then, although I do not think the breeze was less, a reef was taken out of each topsail and the jib set, and I think, the spanker, and we continued under this sail till the evening. The heel of the ship during the day, and more particularly the latter part of the day, I watched carefully, and it was about 8 degrees. The extreme heel that I noticed was when wearing the ship lurching to between 13 and 14 degrees. On the following day, the 13th, we were still under canvas, wind recorded at force of 5. In giving the strength of the wind I gave it as I noted it down from inquiries at the time; it will of course be accurately recorded in the log. On this day the *Captain* had fore and main topsails, single-reefed, with topgallant sails set; the mizen topsail double-reefed; jib and foretopmast staysail and forecourse. The heel of the ship, as I have noted, was about 7 degrees. On subsequent days we had all plain sail set with light breeze. I do not appear to have a note of the actual heel; I believe it was about 4 degrees. Generally from my observation, I consider that the amount of heel was very nearly the same as the *Monarch's* under similar sail. As far as my judgment went I considered that the heel of the ship was what we had expected, from calculations we had made as to her sail-carrying power. I would say that the calculations which I refer to are those which we had made when the final estimate of the centre of gravity was made when the ship was completed. If the Court would allow me I would add that I obtained further information on the performance of the ship during the latter part of the cruise that I commenced in her, with a view to seeing how far my observations was borne out after I was obliged to leave her. This information I obtained on board the ship after her arrival at Plymouth. The most important was that with reference to the gale of wind which the

Captain, in company with the fleet, encountered, and I found the force of wind was recorded nine to ten; the sail the ship was under was close-reefed maintopsail and reefed foresail. Her heel was recorded at nine degrees mean; maximum heel thirteen degrees. I believe that all the papers containing calculations on this subject were handed in by Mr. William Laird on Saturday, and we are to furnish copies to the Court.

By the President: Had the ship had two feet more freeboard, the angles of maximum and vanishing stability would have been greater; but if the question refers to the *Captain* having floated two feet lighter and thereby having two feet more freeboard, the centre of gravity remaining in the same position, I am not sure whether the actual righting force at any given angle would have been much, if any greater, because the meta-centre would have been slightly approached to the centre of gravity, and the displacement of the ship would have been some eight hundred tons less.

The President: And, therefore, the diminution of weight and meta-centric distance would have counterbalanced, roughly speaking, the advantage of the two feet of additional side—is that so?—I think so, I am unable to say exactly to what extent.

Do you consider that the fact of the *Captain* having been two feet deeper in the water than you intended made her less able to carry the sail power she possessed?—To the extent indicated by my last answer.

By Captain Harcock: There was submitted with the original design in 1866, a sail drawing such as is supplied by us in every case of submitting a design in which the sail power is included, and similar to the sail plan usually provided, so far as our experience goes, by the Admiralty, in the case where the spars of a ship are to be provided by a contractor, subject to the more detailed plans of the actual construction of the masts and spars, which are subsequently prepared, and which, in this case, we prepared and submitted to the Admiralty after consultation with Captain Coles. On the original plan submitted to the Admiralty the area of the sail, as estimated, was marked. This arrangement of sail was not the one actually carried out in the ship, because this particular part of the ship was the subject of a great deal of subsequent correspondence. In the area originally shown it was, so far as we could arrange it, substantially altered in the plan actually carried out. I would explain that the original plan provided for the lower masts and top-masts being made in one piece, as all previous tripod masts had been made. In 1868, when it came to a question of making these masts and arrang-

ing for steeping them, we thought it desirable to adopt a plan of fitting the top-masts and, after a great deal of consideration given to the subject by Captain Coles and ourselves, we decided to submit to the Admiralty a modified arrangement of spars and sails. As in the case of the *Captain* the power submitted was only 22 feet to area of midship section, as compared to 35 or 36 feet in high freeboard ships. Am I to infer that, in your opinion, low freeboard ships are not able to carry so large an area of canvas as ordinary ships?—The area of sail proposed for the *Captain* was based on a consideration of the areas of sail usually adopted in full rigged armor-plated ships. I think the area named for the *Immortalité* is very much greater than has ever been applied to an armor-plated ship.

By Captain Rice: We did not consider it necessary to reduce the scale in consequence of the low freeboard of the ship. The area of the sail I have spoken of does not include the very large gaff sails the ship had, as well as the usual square sails, jib and spanker. Our firm built the *Agincourt* and the *Vanguard* by contracts. I am not aware whether the word "responsibility" is mentioned in those contracts. If it is, it would not be in the same sense or to the same extent as that for the *Captain*. The responsibility which I consider we had for the *Captain* was of two kinds, one relating to the proper construction of the ship, and of the materials and workmanship, which we undertook to provide, in accordance with the plans and specifications agreed upon, and I consider that this responsibility ended so soon as the ship was satisfactorily surveyed. The second kind of responsibility, viz., that of the ship's performance, carrying out what was proposed by the design which we undertook the responsibility of recommending their Lordships to adopt, would extend until the trial of the ship. I do not mean to limit the word "trial" to the mere steaming trial trip. The responsibility of the design, so far as we accepted it, we still acknowledge.

By Captain Boys: I have no information to guide me in forming an opinion as to her precise draught of water when she was lost. When I was on board, during her cruise, the space under her double bottom was not filled with water. I do not consider that tripod masts tend more to the upsetting of the ship than the usual masts, with the same sail area, would have done.

By Captain May: In our original design we did not calculate the point of vanishing stability. The heels I gave, as having myself noted them, were invariably by marked batten on the bridge. I think our firm has constructed seven iron clad vessels for foreign governments. In some of these cases a special clause was introduced on the point of stability, and we were responsible so far as the clauses in the contract arranged. The contracts adopted by the Admiralty are fuller and more complete than is generally considered necessary. Would you expect a foreign government to receive a vessel one foot ten inches more draught than her original design was?—It would depend to a very great extent upon the completeness of the information and the plans agreed upon at the time the contract was undertaken. As a fact, we have never had a case of a vessel being rejected for any such cause, out of a very large number built.

By Captain Commerell. Was it in consequence of any doubt as to the accuracy of your calculations that you requested the Admiralty to heel the ship in February, 1870?—The letter which has been handed into

the Court I think fully explains the reasons that induced us to make this application. It has been stated to the Court that you did not furnish the Admiralty with sufficient data to enable them to compute for themselves the centre of gravity and the angle stability?—We furnished the designs in 1866, also those data which we understood to be required for the thorough investigation of the design, which was to be approved or not by their Lordships. These data contained all the information which we have had for making any calculations for the ship that were considered necessary. Can you form any opinion why the *Captain* heeled so much more than the *Monarch* on the last cruise, while she unquestionably heeled rather less than the *Monarch* on her first cruise?—I have not heard anything as to the comparative amount of heel on the last cruise, excepting from the report of Admiral Milne, on the day previous to her loss, and I know nothing that should have caused such an increase in the *Captain's* heel as Captain Commerell estimates. The only way in which, now hearing this, I can form an opinion, is, either an alteration in the positions of some of the weights, or water being in the ship unknown, and therefore not so regulated as to prevent its injurious action on her stability.

By Captain Goodenough: A witness has stated to the Court that in his opinion the foundering of the *Captain* was assisted by the inundation on the under surface of the hurricane deck. Do you believe this to be true as a mechanical position?—The action of the wind on the underside of the hurricane deck would certainly have a certain but, in my opinion, a very limited effect; and I am borne out in my opinion by a calculation we made to ascertain this. I will hand in that calculation, accompanied by a corresponding one, showing the effect if the side had been carried as far as the hurricane deck.

By the President: As you had constructed about nine turret ships of different dimensions before building the *Captain*, how do you account for the error in her flotation, such as has never been equalled before?—The turret ships constructed before building the *Captain* were of a very different size and arrangement. Only five had been commenced before the *Captain*. The portions in which weight had been exceeded are indicated in the papers handed in, and arise from weights introduced that were not originally provided for, and also in an excess of weights forming part of the construction, as originally intended, but which exceeded what was allowed for. I would wish to add that there was great difficulty in estimating the weights of some portions of so novel a design, and, in fact, several had to be increased beyond that allowed for, in consequence of experiments made and information obtained after the design was decided upon. I believe there are many instances of vessels, and especially those of novel and peculiar construction, exceeding their draughts, and some among the ships built for Her Majesty's Navy—I would mention the *Warrior*, the *Agincourt*, and also the *Bellerophon*. I would also state that whilst I believe the Admiralty have in some late cases, exercised a very wise discretion in reducing the scantling of vessels in construction where it appeared desirable from the weights going in that they should do so, we were not encouraged in some early efforts that we made to do this in the *Captain*. I think I may explain the relative position of Captain Coles and our firm as that of Controller and Chief Constructor. Captain Coles possessed, I should say, a very good

general knowledge of all the essentials required in the design of a ship, but I do not think that he had any very great theoretical knowledge as to ascertaining by actual calculations the results that he knew he wished for.

Do you think he was impressed with the very great importance of having all these calculations properly made, to ensure the ship being seaworthy?—I think he was.

This closed Mr. Laird's evidence.

(To be continued.)

LIEUT.-COLONEL S. B. JARVIS, commanding the 1st Battalion, Ontario Rifles, and commandant of the whole Canadian force now in garrison in the Province of Manitoba, is an officer of considerable service in the regular army, in which he holds the rank of Lieut.-Colonel. Active, intelligent, and a thorough soldier, he is and always has been a great favorite with the men under his command, and was selected for the present position he fills because of his thorough knowledge and fitness for a delicate and onerous command. The third class, or *companionship* of the order of Sts. Michael and George recently conferred on Lieut.-Colonel Jarvis has been well and hardly earned, and was justly his due. His services are as follows:—Major Jarvis served with the 82nd Regiment throughout the Indian campaigns of 1857–59; was in temporary command of three companies, during the relief of Lucknow by Lord Clyde; present at the defeat of the Gwalior Contingent at Cawnpore on the 6th December, action of Kodagunge and occupation of Fatchghur, capture of Bareilly, relief of Shahjehaipoor Jail, and action of Khaukur. (Brevet of Major, Medal and Clasp). Gazetted Lieut.-Colonel, June 4th, 1870.—From *Hart's Annual Army List* of 1866–70.

Lieut.-Colonel L. A. Casault, commanding the 2nd Battalion, Quebec Rifles, now in garrison at the Lower or Stone Fort, in Manitoba, has also served in the regular army, went through the whole Crimean campaign in the French service, and afterwards entered the 100th or Prince of Wales Regiment, in which he filled the post of Adjutant with great credit to himself and advantage to the service. He was selected to command the 2nd Battalion for precisely the same reasons that Lieut.-Colonel Jarvis was selected to command the 1st Battalion, and earned the third-class of Sts. Michael and George in a similar manner.

Brigade Major Jas. Macleod is a volunteer officer of considerable standing; has first class certificates from the Cavalry, Artillery, and Infantry Schools, is a thorough soldier, well posted in all the duties of his profession, and was selected as Brigade Major for the Canadian contingent because he was a fair representative of the educated officers of that force. Active, vigilant, and thoroughly industrious, a great favorite with the men under his command, the third class of Sts. Michael and George could not have been conferred on a better or more capable

officer, and in truth he is the only man in the *Volunteer* force to whom it has been accorded.

The other field officers of the force are Major Wainwright of the 1st Battalion, who holds certificates from the Cavalry, Artillery, and Infantry Schools, a thorough scientific soldier, practically acquainted with the details of his profession, and, in addition, the knowledge of practical seamanship, acquired while serving as an officer in the Royal Navy in his youth. Selected especially to be second in command of the 1st Battalion for his professional knowledge and acquirements—a great favorite with his men and a steady drill; Major Wainwright's services throughout the expedition were most valuable.

Major A. Irvine of the 2nd Battalion was especially selected for the service from his power of acquiring the confidence and control of the soldiers under his command. With certificates from the three arms of the service, a thorough soldier, intelligent, active, and adventurous, his command throughout the most trying time of the expedition was handled with consummate skill and ability. In fact the three officers, Majors Wainwright, Irvine, and MacLeod, are equal service, and in most cases of comparison are to any officers of their rank in the regular possessed of knowledge which is not ordinarily obtainable by the majority of officers in the British Army.

On what grounds Majors Wainwright and Irvine have been denied the C.M.G. we cannot imagine. Their work on the expedition was far more arduous and responsible than that of most of the officers belonging to the regular force to which that distinction was accorded; but the Home authorities were like the barber in Nicholas Nickleby and had to draw the line somewhere.

It is, however, in the power of the authorities at the Militia Department to show their sense of the services of Majors Wainwright, Irvine, and MacLeod by a brevet, which will be a grateful acknowledgement of the services they have rendered the country.

HONOR TO THE BRAVE.—The following extract will be read with pleasure by all Canadian soldiers, referring as it does to one of the brightest eras in the military history of the country—a period when colonial soldiers did their duty and were not rewarded:

"Some time ago a meeting took place at St. Catharines of the old veterans who took part in the battle of Queenston Heights. They were only eight of them, and it was supposed at the time that they were all left now residing in the Niagara District. The *Clinton New Era* says there is another to be added, however. John Hoover, now in his 87th year, who resides with his son Joseph, East Wawanosh, was in the engagement at Queenston. He belonged to the Glengarry Light Infantry Fencibles. His regiment was not in the battle, but he being in hospital at the time, just recovering from a fit of sickness, fell in with the 49th regiment, and helped to drive the Yankees from their quarters. Though very old he is hale and hearty for his years."

THE POPULATION OF THE UNITED STATES.

(From the Worcester, (Mass.) Spy, Jan. 5.)

The following table, compiled from the latest official returns, which, so far as the first schedule, that of population, is concerned, are now substantially completed, makes important changes in the population and in the relative rank of several States, and the total population is somewhat smaller than it has been represented in previous tables.

States.	Population, 1860.	Population, 1870.
New York	3,880,735	4,370,846
Pennsylvania	2,906,215	3,547,272
Ohio	2,339,511	2,652,302
Illinois	1,711,951	2,527,674
Missouri	1,182,012	1,703,000
Indiana	1,350,428	1,676,046
Virginia Old	1,596,318	1,209,607
Virginia West		450,000
Massachusetts	1,231,066	1,457,351
Kentucky	1,155,684	1,323,087
Tennessee	1,099,801	1,258,326
Iowa	674,913	1,190,845
Michigan	749,113	1,184,296
Georgia	1,057,286	1,179,886
North Carolina	992,622	1,085,500
Wisconsin	775,881	1,055,296
Alabama	964,201	997,500
New Jersey	672,035	906,514
Mississippi	791,305	834,190
Texas	604,215	797,500
Maryland	687,039	781,055
Louisiana	708,002	728,000
South Carolina	703,708	725,000
Maine	628,279	630,423
California	379,994	556,208
Connecticut	460,147	537,886
Arkansas	535,450	486,103
Kansas	107,206	362,307
Minnesota	172,023	335,000
Vermont	315,078	330,585
New Hampshire	326,073	318,300
Rhode Island	174,620	217,306
Florida	140,924	189,945
Delaware	112,216	125,015
Nebraska	28,841	123,000
Oregon	52,465	90,322
Nevada	6,857	42,491
Dist. of Columbia	75,080	161,706
Territories	150,229	319,059
Total	31,443,321	38,307,399

MODERN TACTICS.—Military observers call upon those who have the regulation of drill-books to remember that victory in modern war, as inaugurated by the Prussians in 1866, and further demonstrated by them in 1870, is the side which possesses the farthest ranging artillery, and troops who can keep their heads while being shot at from a long distance, and who can return the fire with accuracy and nerve; not to the troops who can fire the best volleys or who are most skilled in accurate field evolutions or file firing. The verb "fight," it is remarked, bears a different signification from what it did a dozen years ago. Numbers, it is found tell more than they used to do, and consequently a larger army is more necessary than formerly. As to cavalry, it is found that both the man and his accoutrements should be as light as possible, consistent with strength. Instruction is wanted which will enable men speedily, in small parties, to tear up rails and destroy telegraph wires. They must be highly intelligent, ready to find their way through a strange country, far in advance of the main body of their army with the assistance of maps; and a proportion ought to be skilled in sketching charts of the country they traverse, as a guide for the army which follows.

"PRUSSIAN FEELING TOWARDS ENGLAND.— "The protraction of the war," the *Standard* says, "between France and Germany has produced one result, for which it is to be hoped the British public, if not the Government, is prepared. Whatever may be the feelings of animosity which have been engendered between French and Germans, there is now ample evidence that they who are ravaging the homes of the French people are inspired with a hatred scarcely less intense against England. We need not stop to enquire why this should be, or to wonder at an ingratitude which appears so wanton and senseless. The fact remains, that in spite of the palpable signs of sympathy with the German cause which have been displayed by our governing class, in spite of all we have done and permitted to make that cause triumphant, the dearest wish of the German heart next after the annihilation of France, is to punish and to despoil the English people. The very rigor with which we have maintained a neutral policy in action, seems to have served, as in the case of Americans, only to give point and zest to the rancor of the Germans against England. Every recent traveller in Germany, every correspondent from the German camp, is able to testify to this fact. We are hated both for what we have done and for what we have not done."

It would appear that the fall of Paris cannot now be much longer delayed. The carefully constructed batteries of the Germans have got tolerably well settled down to the work, and their incessant pounding at the forts has resulted in the silencing of one or two on the southern side of the beleaguered capital. The loss of D'Issy must be a heavy one for the French, and its easy reduction will greatly encourage the German artillerymen. To be bombarded from one's own batteries and by one's own guns, is certainly no very pleasant state of affairs, yet it would seem the poor Parisians are forced to submit to both hardships. The captured redoubt at Notre Dame de Clamart is occupied by Prussians, and its fire is turned against the doomed city. Already the bursting shell has made its appearance in the streets of Paris, and we read that several houses have been fired. Some of those terrible engines of war have fallen in the gardens of the Luxembourg Palace; the dreadful significance of this is heightened when we call to mind that the Home for Foundlings borders close upon the Palace grounds. "The Prussian guns could easily shell the city," says the correspondent of the London *Times* at Versailles. We believe the statement to be founded on no guesswork.

INTERESTING FACTS.—A legal stone is 14lb in England and Holland. A fathom, derived from the height of a full grown man. A hand in horse measure, is 4 inches. An Irish mile is 2,240 yards; a Scotch mile is 1,984; a German, 1796; a Turkish, 1,626. An acre is 4,840 square yds., 69 yds. 1 foot 3 1/4 in. each way. A square mile each way contains 640 acres. The human body contains 240 bones, 9 kinds of articulations or joinings, 100 cartilages or ligaments, 400 muscles or tendons and 100 nerves, besides blood, arteries veins, &c., Potatoes planted below three feet do not vegetate; at one foot they grow thickest, at two feet they are retarded two or three months. There are no solid rocks in the arctic Regions, owing to the severe frost. The surface of the sea is estimated at 150,000,000 square miles, taking the whole surface of the globe at 190,000,000 square miles. Its greatest depth is supposed to be equal to the height of the highest mountain, or four miles.

THE PLOT AGAINST OUR PEACE.

We solicit the attention of our readers to the following from the *Hamilton Spectator*:—Some little attention has been directed during the past three or four months to the unsuccessful efforts of President Grant to induce some man of respectable antecedents to accept the English mission. That position has hitherto been thought one of the best prizes in the gift of the President, and it was simply marvelous that at least half a dozen men in succession, after giving the public to understand they would take the post, suddenly change their minds and refused it without making explanation of their reasons for so extraordinary a step. It always appeared, too, that the refusals followed close on the heels of an interview of the appointees with Mr. Grant. At length a man has been found who will take the mission, and who, after seeing the President holds to his word. It is General Schenck, lately defeated for a re-election to Congress from the third district of Ohio. It is true that Mr. Schenck is scarcely the man to grace the position he is intended to fill—true he came out of the war in which he gained his rank with the reputation of Butler for honor, and of Hobart Ward for courage, his chief military exploit having consisted in the enforcement of the draft in Baltimore, and there being no record of his ever having faced Confederate bullets. But, such as he is, he has accepted the mission, and he shows his fitness for it by blabbing the private instructions with which he goes charged to a newspaper correspondent, and thus exposes the reasons which prevented men of honor, like Frelinghuysen, Morton, Trumbull, and others, from taking the mission. Those reasons are simply that the representative of the United States near the Court of St. James goes charged with instructions which no man who values his reputation will accept. He must engage in a plot as cowardly as it is infamous against the liberties and property of the Canadian people.

The United States would like to own Canada. There is the little difficulty in the way that Canadians shrink from the unholy alliance, and protest earnestly that they are very well content to remain as they are. To any but the most absolute of monarchs this feeling would have weight; but to a government which professes to be based entirely on the consent of the governed it has no value at all. The consent of the Canadian people would be very handy to have in the matter; but, failing that, they must set about acquiring the country without the assent of its population. Were Canada independent, the question would be solved without much difficulty. When it was thought desirable to rob Mexico of her fairest provinces it did not take long to find a cause for invading her soil; indeed, the coveted territory was entered by Fremont before war was declared; and if the arms of England were not ready for our defence our ambitious and unscrupulous neighbours would not be long in finding an excuse for our spoilation. But while Canada is a portion of the British Empire open attack dare not be resorted to, and the infamous plot which General Schenck has just exposed is adopted as the first means of bringing about the desired consummation.

The plot is this: The Americans press a claim against England for damage done their commerce by the Alabama. "Money alone"

says General Schenck, "will not suffice as compensation." for those damages; but the St. Lawrence must be opened to American commerce and "the same right" must be granted their fishermen as ours possess. Of course, we cannot believe that English statesmen could for a moment entertain so monstrous a proposition as that the Alabama claims should be paid off by a grant of Canadian privileges and rights; but the unguarded words of the unfledged diplomat show the nature of the plot now hatching for the spoilation of our country.

This, however, is but one phase of the dastardly intrigue. An editorial in the *New York Tribune* of Saturday shows that the annexation of Canada is the policy which is to be announced as that on which Mr. Grant will seek a re-election. It is quite true that the measures announced thus far as likely to be taken to bring about that result are not very terrible in aspect—non-intercourse being the most formidable talked of; but any one acquainted with the unhappy character of the politicians of the United States knows how unscrupulous they can be in descending from fair means to foul to accomplish their desires.

An incident of this conspiracy is the letter of Mr. Butler to some friend in Montreal, showing that a dirty sneaking effort is being made to influence public opinion in some one of the lower Provinces to favor the annexation scheme. We have no fear of the result of any such trickery, but this shows how wide spread are the ramifications of the villainous conspiracy.

It is time for Canadians to be up and doing. We know now what the attempt against our political rights and our property is; and, being forewarned, we should take adequate steps to foil the villains who are plotting against our peace. A competent man should be sent home with full information to enable him to counteract the influence of the infamously false representations made by the Americans. Our newspapers, fortunately, are awake to the importance of the situation, and speak with no uncertain sound; and our whole people, if they value their rights and liberties should make their views known. We must cling to England as our only hope of safety from the thieves who are conspiring to plunder us; and we must let England know how highly we value the privileges in the peaceable enjoyment of which we ask her to protect us.

OUR MILITARY RESOURCES.

Earl Russel writes to the *Times* as follows:—

"Sir,—I share in your anxiety respecting our armed forces, and it seems to me that during the five or six weeks before Parliament meets the public mind could not be more usefully employed than in considering our deficiencies, and, when a conclusion is reached, in asking Government to supply our wants by armaments neither superfluous nor inadequate.

"We are, unfortunately, a mark for national animosity on many sides. During the South American revolution the United States checked the building and sailing of cruisers to intercept and plunder the trade of Spain and Portugal according to their own view of their obligations. When remonstrated with for not doing more, they answered that they would allow no interference with their domestic measures. When one notorious cruiser escaped from Birkenhead, during American civil war, and our Government copied the answer of Mr. Secretary Adams, we were immediately told that our repres-

sion was designedly and wilfully inadequate.

"In the same spirit, when arms are, during the present war, imported into France, from England, but in much larger quantities from the United States, in conformity in both instances with the law of nations, the Prussian Ministers, Ambassadors, officers, and soldiers, through whose country supplies of arms were carried to Russia during the Crimean War, and used by Russian soldiers to kill British troops engaged in the European cause—these same Prussians inveigh against us as enemies and treat the Americans as blameless friends.

"From these two instances I infer that the envy and hostility which have pursued every wealthy commercial nation in ancient and modern times are now dogging our steps, and will one of these days burst out into open aggression.

"The facility with which Prince Gortschakoff and Count Bismarck threw off the trammels of treaties in their own cause, and upon their own testimony, shows but too clearly how easy it will be to find a pretext for attacking first an ally of England, such as Holland, or Austria, and then England herself.

"We have been subject since 1815 to occasional panics, often causeless and generally excessive. But if we have been affected in former days with unreasonable fear, that is no reason why we should now be buoyed up by extravagant hope—

Fear's eldest brother, not so sad, The merrier fool of the two, but quite as mad.

"Why should we suppose the British Channel impassable to the ships and boats of the enemy? It is impossible that a fleet may be required to relieve from danger our fellow-subjects in Jamaica while an expedition is preparing in the Texel, for the invasion of England? Could we send a part of our army to assist an ally while we have so small a force of regular troops, and so few thousands of embodied militia? Why not raise by ballot, if necessary, and embody 100,000 militia? In six months they would be admirable troops. Captain Sherard Osborn holds that a fleet equipped in the Scheidt against us ought to inspire no apprehensions; and at the same time advises us to line our east and north coasts with ships of war. His practical advice proves that he does not feel the security he affects. Lord Derby warns us against "an essentially retrograde step," and at the same time assumes that we might possibly be called upon to repel an invasion of 100,000 men.

"Even were I not an Englishman, I should feel what many Germans, many Frenchmen, many citizens of the United States feel—admiration and reverence for a nation which, since 1641, has given her best blood in the cause of liberty; and since 1688 has furnished a model often improved and purified, of a state in the enjoyment of civil and religious freedom.

Being a member of that State, I feel responsible as one of the public, to Europe and to the world for its preservation. I compare it with the great overwhelming autocracy, or rather stratocracy of Russia, where, as I read in your telegram of to-day 'the Moscow town council having in their congratulatory address on the Black Sea question, petitioned the Czar to add liberty to the press, tolerance of all religious and other reforms, to the blessing she has conferred upon his subjects, their address has been answered with a reprimand.' I see here what sort of government is prepared for the Turkish provinces now striving to

THE LUMBER TRADE.

The importance of reliable statistics in connection with this trade, cannot be over estimated. We publish below a statement, compiled with great care, by Messrs. Carbray & Routh, Lumber and Commission Merchants, of this city and Montreal, showing the lumbering operations of the past year, on the Ottawa and its tributaries. The figures will startle not a few of those whose ideas of the extent of this business have hitherto been somewhat circumscribed, but to men connected with the trade, the statement must prove of interest and value.

OTTAWA AND TRIBUTARIES.

Deals sawn.....	feet	210,000,000
" on hand.....	"	50,000,000
Boards sawn.....	"	220,000,000
" on hand.....	"	47,000,000
Logs banked last winter.....	pieces	1,929,000
" stuck.....	"	350,000
Proposed get out of logs this winter.....	"	2,136,000

SAND POINT, ARNPRIOR, AND PLRTH DISTRICT.

Boards sawn.....	feet	91,500,000
" on hand.....	"	40,000,000
Logs banked last winter.....	pieces	428,000
" stuck.....	"	25,000
Proposed get out of logs this winter.....	"	723,000

ST. LAWRENCE AND TRIBUTARIES BELOW MONTREAL.

Deals sawn.....	feet	195,000,000
" on hand.....	"	50,000,000
Boards sawn.....	"	188,000,000
" on hand.....	"	20,000,000
Logs banked last winter.....	pieces	1,975,000
" stuck.....	"	800,000

EXPORTS.

To European markets—		
Square timber.....	cu. feet	21,500,000
Deals.....	feet	180,000,000
To River Platte, (Pine boards principally)—		
68 vessels carrying.....	feet	25,000,000
To Australia, (spruce, and pine lumber, and doors, &c.)—		
4 vessels carrying.....	feet	1,700,000
To Valpariso, (spruce, pine and oak)—		
3 vessels carrying.....	feet	2,000,000
To Cuba—		
Sugar box shooks.....	shooks	39,768
To United States, (per Chamby Canal)—		
Square timber.....	tons	24,152
Deals, planks and boards.....	feet	182,151,000
Scantling.....	pieces	742,623
Laths.....	mile.	9,695
Shingles.....	"	720
Other woods.....	"	30,000
Number of vessels.....		2,271
Do through Buffalo.....	feet	168,204,000
do " Oswego.....	"	271,618,000
do by railway and other channels, estimated		100,000,000

A SEVERE RETORT.—Fletcher, Bishop of Nismes, was the son of a tallow-chandler. A proud duke once endeavoured to mortify the prelate, by saying at the table that he smelt of tallow; to which the other replied, "My lord, I am the son of a chandler, 'tis true, and if your lordship had been the same, you would have remained a tallow-chandler all the days of your life."

COLONIAL DEFENCE.

Capt. J. C. R. Colomb, of the Limerick Militia, has been Lecturing on Colonial defences. He delivered an address before the Royal United Service Institution, which is anything outcomfoting to those who believe that in the event of a war with the United States, England would pour troops into Canada through the Intercolonial Railway. Captain Colomb snuffs out all such expectation. He proves that to send a regiment to Canada to fight the irrepressible Yankees would be a military blunder. If we have a stomach for fighting, we must do so entirely on our own account, though Captain Colomb kindly promises us the services of a few officers to post us up in our duty and see that we perform it. We make the following extract from the Captain's address to the Royal United Service Institute:

"I think it may be fairly assumed that in the matter of national defence we are bound to look to the general welfare of the Empire, but when we remember the vast extent of our territories, scattered as they are over the face of the globe, it is manifestly impossible to take the whole burden of their defence on our own shoulders. It is reasonable to say that those colonies and dependencies whose geographical position and natural advantages do not entitle them to be considered as military positions necessary for the general safety of the Empire, must defend themselves. There are many places which, for the sake of our communications, we must strain every nerve to hold against all odds, but the rest of our possessions we are compelled by limited means to say, "Defend yourselves from direct attack we can do no more than guard the communications which are common to us all." We should say this because it is useless and wrong to hold out hopes of military assistance which in their hour of danger we should have to withdraw, and it is evident that if we can secure the high roads to ourselves and consequently to them, they would *with the sole exception of Canada*, be virtually excluded from the possibility of attack."

Then, having argued against holding Canada by defending its frontier with British troops, he said:

"By all means in peace and war let us give our North American Provinces, and to all our other dominions, all the assistance we can in the shape of experienced officers and military equipment, but do not let us risk our regular forces in the direct defence of any portion of our territory, the possession of which is not essentially necessary to the safety of the State. Let us guard against the military blunder of leaving our communications and our whole position exposed in order to defend small and, in a purely military sense, valueless posts. Let Canada and all our colonies and territories unnecessary to the empire as military posts fully and clearly understand that we will never suffer them to be wrested from the mother country; that any attempt to do so will bring down upon the aggressor the vengeance of England, but that they must rely upon themselves for protection from direct assault, in order to leave the regular forces of the United Kingdom free to act in such a manner as will best make the vengeance felt."

"The communications of the Empire being the common property of all its component parts, it follows that their security

is an Imperial necessity, and that our first duty towards our colonies and possessions is to provide means by which the roads between us and them may be kept open. For this purpose the fleet is, of course, the engine to employ; but in order to enable it to act, it must be divided into parts, these being distributed in different quarters of the globe, the strength of each part being in proportion to the forces against which it would probably have to contend and to the interests it has to protect. As each fleet constantly requires stores, repairs and reserves of men, the protection of our communications would not be accomplished by the judicious distribution of the navy, unless means are devised for securing to each fleet the power of self-support; therefore, each must be provided with a headquarters or base of operations where all these things so essential to its vigorous action are to be found." —*Montreal Daily News.*

AN IMPARTIAL WITNESS.

The New York *Herald* lately sent a Commissioner to Ottawa to judge for himself and ascertain the views of Ministers upon the Fisheries question and the navigation of the St. Lawrence. This gentleman did not make up his mind before he left New York what report he should send home; he came to the capital, no doubt, with all the feelings of an American upon the subject; but, being a man of cultivation, intelligence and observation, he was, of course, open to conviction. It appears that he is also a lawyer, and on that account not apt to be carried away by any specious arguments adduced by the members of our Government, on that account his evidence is more important. His report to the *Herald* is too lengthy for a weekly journal, but we subjoin the following account which is but a just tribute to the ability of the individual members of the cabinet:

"I have been favoured with long and protracted interviews in these matters by the very distinguished and cultivated Dominion Premier, Sir John A. Macdonald, as well as by Sir Francis Hincks, the Finance Minister, the Hon. S. L. Tilley the Minister of Customs, the Hon. J. F. Howe, Secretary of State for the Provinces, and especially the Hon. Peter Mitchell, the Minister of Marine and Fisheries, whose department is more particularly concerned with these matters. I have had the privilege of full and ample discussion with all these gentlemen—especially with the last—of the difficulty that has arisen, and I think it impossible to speak too highly of the energy and lucidity and fullness with which the whole subject was stated by them on behalf of their government. Much of the ground was naturally gone over again with all of them. It will, therefore be convenient that I should throw my report into the form of a dialogue between your commissioner and the abstract individual whom I will call the Dominion statesmen. And your readers may be sure that what is here attributed to that individual is the accurate representation of the collective views and statements of the gentlemen whom I have specified, whose studies of these questions seemed to be equally comprehensive. The Minister of Marine and Fisheries, altho' in departmental charge of them, did not excel his colleagues in the fullness of his knowledge and studies of these important topics. And whatever view the American public may take of the matters which I have the honor to report, I can at least testify that the action of the Dominion Government has been taken by a group of official

gentlemen whom, after long personal experience of statesmen and governments, I can pronounce equal to any in the thoroughness and care with which they do their business of governing a great community.— Indeed I have never conversed with any statesmen who seemed so thoroughly masters and authorities in their work."

THE HOUSAC TUNNEL.

We take the following from the Governor of Massachusetts recent message to the Legislature:—

"This enterprise has now been in the hands of the contractors one year and nine months. The progress for the first year was slow, as the machinery was imperfect, and the contractors, though accustomed to large public works, were inexperienced in tunnelling on an extensive scale. For a long time they could not obtain enough labourers to man the works as fully as they desired, but for the last six months there has been no difficulty in obtaining as many as they could employ to advantage, and the progress made is much more satisfactory.

The central shaft is now finished down to the grade, and the contractors are working from that both ways, though as yet for the want of machinery, they are unable to make great progress. Thus far there seems to be no serious obstacle to an early completion of the tunnel,—certainly sooner than the stipulations in the contract require. The contractors have performed their work generally to the satisfaction of the engineers in charge of the tunnel, under the authority of the State. The line has been carefully examined recently, so that no reasonable doubt can be entertained that the position of the central shaft is correct, and that the headings will meet and form a continuous tunnel in a straight line from end to end.

The amount of work performed by the contractors, Messrs. W. & F. Shanly, is \$1,248,184.31, and the reserve, held as security for the faithful performance of the contract, amounts to \$508,136.82.

The amount to be paid them will increase each month until the contract is completed, as progress from the four faces will be at least one-third greater than has been attainable up to this time working from only two. The whole length of the tunnel now opened is thirteen thousand six hundred and twenty-two feet, or nearly two and seven-twelfth miles. The distance remaining is eleven thousand four hundred and nine feet, or very nearly two and two-twelfths miles.

THE GATTLING GUN CONTRACT.

The London *Broad Arrow*, which is recognized as the best authority on such matters, prints the following account, somewhat different from that which has been in circulation, regarding the contract for mitrailleuses given by the British Government to the Colt Company:—Now that the Americans have begun to crow about supplying England with artillery, it is quite time that the mistakes which have been made by more than one of our distinguished contemporaries, concerning the Gatling gun were set right. According to the American Register, "More than four hundred mitrailleuses are to be sent forthwith across the Atlantic for the service of the British army;" and the hope is expressed that we shall make good use of them, "should the time ever come for the British lion to do something more valorous than merely to show his old teeth to those whose hostile intentions can scarcely admit

of a doubt." That of course remains to be seen, and Brother Jonathan is aware we can only do our best. As to the facts, however, neither is our American well wisher nor our English contemporaries correct, one of whom states that sixty batteries of the small Gatling gun have been ordered, and the other corrects the statement with a great show of superior knowledge by affirming that "the present supply is to be limited to twelve weapons. The truth is, twelve of the Gatling guns of 45 bore have been ordered from America for the Government absolutely, and fifty additional on the understanding that they will be taken. Meanwhile fifty more of these guns are being manufactured by Sir William Armstrong, at the Elswick Ordnance Works, in expectation that they also will be taken by the Government. As it is understood to be the intention of the Government to arm each of our ships of war with a mitrailleuse, in addition to supplying a certain number to the army, it is clear that several hundreds of this arm will be required, and it is probable the orders for them will be divided between the English and American manufacturers. If the British lion's teeth are growing old, he can at any rate get a new set.

A NEW RIG FOR STEAMSHIPS.—The London *Shipping and Mercantile Gazette* gives an illustrated description of a new rig for steamships, the chief advantage of which is the avoiding of the resistance offered by the conventional shrouds, yards, &c., when going head to wind under steam. The whole number of sails in the plan are four, viz, jib, foresail, mainsail, mizensail. The bowsprit is very short—a mere billet-head. The masts are secured with one stay end two back-stays each, and are built in with the ship. On each mast there are only two yards—a lower and upper, the former being secured to the mast just above the rail, and works on a sort of a semi circle, and is braced about by means of braces leading both forward and aft. The lower yard has a slit in it from yard arm to yard arm, and inside the yard there is a roller on which the sails roll down. It can be set, inch by inch, or by a foot or a fathom, as it is wanted. The upper yard is secured to the mast, by an iron parrot or traveller, and, like the lower, has braces leading both forward and aft, and lifts to steady it. The sails are made in the ordinary manner. The upper yard is, of course, shorter than the lower, and the difference in the spread of the sail at the head and the foot, is only sufficient to let each twine of the leach rope, while rolling up, lay inside each other, so as not to overlap, means being provided for preventing the rope from cutting the sail. The upper yard is hoisted by means of halyards which are rove through check blocks, and on each side of the masthead, and through a block on the yard, and the sail may be set at either end of the halyards, as they both have purchases on them, one leading down on each side of the mast. A steamer thus rigged may carry all the sail-propelling power of an ordinary sailing ship, with only her pole masts opposed to advance winds, as the sails when lowered are stowed fore and aft, and thus give no more resistance to the wind than the stowed sails of a fore and aft schooner.

On the 17 ultimo, the final operation in the construction of the Fraser gun was performed at Woolwich. It weighs 35 tons 7 cwt., and will throw a 700 lb. shot so as to pierce iron armour 15 inches in thickness. The ordinary charge of powder is calculated at 120 lbs.

EXPLOIT OF HER MAJESTY'S SHIP "MYRMIDON."—The *Toronto Daily Telegraph*, after recalling the outcry made against the captain of the *Bombay* when she sank the *Onida* in a collision, and reminding American cousins across the Lake that Captain Eyr's was an error of judgment, that he did not knowingly sacrifice American lives, asks, "What will Sumner and Butler, and the other fire-eaters, say of an incident that happened during the late hurricane on the coast of Florida? Fourteen vessels carrying the American flag were caught in the gale of the 11th ult., driven on the coast within a few miles of Key West, and lost, with all their crews; and ten United States men-of-war saw the storm-tossed vessels, heard the cries of the mariners, but stirred neither hand, nor foot, nor canvas to save them. A captain, more humane than his fellows, rushed to the American superintendent at the light-house at Key West, and demanded a life boat, but was actually told that he would have to deposit \$50 as security before taking it out, just as suspicious characters are required to pay in advance or leave luggage at hotels and livery stables. The lifeboat was at length got out, but it was too late, and 14 ships went down like 14 stones under the eyes of their countrymen. Meanwhile the English ship *Supphire*, caught in the same gale, was hoisting signal of distress, and away went Her Majesty's ship *Myrmidon* to her assistance, with only 18 tons of coal in her bunkers. When her coal gave out, she beat about under canvas, finally rescued the *Supphire*, and returned to port, and expressed her willingness to go out again to search for the American crews. What will our American crews say of this?"

The inhabitants of Luxembourg have been signing a voluntary plebiscite on the question of the independence of the Duchy, in the form of an address to the Grand Duke. This address in a few days obtained 43,773 signatures; all those who signed it being natives of Luxembourg, over twenty-one years of age, and in the enjoyment of civil rights. The address implores the King to save the country, and never to permit its distinct to be disposed of without a free vote of the population. On Monday, at a meeting of the Chamber of Deputies, the Minister of State declared that all the grievances put forward by Count Bismarck were founded on false reports. The Minister read the text of the note from the King of Holland which ran as follows:—"I in every way approve the conduct of his Royal Highness and of the Ducal Government with respect to the Prussian note. Let us together defend the London Treaty of 1867, and the honor and the independence of the Grand Duchy." This was received with unanimous cheering. On Tuesday the Chamber met again and voted the following order of the day:—"The declaration of Germany that the Federal Government no longer holds itself bound to respect the neutrality of the Grand Duchy in the execution of military operations has produced a deep and painful impression on the country. The Chamber again proclaims the devoted attachment of the inhabitants of Luxembourg to the dynasty and to the institutions of the country, and its members entertain feelings of the deepest gratitude for the devotion which the Grand Duke and Prince Henry have displayed in defending the rights and interests of the Grand Duchy."

THE
VOLUNTEER REVIEW
 And Military and Naval Gazette.
 VOLUME V
 1871.

THE VOLUNTEER REVIEW enters on the fifth year of its existence. When it was first projected fears were entertained for its ultimate success, as two efforts of a similar kind had been made and failed for want of support; but we are happy to say these fears were groundless, and that the VOLUNTEER REVIEW may now be said to be firmly established, thanks to the support it has met with from the hands of the Volunteer Force of the Dominion. It now circulates largely through Ontario, Quebec, New Brunswick, Nova Scotia, and even the new Province of Manitoba has extended its generous support. Nor is it confined to these Provinces only, but in the Mother Country, and even the United States it has subscribers and supporters. No other journal in the Dominion has so wide and extended a circulation as the VOLUNTEER REVIEW, and therefore it offers unparalleled facilities to general advertisers. Our terms for advertising will be found liberal on application, either personally, or by letter *post paid*.

The VOLUNTEER REVIEW will be supplied to clubs at the usual reduced rates, viz:

CLUBS of Five and upwards will be supplied at \$1.50 per annum for each copy.

CLUBS of Ten and upwards at the same rate, the getter up of the Club to receive one copy *free* for one year. Payment strictly in advance.

No Volunteer officer can be well posted concerning the condition, movements, and prospects of the Force unless he receives the VOLUNTEER REVIEW.

We number amongst our Correspondents and Contributors some of the ablest writers on military subjects in America.

Full and reliable reports of RIFLE MATCHES, INSURRECTIONS, and other matters connected with the Force appear regularly in our Columns.

AGENTS.

Liberal terms will be offered to Adjutants, Instructors, and others who act as agents for us in their several corps.

LT.-COL. R. LOVELACE, is our General Agent for the Provinces of Ontario and Quebec.

MR. ROGER HUNTER, for that of New Brunswick and Nova Scotia.

REMITTANCES should be addressed to DAWSON KERR, Proprietor VOLUNTEER REVIEW, Ottawa.

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TO CORRESPONDENTS

All Communications regarding the Militia or Volunteer movement, or for the Editorial Department, should be addressed to the Editor of THE VOLUNTEER REVIEW, Ottawa.

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

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

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

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

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

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The Volunteer Review,
 AND MILITARY AND NAVAL GAZETTE.

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

OTTAWA, MONDAY, JANUARY 23, 1871.

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

The contest now raging in Europe suggests serious reflections to those powers who have been able to keep outside its vortex compelling the recognition of the sad truth that the time has not yet arrived when the lion can lie down with the lamb, or swords be beaten into ploughshares, and spears into pruning hooks, but that it is a necessity of our boasted civilisation that each different race or nationality must be prepared to resist by force and strike with effect at any encroachment on their rights and liberties.

Quaker ethics would theoretically define peace as the normal condition of society—actual experience decides that war is the rule and peace the exceptional state thereof, what follows then is simply that it is the duty of every state to be prepared for its own defence.

John Bright and the peace party were enabled to paralyse the power of England, disorganize her army and reduce her naval force by persuading the starving artisans that those costly armaments were the direct cause of their distress, and that their abolition would open a Quaker paradise, where all the joys of life would grow spontaneous

ly out of cream-colored puddles, and every man should have beef and plumb pudding for nothing. At the same time the poor deluded fools were carefully excluded from the knowledge of what would really benefit them, viz., *aid to emigrate to the Colonies*, by which the price of labor would be raised and the Manchester millocracy be compelled to put up with less profits as well as help to manumit their white slaves. A movement entirely beyond that contemplated by the popular government of Bright and Gladstone who, in order to keep down the price of labor at the manufacturing centres would sacrifice the Colonies and put Great Britain herself in peril.

This devilish policy has failed, not through the good will of the parties engaged in its promotion, but because the combinations were too abstruse for their powers of conception.

It has done, however, so much mischief as to compel the Colonists to look out not for their own defence, but also as to what aid they may be enabled to render Great Britain in the case of actual warfare. Of all the great Colonies of the Empire Canada occupies strategically the most important position, overlapping the flank and rear of that power created by the imbecility of English statesmen, combined with the treason and treachery of the English Whigs, whose existence is a standing menace to the integrity of her Empire. In order to improve the value of this position the Canadian army should be raised to an effective strength of 120,000 men, of which at least 20,000 should be mounted riflemen.

The practical experience gained by the present contest, proving that no matter what may be the power of the weapons of precision in the hands of the infantry soldier, the cavalry will still hold its own position and be alone available for its peculiar work. The events of the war amply prove the value of the axioms laid down Lt.-Col. Denison in his invaluable work on “Modern Cavalry.” The expense of this force would be small in comparison with that of the standing armies of other countries. Its value as an offensive agent would be the necessity of having a force many times its equal in number employed in observing it. The idea of an invasion of Canada while she is a component part of the Empire could only be entertained by men who know nothing whatever of military science, or by lunatics like the Fenian blackguards. As a defensive force it would be the best and most effective in the world.

Next to an effective militia force, which an order in Council can always set in motion, Canada wants a naval armament. A good beginning has been already made, but it cannot be allowed to rest at the casual employment of half a dozen armed schooners. It is true those have already done good service, but the country requires at least as many effective gunboats of small size and

heavy armament. Experience has shown that vessels of the *Staunch* class, viz., about two hundred tons burthen, twin propellers, and schooner rigged, without armor, carrying a heavy gun would furnish us with the best and most formidable naval force for our purposes at a minimum of cost. We should also have two or three heavily armored vessels on the turret principle, and could then undertake to keep the peace in North America, settle *Alabama* difficulties, and treat the President's message with all the Republican buncombe to the contempt it deserves.

The "Year Book and Almanack" of Canada, for 1871, under the head of "The Militia," at page 191, has the following extraordinary statement:—"The organization of the Militia of Canada is based upon the principle recognized in the Swiss and Prussian systems—that every man owes it to his country to serve in its defence against its enemies. But here it is not carried as in those countries to its logical issue, i.e. the training of every man to the use of arms—although all men between 18 and 60 are enrolled and the enrolment of 1869 showed a total of over 650,000, yet only about 40,000 men are at any time in the ranks uniformed and undergoing drill, and these are not necessarily of the ages—as in the countries above referred to—which are most apt for training or for actual military service. Nor is the training long enough (as in Prussia) to make them effective soldiers. The system of volunteering in the Dominion which allows men of any age to be drilled and borne on the effective strength of battalions without any sufficient medical examination does not give us an armed and drilled nation (as in the states we have named) on the one hand, nor that perfection of discipline and drill, and complete efficiency, which has been attained in Britain and elsewhere. Yet under our law so long as Volunteers of any sort fill up the ranks and outnumber the quota of the several Provinces (as is now the case) the draft cannot be put in requisition to secure the military instruction of the youth of the country. Thus is the weakness of the force found in the system of enrolment, its strength is found in its popularity in almost all parts of the Dominion, by the enrolment of all the men for whom pay can be procured from Parliament and these in very large proportions of the ages and character fitted for actual warfare."

This article is about equal to the famous description the French savants appended to the word *lobster* in the world-renowned Encyclopedia of that language, but which was declared by Agassiz to be perfect only that the *lobster* was not a fish, it did not walk backwards and its color was not red. So our Militia system is neither Swiss nor Prussian, it is simply an extension of the old English Militia law, and, although there are only 40,000 men in the ranks, yet as those are changed every three years, perhaps oftener,

a much greater number of partially trained men are to be found in this country than in any other.

The popularity of the the system of Volunteering shows that it is the mode best adapted to the interests of the country which does not require a standing army of elaborately trained soldiers; the same cause ensures the accession to the ranks of the active force of all that portion of the population adapted to the toil of military life, so that a medical examination is not a matter of necessity inasmuch as no man suffering from physical inability or over age would be allowed, as a general rule, to serve, the men of each corps taking a pride in keeping their ranks full of the most healthy. As a proof of this the two battalions at Fort Garry, amounting in the aggregate to 750 men, had only three or four men rejected or returned from the hardships of an expedition unique in its way. It is impossible to understand what is meant by the weakness of a force consisting in its enrolment when that very agent is the cause of its popularity. In fact the Canadian people have got a militia law suited to their social condition, capable of immediate expansion and in which forced service by drafting finds no place. In case of actual necessity it can mobilize the whole fighting population or only so much of it as may be necessary without compulsion. It is quite right to place to the account of Parliament the restriction of the operation of the Militia Bill, and it was just as well that the article concluded with the admission that there is a very large proportion "of the ages and character fitted for actual warfare" in the ranks of the Volunteer force.

There is one other mistake in page 192 where it is stated that "In case of actual warfare the Militia is placed upon the command of the officer commanding H.M. Forces—commander-in-Chief in British North America, Lieut.-Gen. Sir Hastings Doyle, K.C., M.G., Lieut.-Governor of Nova Scotia, &c. &c."

The Militia Bill makes Her Majesty Commander-in-Chief, and it does not follow that her chief officer in command necessarily commands the Militia, it would require an order in Council to place that power in his hands; Sir Hastings Doyle is not the commander-in-chief of the Militia of Canada, but the Adjutant-General, Col. P. Robertson-Ross, is, and the Year Book had better make a note on it.

In our last issue we noticed the injustice and neglect accorded to our Volunteers in the distribution of honors for services rendered on the Red River Expedition. The Gazette on that occasion could get only in one solitary instance below the line that defined the difference between officers who had served in the Regular Army, and that instance was the more creditable because it was evident that distinguished services on the part of Brigade Major MacLeod, rendered it impossible to overlook his claims. We are very far from

believing that any special favor was intended; it was simply a case which could not be overlooked. Out of nine officers decorated eight belonged to the regular service—whose proportion of troops was about one-fourth of the whole employed, and it is to be remembered that the institution of the Order was solely for the purpose of placing within the reach of the Provincial soldier some recognition of services which were heretofore monopolized by the regular army. Without calling in question the propriety of distributing decorations in this one-sided fashion, and believing that all those gentlemen were well entitled to the distinction, we cannot be blamed for pointing out the fact that at least three-fourths of the work of the expedition fell to the lot of the Volunteer battalions that they were obliged to remain in the Province after its occupation; that the superior officers in command of the expedition left them to their own resources, and that it was at Ottawa those rewards should have been first distributed and not in London. A little plain speaking on this subject may save this country as well as Great Britain a great deal of trouble in future, and it is this, that on the next occasion the Regular and Provincial troops act together care be taken that the whole of the honors are not monopolized by the former, while the hard work is left wholly to the latter.

Canada can afford at least to reward her own soldiers, and a brevet to the field officers of the expeditionary force would be some compensation for the neglect with which they have been treated.

It must be very annoying to President Grant's advisers to find that all the bluster of that potentate's speech has failed in making the slightest impression on the Canadian people or statesmen; that, on the contrary, it has elicited shouts of derision from one end of the Dominion to the other, and that statesmen and people alike look with contempt on the cowardly, dishonest, and imbecile policy it foreshadows. Standing on the vantage ground of right, perfectly indifferent to what our neighbors feel or think of our action, we are in no mood to be trifled with, and will allow no meddling on the part of the Washington thimble-riggers.

Ambitious Presidents before now have tried to signalize their administration by a conquest of Canada, and secure a re-election by the blood of the dupes sent on that fruitless mission. Ulysses the Second goes a more cautious way to work, and, according to his organs, will endeavor to accomplish the purpose by legislation—a safe and easy way enough, but one that has hitherto been singularly fruitless in results. If the people of Great Britain will repudiate the *Alabama* claims as dishonest and dangerous to the future peace of the world, demand of Jonathan once for all a settlement of all outstanding differences, and take measures to enforce the claims, they will have the aid of

200,000 Canadian bayonets as a slight persuasion to an amicable adjustment.

In justice to their own people this is the true policy to follow, because those intermittent fits of valor, greed, cupidity, and thieving with which the political atmosphere of the United States is charged, exercise a very serious influence on our commercial and financial interests, and precludes the possibility of lasting peace.

If England is wise she will go into no European contest without the full certainty that the United States is either an ally or a foe, she can in no case be allowed to remain neutral. History repeats itself, and if Britain should get entangled in this European contest her position would be relatively similar to what she occupied in 1812,—without allies and obliged to raise two prostrate nations from beneath the iron heel of the conqueror.

The United States deliberately chose that time for making war on her, with what results the world knows; but her position previously was a grievous mistake on the part of the English statesmen, and that must not be repeated. As to the fishery and navigation claims, they are impudent, dishonest, and treacherous,—the people of the United States shall have no participation therein till their coasting laws are abolished, and till a cargo of Canadian fish can be sold in an United States port on the same terms as one of their own without a cent of discriminating duty. And if our canals are thrown open we want unrestricted access to all the internal waters of the United States. When all this is done we shall be prepared to give those people a restricted privilege in our fisheries—not as a right, but as an equivalent which may be withdrawn whenever it is necessary to do so—and for the reason that those preserves are not inexhaustible, that Yankee seamen are lawless and destructive, and that for any privilege they could give us the destruction of our fishing grounds would be entirely too high a price. If those poachers want fighting they can have as much of it as they can find stomach for, but they get nothing without a full equivalent.

NEWS OF THE WEEK.

The siege of Paris appears to be approaching its termination. The army of the Loire has been defeated after two days severe fighting before Lemans; the reverse is said to be caused by a panic amongst the inexperienced troops. It is thought however, possible that General Chausey will again try the fortune of another battle field, as it appears he has succeeded in reorganizing his army.

At Paris the German army has kept up an incessant bombardment on Forts d'Issy, Vanves, and Montrouge; the former is virtually destroyed, and the latter is so thoroughly breached that a spectator can see right through it to the enceinte. The suburbs have been thoroughly destroyed,

and within the city St. Pierre, Sarbonne, the Polytechnique, Medical Academy, Colleges des Arts, Corneille, and St. Louis, the Observatory, Apothecaries Hall, and other places have been damaged by shells, while many houses on the Boulevard Michel are destroyed, and several persons, including women, children, and wounded soldiers were killed. All sorts of rumors are afloat, but one thing is certain, General Trochu may be a very good tactician on paper, yet he has utterly failed in practice. He has not shown one quality calculated to impress the world with an idea that he possesses any abilities higher than those of a military Rochefort. A mere unprincipled *doctrinaire* whose only recommendation to the sympathies of mankind consisted of the facility with which he betrayed his trust when he allowed the *gamins* of Paris to overthrow the regency without lifting a hand in its defence. That a restoration of the Empire will follow the fall of Paris admits of little doubt—that the mass of the people of France would support the restoration admits of none. In one of the provincial towns the other day the mob burnt to death a deputy Mayor, whose only crime was an accusation of shouting "*a bas l'Empereur*" and "*Vive République*." A plebiscite taken now would restore Louis Napoleon as surely as it made him Emperor, and as a prelude thereto the following is one of the *on dits*; A *Herald* special, dated London, Jan. 14th, says:—A treaty between Prussia, Russia, and the French Empire, is talked of, based upon the following terms: first, a modification of the commercial treaty of 1860; second, the oriental question to be henceforth regarded as a secondary matter by France; third, that the portion of Belgium known as French Flanders, to be annexed to France in lieu of Alsace, and Luxemburg to be annexed to Germany. It is supposed that the latter proposition will satisfy the *amour propre* of France, and reconcile the people to the restoration. Meantime the gallant French nation is suffering fearfully without any appearance of mitigation from all the horrors of war and famine in the midst of a severe winter.

The following are the particulars of the battle of Lemans.—At nine o'clock on the morning of the 13th the right wing of the French army, which was on the east of Lemans, was suddenly attacked by the rear guard of the Prussians, which emerged from the woods on the extreme right of the French upon the alarm being given the advance of the French infantry wheeled into line of battle, the artillery pressing forward, through which it made several ranks of cavalry take positions upon the right and left wing. A more perfect line of battle could not have been formed by any other army. The artillery were well supplied with ammunition, and the infantry with 100 rounds per man. The supply train was conveniently posted, and the real bloody work began. The battle field was a valley. The armies

occupied heights opposite each other. The French line was solid, and extended twelve miles in length over the valley, which was covered with twelve inches of snow. On the opposite heights the Prussians held almost similar positions. Shortly after nine the Prussians began a furious cannonade from woods near the extreme left, flanked by an immense force of cavalry, the woods concealing their position, where the troops were massed with the evident intention of turning Chausey's right. The artillery fire continued on both sides until the ammunition of the Prussian artillery was nearly exhausted, when the Prussians became furious and orders were given for the advance of the infantry. The French advanced with equal rapidity along their whole line to meet the Germans in a fair hand to hand musketry fight. The Germans were cool and collected, the French impetuous and behaving bravely; but towards noon the Mobiles began to waver, and the French, no longer able to maintain their position, began to retreat. Meanwhile the dead and wounded which strewed the ground and fields were red with blood and carnage fearful to behold. Fifteen thousand French had fallen before five o'clock, when the whole French army was in full retreat. It is estimated that the number of French and Germans actually engaged numbered 60,000 men on each side.

A correspondent, writing from the headquarters of the Second Army of the Loire at Lemans, at midnight of the 11th instant, gives the following particulars of the second day's battle between De Chausey's forces under Prince Frederick Charles:—This has been one of the most eventful days in the history of France during the present war, and it is probable that one of the most eventful battles fought since the struggle began closed at night of this day. After the defeat of yesterday, General Chausey, displaying much energy, rallied his broken columns, and having received reinforcements, determined to strike another blow to retrieve his fortunes, knowing that the whole hope of France centered upon the ability of his army to break through the strong opposition of the Red Prince and advance to the relief of Paris. After a night of unceasing anxiety, daylight found the French forces prepared for the conflict; their army consisted of three corps—15th, 17th, and 21st respectively—under the command of Jourequibery and Generals Colomb and Jouffrey. The corps averaged 50,000 men each, making an effective force of 150,000 men, the whole under the supreme command of General De Chausey. By ten o'clock in the morning Jourequibery's corps had taken up a position on the right bank of the river Huesing, General Colomb's on the plateau of Auvone, and General Jouffrey's on the right, covering the village of Crelte. The Prussians advanced along this, and are said to have been under the command of Prince Frederick Charles himself, appar

ently 100,000 strong. Soon after 10 o'clock sharp firing was opened by the Prussians from well directed batteries on the left of the French. It was replied to with spirit. Very soon a large force of German infantry, flanked by cavalry, advanced under cover of a heavy artillery fire, striking the right of General Jourequibery's position. The assaulting column was met by the artillery fire from many guns, including a number of mitrailleuse of a new pattern. The struggle now became exceedingly severe, and was well contested, but although the Germans suffered heavy loss, they finally succeeded in driving back the French, capturing two guns and holding the important positions near the river. General Chausey perceiving the danger which threatened his position, moved forward his reserves of artillery to the support of Jourequibery. These opened a terrific fire, which stopped for a while the further advance of the Germans in that direction. Two or three severe assaults were made by the Germans to secure further advantages, the object being to take the position held by the French at La Lillere. The French, however, were strongly posted and fought with great courage and determination. Each assault was repulsed with serious loss to the Germans, the French also losing heavily. Meantime an equally fierce attack was made on the French line covering the railroad to Chartres and Paris. After two hours desperate fighting the French centre was driven back and retreated, however, slowly and in good order for a short distance only, to a position in the rear of that first occupied, where rising ground afforded good facilities for artillery. Here a heavy force of guns was packed, which, manned by the marines, opened a severe and well directed fire upon the advancing enemy. This not only checked the Germans but compelled them to fall back in turn. Heavy counter fire soon followed from the German batteries, which during the engagement had advanced to a commanding position on the left of the railroad. The superiority of the German guns in firing soon became apparent. After an unequal duel the French slackened, the Germans causing great loss to the French lines. Still the French infantry maintained their position heroically and another attempt was made to dislodge the enemy, but signally failed. For some time the engagement had the character of an artillery duel, but when the German lines had taken the positions assigned them a more active attack commenced, evidently with the object of cutting between the army and Lemans, and of capturing a large number of prisoners. At four o'clock the tactics of the Germans seemed changed. Heavy massing of troops took place on the French right, under cover of the wood near the village of Brette, which was held by the French. The wood was on the extreme left of the Prussian position, stretching for miles on the south east of the plain between the road and villages, and

were commanded by the Prussian artillery, which was well posted on the left under cover of the wood. The sharp needle gun fire was opened on the French line, more than seven hundred yards distant. It soon became evident that it would be impossible for them to hold the position long unless the Germans were dislodged. The heavy fire of the artillery directed on the wood was apparently of but little effect. A large body of the French infantry advanced in good order across the plain, but was compelled to retire with heavy losses under the murderous fire of both artillery and musketry. The contest for the possession of Brette was kept up here until dark, when an order reached the French to fall back on Lemans.

The battle commenced about one o'clock, and reached its height on the left of the French. The day was not cold but the ground was covered with eight inches of snow, which was fast melting under the hot sun. At an early hour the streets of Lemans, which is not more than five miles from the field of battle, were filled with excited people, and crowded with waggons and ammunition supplies, all being ready to seek a place of safety in the rear in case of an unfavorable result of the fighting. Later in the evening an event occurred which made a change in the prospects of the French. After dark a strong force of Germans renewed the fight.

A most important French position, La Taille, was endeavoured to be broken by immense masses of infantry and a large force of cavalry, who advanced rapidly and scattered the French forces before them. The French, not expecting this attack, the most of the battalion fled in disorder, taking with them all the French force to the right bank of the river Huise, and were compelled to make a rapid retreat on Lemans. This unforeseen disaster completes the evacuation of the city, if not the entire break up of Chausey's army. A council of war is now in session at Lemans. Should the second army of the Loire be lost, all French hope is gone.

The German loss in the battle with Chausey is officially stated at 167 officers and 3,203 men, killed and wounded. The French lost besides the killed and wounded, 22,000 unwounded prisoners.

Despatches from Versailles state that Prince Frederick Charles announces that Chausey's army is broken up, disorganized and retreating in three directions. 20,000 prisoners have been taken. The battle was a decisive victory for the Prussians, and a crushing defeat for the French.

The *Herald's* London special, 17th, says: At the opening of the conference to-day there were present the Plenipotentiaries of Austria, Prussia, Russia, Turkey, Italy, and England. Although the conference assembled with a great show of formality, it is in reality a tame affair, owing to the fact that the persons present meet nearly daily. The meeting was strictly formal. Earl Granville

was called upon to preside. A communication relative to the French representative was read, but no action was taken in the matter. Although the proceedings are kept strictly secret, it may be confidentially stated that the action of the conference must be without prejudice to the abrogation of the neutrality of the Black Sea, which has already been accomplished by the act of the Russian Government. In regard to rumors of propositions of peace being made at the conference, Count Bernstoff is under strict orders from the Prussian Government to oppose any introduction of the subject, and to withdraw from the conference, unless the overtures proceed directly from France.

The bombardment of Paris proceeds slowly but steadily. The gunners systematically avoid firing on public buildings. A flag of truce was to-day sent into the city with news letters.

SIR A. T. GALT has been airing his independence again, this time at a missionary meeting. Some wag placed sulphur in and on the stove as a practical illustration of the favor with which the worthy knight's principles would be received by the people of Canada. The result was a break up of the meeting thoroughly disgusted.

CANADIAN ITEMS.

Toronto.—From the Hon. Mr. Carling's report we learn that in answer to his enquiries of different municipalities as to the number of labourers required, that the total number of immigrant laborers of all classes asked for in the returns from the municipalities for the year 1869 was—agricultural labourers, 15,125; mechanics, 1,445; female servants, 6,576. Total, 23,149. The number applied for during the past year has been—agricultural labourers 14,407; mechanics, 1,192; female servants, 7,203. Total, 22,801. In addition to the returns thus sent in, applications for hundreds of labourers of all classes were made direct to the several immigration agents, of which no account has been taken. The total number of immigrants that arrived in the Province during the year 1869, as reported by the several agents at Ottawa, Kingston, Toronto and Hamilton was 25,290. The number reported for the year ending the 31st December, 1870, is 34,592, showing an increase in favor of the past year, as compared with the year 1869, of 9,302 souls.

Kingston.—A large and enthusiastic meeting was held here this evening, to consider the subject of constructing a railroad from this city to the town of Pembroke. The meeting was addressed by a number of influential citizens, including R. J. Cartwright, M.P., and George A. Kirkpatrick, M.P. The gentlemen composing the delegation from Pembroke also addressed the meeting showing by statistics the advantages to be derived from the projected road. Resolutions were adopted, pledging the city to cooperate with other municipalities interested in the project, and expressing their opinion that Government should give a liberal grant of land in addition to such specific money grant per mile as it may be entitled to in common with other demands; that the city should vote a bonus of at least \$2000 per mile. A committee was appointed for taking such steps as they may consider best for facilitating the project and obtaining a charter.

For the VOLUNTEER REVIEW.

VOLUNTEER'S SONG.

ORIGINAL BY S.—AIR, *Red White and Blue.*

Yes, we are all lads of devotion,
For our Queen and our country we'll fight,
If foes stir our breasts with emotion,
They'll find we'll protect home and right;
They'll find we are all lads of metal
If war with its danger appears,
If the Queen has a grievance to settle
Then call out her brave Volunteers.
CHORUS.—Then call out her brave Volunteers,
Then call out her brave Volunteers,
If the Queen has a grievance to settle
Then call out her brave Volunteers.

If foes should invade us we'll never
Allow them to stay on our land,
But prove ourselves Britons forever;
And firm on the battle-field stand,
Our Queen and our country we'll cherish
And the flag that each Briton reveres,
These three we'll defend or will perish,
And all die like true Volunteers.
CHORUS.—And all die like true Volunteers, &c.

Our flag has braved many a battle
Our forefathers fought it to save,
And though the loud cannons may rattle,
We'll prove ourselves loyal and brave;
As the flag of Old England floats o'er us,
To our Queen we'll give three hearty cheers,
No matter what foes are before us
We'll prove ourselves true Volunteers.
CHORUS.—We'll prove ourselves true Volunteers, &c.

Ontario, 10th Jan., 1871.

NARRATIVE OF THE RED RIVER
EXPEDITION.

BY AN OFFICER OF THE EXPEDITIONARY FORCE.

(From *Blackwood for Dec.*)

[CONTINUED.]

The previous political history of the country was curious, from the fact of there never having been any active government whatever. There was nominally a Governor and a Council, in whom resided all sovereign powers. A lawyer's clerk had been converted into a judge by the Hudson Bay Company, and consequently there was an impression abroad, be it true or untrue, that no one could look for impartial justice being done in any case in which that corporation was interested. There was a code of laws, but there was no police, so the rulers had to depend upon a few special constables sworn in from time to time as required, for the execution of the laws decreed.

Upon several occasions the law had been forcibly resisted with success; men condemned to imprisonment in suits in which the Company was interested had been released from their cells under the walls of Fort Garry by a crowd of sympathising friends, who had assembled for that purpose. Not many years ago four men had combined together and proclaimed a republic. One was named president, and two others appointed principal ministers of this illiputian government. Amongst the first acts of this self-constituted trinity was a decree condemning the fourth conspirator to death. This fourth man was a German tailor, and as he constituted in his own person the whole of the population recognizing the authority of these *soi-disant* rulers, there was no one to carry the sentence into execution. Whether it was owing to the discredit which this powerlessness to enforce their decrees brought upon them, or from the general loyalty of the people to British Institutions we know not; but this republic was as short

lived as a butterfly, and its appearance and disappearance caused as little excitement and had as little influence on the Red River world as would the advent or departure of such an insect.

This trifling incident is merely related to convey an idea of the state of society which existed there up to 1868. The people lived in peace and harmony with one another. They paid no taxes, and were as little accustomed to the machinery of a government or the responsibilities of having to make laws or administer them themselves, that when these few adventurers tried to impress upon their minds the glories resulting from the exercise of the noble right of self-government, following up their lessons by proclaiming a republic, the inhabitants of the Red River Territory merely laughed.

The only politics which existed—and they were of recent growth—consisted in being for or against the Hudson Bay Company. A monopoly must always be obnoxious to the majority, and never, even in feudal times, has there been a more rigid one than that established formerly throughout the great North-west by that corporate body. No one else could import anything into the country or send any furs out of it; and it may be said that no one could either buy or sell except from the Hudson Bay officials. Even at this moment the whole of the inland communications are in its hands, and no banking arrangements can be made except through its agents. Notwithstanding the heavy expenses entailed by the conveyance of goods over the great distances that separate the country from civilization, yet it will always be to many a subject for wonder how it was that the Company generally was not tenfold richer. Even since the monopoly of trade was abolished, the Company still practically received a percentage in some way or other upon every business transaction that took place.

The only export from the country was fur, an Indian comes to sell skins; after some bargaining he agrees to take so much money for them. He is paid in powder, shot or other goods, which are sold to him at a great profit, whilst the purchased articles are exported to Europe, and again sold at a great profit. In this manner a double advantage was obtained; and consequently it is remarkably strange that the affairs of the Company have not been for some years back in as flourishing a condition as they might have been. There is only one solution to be arrived at, which is, that it has long been very badly served and administered abroad.

The enemies of the Company were numerous in Canada, and had made themselves felt even within its own territory of Rupert's Land. Every year added to their numbers. Those born there said their poverty was owing to the country being cut off from all outside trade and emigration by the direct action the Company took to keep things *in statu quo*. All Canadians or others who penetrated into the country and settled there joined this discontented party which had assumed such importance previous to the arrangements being made for the transfer of the country, that had the company refused to comply with it and persisted in its former policy of seclusion, it would soon doubtless have all power forcibly wrested from it by the Canadian party within its own territories.

Unfortunately the arrangement entered into had an air of purchase about it, and a cry resounded throughout the North-west that its inhabitants were being bought and sold like so many cattle. With such a text

the most commonplace of democrats could preach for hours; and poor indeed must have been their clatrap eloquence if an ignorant and impressionable people such as those at Red River had not been aroused by it.

The surveyors were at work all through the autumn of 1869, and in prosecuting their operations frequently ran chain-lines across the farms of men whose language they could not speak, and with whom they had no feelings in common. A report soon got abroad that the Canadian Government intended possessing themselves of all the land for the purpose of allotting it among the host of emigrants, who, rumor said, were to follow the establishment of the new order of things. A large proportion of farmers could produce no title deeds to the lands they claimed; many could not even assert what is generally recognized as the outward visible symbol of possession in such matters, namely, the fact of their being fenced in. The country had never been regularly laid off for settlement; but according as each successive settler occupied land, he had followed the example of those who had done so before him—that is, he nominally "took up" 100 acres, abutting with a narrow frontage on the river, but fenced in only the few acres nearest the water, on which he built his house, and which alone he placed under cultivation. In rear of this undefined plot of land extended the prairie, over which, to a depth of two miles with a breadth equal to the river frontage, the farmer exercised by custom a right of cutting hay. There was no market for produce, as the nearest railway station was about 600 miles distant in the United States, the export of grain was practically impossible; and there was no internal demand for it, as every settler grew enough corn for his own consumption. The consequence was, that not more than a few acres of each farm, as has been already stated, was ever cultivated or fenced in, the remainder of the 100 acres being allowed to remain in its primeval condition.

A few restless spirits, such as are ever to be found in all countries, saw in the state of affairs which we have endeavored to describe an opportunity for action. They went round in the autumn of 1869 amongst the French speaking portion of the community, preaching resistance to the Canadian Government. Every feeling that stirs mankind was appealed to. They were called upon to be men, and by their courage save themselves from having their lands taken from them and distributed amongst others, and their altars from being desecrated. They were told over and over again that Canada intended to destroy their religion, and to overrun their country with a heretical population, who regarded them as an inferior race and who would ignore their rights. Their priesthood encouraged this feeling, and aided the movement in that underhand manner for which it is celebrated.

At the head of this rising was a man named Louis Riel. He was born of French Canadian parents, who had emigrated to the Red River; and, although he had not one drop of Indian blood in his veins, he had a large number of half breed relations and connections; and in order to identify himself as much as possible with the people, he invariably spoke of himself as a half breed. He had been educated at a Roman Catholic school in Canada, and at one time it was hoped that he would have entered the Church. Instead of doing so, however, he became a clerk in a shop at St. Paul's Minnesota, where he resided for a few years, but was eventually dismissed for dishonesty. His prospects being thus under a cloud, he

returned to the neighbourhood of Fort Garry and lived in the greatest poverty with his mother. So indigent were their circumstances that, finding himself succeeding in his role of demagogue, and considering it necessary to be the possessor of a black cloth coat, he was obliged to sell his mother's only cow to procure the money required for that purpose. He is a man of considerable moral determination, although all who know him say he is wanting in physical courage. His command of language is great, and his power over his audience immense. He speaks English intelligibly and his proclamations denote considerable talent and power of thought.

The first overt act of resistance was in Oct., 1869, when Riel, followed by a party of half-breeds, warned a surveying party to desist from their work and insisted on their moving their camp out of the district where they were employed. Meetings were then called in the various parishes where the French predominated, at which Riel and others made inflammatory speeches. The people were thoroughly aroused; and even the priests, who generally kept as much as possible in the background, preached resistance to the Canadian Government from their altars.

A Mr. William McDougall had been selected by the Dominion Ministry to be the Lieutenant Governor of the newly-acquired Province. It was a most injudicious appointment, as every one who knew that gentleman was perfectly aware at the time. He had been for many years back in political life, having been previously well known as an able newspaper writer. Indeed, like a large number of men who have held high positions both in Canada and the United States he may be said to have attained power through his connection with the press. He was celebrated for being an essentially cold-blooded man, entirely wanting in that cordiality which is an indispensable quality with those who have to lead or even to act with others in the direction of affairs. He had some political supporters, but he never had a friend. There was nothing genial about him and his manner was said at times to be so unsympathetic that many left his presence accusing him of rudeness. We shall not attempt to enter upon Canadian politics—that most uninteresting and least edifying of topics—in order to trace the progress of events which led up to this strange appointment; suffice it to say that the Ministry which then and still rules in Ottawa was and is a coalition one, the Conservative element being, however, the strongest. The intended Lieutenant-Governor was in it Minister of Public Works, having been brought over from the Opposition upon certain terms when the coalition was formed. The Tory element being in the ascendant, and many changes having recently occurred in the Ministry, vacant places in it were filled up by the adherents of that party, thereby destroying the proportion or balance between the several parties which it was alleged by Mr. McDougall's clique had been agreed upon when the Ministry was first formed. This gave rise to dissensions, which the farsighted policy adopted regarding the Intercolonial railway afforded many opportunities for widening into such a breach, that it became at last a necessity that Mr. McDougall should cease to be a Minister. To have dismissed him would have been fatal, it was necessary to provide for him. The annexation of Rupert's Land just at that time was most opportune, for sending him there as Lieutenant-Governor was an easy solution of the difficulty. What mattered it whether

he was fitted for the post or not, as long as he was got rid of without any scandal! Who cared whether he might or might not be agreeable to the people he was to rule over, and what could it matter whether the wretched half-breed population were pleased or not.

Party politics in Canada must first be attended to; they were of all absorbing importance; and the North west and its new Lieutenant-Governor must settle their affairs between themselves.

No attempt was made to conciliate their newly acquired subjects. The Governor appointed by the Hudson Bay Company, who was to exercise authority until Mr. McDougall reached Fort Garry was never even communicated with. One would have thought that common civility, if not political tact, would have caused them to have informed him in writing of Mr. McDougall's appointment, and of the date at which he might expect him; his co-operation and assistance in establishing the new order of things might with advantage have been solicited at the same time. No explanations were made as to what was to be the policy of Canada in its dealings with Rupert's Land. In fact, the people of that country were so thoroughly ignored, they were easily led to believe that their material interests would be so also, in favour of the emigrants that rumor and the Canadian surveyors said might shortly be expected to arrive at Red River.

A little judicious management at first would have secured an amicable settlement, and have frustrated the clerical party, which was desirous of fomenting resistance. A clear statement of what they intended doing, and a declaration stating that they meant to respect the rights of property; that all those in bona fide occupation of land should retain it without rent, and receive a regular legal title to it; that all religions would be respected, and every one allowed to worship as he liked—this would most certainly have cut the ground from under the feet of all the political agitators there.

During a crisis such as that which occurred in the Settlement in 1869, when rebellion hangs in the balance, every moment is of such importance that, when once the scale has gone down on the side of revolution, days or months afterwards cannot compensate for the loss.

(To be continued.)

A VALUABLE TRAIN.—Since the time that the heavy amount paid by the Chinese in Sycee silver, as indemnity for the war, was received in London via the London and North-Western Railway Company, no train so heavily loaded with precious metal has reached London as one that arrived at Euston Station from Liverpool on November 25. It consisted of a special train of 13 covered goods' waggons with chests containing 74 tons of Mexican dollars, value nearly half a million sterling. The chests were duly checked off by the bill of lading, and the specie was cleared out of the station within three hours of its arrival. The procession to the Bank of England consisted of three detachments of goods vans of six each. Consignments of from six to twelve tons of silver are not unusual on this line, but one of 74 is unprecedented, excepting the Chinese payments.

A candidate travelling through one of the rural precincts of a certain county, a few days since, rode up to a farm house, and thus accosted a tow-headed urchin, who was seated upon the top of a gate post. "Bub,

where's your pa?" The youngster replied: "Pa's just gone down beyond the cowshed to dig a grave to bury the old dog Towser. The darned old fool killed himself a barking at candidates for councillors. Be you one?" The candidate rode on.

THE COMMERCE OF THE WORLD.

Poor, decrepit old England, as the Americans try to make her out to be, carries one-third the commerce of the world—the United States only one-ninth, but then our neighbours explain this fact by a reference to the ravages of the *Alabama*. If one English-built cruiser could play such havoc with American commerce, where would "our cousins" be if one or two hundred such vessels were let loose upon them? The following table gives the total of the imports and exports of different nations for the year 1869:—

Great Britain.....	\$2,577,180,280
France.....	1,474,051,040
United States.....	921,606,329
Hanse Towns.....	671,832,888
Holland.....	368,939,532
Italy.....	316,923,360
Russia.....	304,741,070
Austria.....	276,509,128
Belgium.....	267,314,617
Brazil.....	160,683,721
Spain.....	139,315,930
Prussia.....	65,752,628
Sweeden.....	57,107,662
Chilli.....	48,347,072
Argentine Republic.....	38,433,399
Portugal.....	18,211,564
Greece.....	16,125,385
San Salyador.....	4,194,266
Guatamala.....	3,755,246
Costa Rica.....	3,343,377

LOVE FOR OUR ENEMIES.—A physician seeing an old toper about to drink a glass of brandy, said, "Don't drink that filthy stuff; brandy is the worst enemy you have." "I know that," replied the toper, "but you know we are commanded by Scripture to love our enemies."

Sir Roderick Murchison says that native traders who have lately arrived on the Zanzibar coast of Africa from the interior, still believe that Dr. Livingstone is still alive. Direct news from him is hoped for, by some caravans which are expected to reach Zanzibar soon.

A young woman entered a fashionable drug store a day or two ago and asked for a disguised dose of castor oil. While she was waiting for the medicine the polite clerk asked her if she liked soda water, receiving an affirmative answer, he gave her a glass of the refreshing beverage, and went to work on a prescription. Tired at length of waiting she asked for her castor oil. "You have taken it in your soda water," he said. "Well," she replied in blank astonishment, "I wanted it for a sick man!"

An Icelander, referring to the fact that the singing of swans has long been asserted by naturalists to be a vulgar error, writes to *Nature* to say that these birds actually do sing and that he has heard them. In a shallow frith on the west coast of Iceland, near which he lived for nine years, hundreds of swans gather during the summer months, and he asserts that in the morning and evening their singing is so loud that it can be heard miles away, and the mountains on both sides ring with the echo of it. The singing is clear and full, with a metallic ring in it, and does not at all resemble the cackling of geese, or the quacking of ducks.

REMITTANCES

Received on Subscription up to Saturday, the 21st inst. CLARKSBURG—Wm. Turnbull, Esq., \$2. VANKLEEK HILL.—Qr.-Master Sergt. P. T. Saucier, \$2;—(Per Agent.)—Major John Shields, \$3. CORNWALL.—(Per Agent.)—Lieut.-Colonel Bergin, \$6. ROTHSAR.—(Per Agent.)—Capt. English, \$2. HAMILTON.—(Per Agent.)—Major H. E. Irving, \$2.



NOTICE.

PLANS and Estimates will be received by the Corporation of the City of Ottawa, at the Office of the City Clerk, until MONDAY THE TWENTIETH DAY OF FEBRUARY next, for the construction of the following works: A new Bridge across the Rideau Canal from Rideau to Sparks and Wellington Streets; a new Bridge across the "Gully" in Victoria Ward, in a line with Queen Street; and a new Bridge across the Canal from Maria to Theodore street. Ground plans can be seen at the Office of the City Engineer, where any information required as to the various locations indicated can be obtained.

By order, WM. P. LETT, City Clerk, City Hall, Ottawa, Jan. 17, 1871. 4-51



NOTICE TO CONTRACTORS.

SEALED TENDERS, addressed to the undersigned, and endorsed "Tender for Post Office, Toronto," will be received at this Office until Friday Evening, the 13th January, 1871, for the erection and completion of a new POST OFFICE at Toronto. Plans and Specifications can be seen at this office, and also at the Office of HENRY LANGLEY, Esq., Architect, Toronto, on and after the 3rd January next. The Tender must be in one bulk sum, embracing all Trades and Classifications of Work and Material. The signature of two solvent and responsible persons, willing to become sureties for the due fulfillment of the contract must be attached to each Tender. The Department will not be bound to accept the lowest or any tender.

By order, F. BRAUN, Secretary. Department of Public Works, Ottawa, Dec 31st, 1870. 1-21n.

The time for receiving the above Tenders has been extended to FRIDAY EVENING the 20th instant. Ottawa, 5th January 1871. 2-31n.

A man who sat upon a paper of carpet nails said they reminded him painfully of the income tax.

Politeness is like an air cushion—there may be nothing in it, but it eases our jolts wonderfully.



NOTICE TO CONTRACTORS.

SEALED TENDERS addressed to the undersigned, will be received at this office until FRIDAY the 27th inst., at noon, for the performance of certain repairs to the works at the CALUMET, CHATS, and CHAUDIERE STATIONS on the Ottawa River, and also at Stations on the PETEAWAWA and GATINEAU RIVERS.

Specifications can be seen at the office of the Superintendent of the Ottawa River works, where printed forms of Tender and any other information can also be obtained, on and after the 23rd instant.

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

Separate Tenders will be required for the works at each Station, and must be endorsed, viz:—Petawawa Station. Calumet do. Chats do. Chaudiere, Hull, and Gatineau Stations.

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

By order, F. BRAUN, Secretary. Department of Public Works, Ottawa, 20th Jan. 1871. 1-11



INTERCOLONIAL RAILWAY OF CANADA.

Tenders for Iron Bridge Superstructures.

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

Printed specifications, showing the tests which each span will be required to bear, information as to the location of the different bridges; and forms of tender can be obtained upon application at the office of the Commissioners, or the Chief Engineer, at Ottawa, Canada.

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

Tenders marked "Tenders for Bridges" and addressed to the Commissioners, Ottawa, will be received up to 12 O'CLOCK, NOON, of MONDAY, the 29th day of MARCH, 1871.

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

INTERCOLONIAL RAILWAY, COMMISSIONER'S OFFICE, Ottawa, 17th Jan., 1871. 4-31n.



NOTICE TO SHIP BUILDERS.

SEALED TENDERS, addressed to the undersigned, will be received at this Office until Saturday the 1st day of February next at noon, for the construction of two Steamers, one of which is to be built at Rainy Lake, and the other at the Lake of the Woods, North West Territory.

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

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

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

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

By order, F. BRAUN, Secretary. Department of Public Works, Ottawa, 12th Jan., 1871. 3-41

TO PRINTERS.

The Subscribers manufacture TYPE REVOLVING Double and Single Cylinder Printing Machines,

BED AND PLATTEN POWER PRESSES, FOR NEWSPAPER, BOOK, JOB, AND CARD PRINTING.

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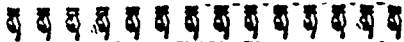
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Montre l, March 11th, 1870. 19-ly



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WANTED.

A YOUNG MAN, recently arrived from the Royal Small Arms Factory, Enfield Lock, near London, England, is desirous to obtain a Situation as Armourer in a Volunteer Corps. Apply at this office.

Ottawa, December 21, 1870. 52-3m.

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Toronto, November, 1870.

46-11

LOVELL'S

Dominion and Provincial Directories.

To be Published in October, 1870

NOTICE.—Learning that my name has been unwarrantably used in connection with Directories now being canvassed in the Provinces, and entirely distinct from my works, and that in other cases it has been stated that my Directories have been abandoned, I would request those desiring to give a preference to my works to see that persons representing themselves as acting for me are furnished with satisfactory credentials.

JOHN LOVELL, Publisher.

Montreal, March 16, 1870.

LOVELL'S DIRECTORIES.

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

I anticipate issuing, in October next, the CANADIAN DOMINION DIRECTORY, and SIX PROVINCIAL DIRECTORIES, which will prove a correct and full index to the DOMINION OF CANADA, NEWFOUNDLAND, and PRINCE EDWARD ISLAND, and a combined Gazetteer Directory, and Hand Book of the Six Provinces:

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Table with 2 columns: Location and Price. Dominion of Canada Subscribers \$12 Cy. United States do 2 Gold. Great Britain and Ireland do 43 Stg. France, Germany, &c., do 43 Stg.

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