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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 16, 1871.

No. 3.

HER MAJESTY'S SHIP "CAPTAIN."

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

(From the *Broad Arrow*.)

[CONTINUED.]

On Saturday morning, the 1st of October, Mr. BARNABY continued his evidence:

Believes that the reports of the Controller of the Navy on the construction of the *Captain* were printed by order of Parliament, as well as those of Admiral Symonds. Witness had prepared and now delivered to the Court a diagram—it was what was the right moment at some angle between $31\frac{1}{2}$, which he stated to be 5700 foot tons, and $54\frac{1}{2}$ when the stability vanished. Found that the righting moment at an intermediate position—namely, 40 degrees, was 3600 foot tons. Has not placed that on the diagram, because that diagram does not refer to the ship as she was at the time of her loss, but shows what she would have been had she not had the assistance of her poop and fore-castle. Diagram showing how the poop and fore-castle added to the stability of the *Captain* was produced, showing two curves, identical with that already before the court. Beyond the angle of 14 degrees her stability would have been greatly increased had the side been carried up between the fore-castle and poop.

Mr. BARNES, Assistant Constructor of the Navy, was next examined, and produced and authenticated the report referred to in the printed summary as having been made by him.

By Captain Hancock: Conducted the experiment for inclining the *Captain* for ascertaining the position of her centre of gravity.

After completing the experiment of inclining the ship, was not aware whether the ship had less stability than was intended for her by her designers. Had no doubt as to her being a stable ship. Had a conversation with Captain Burgoyne on the ship being inclined with the ballast. Captain Burgoyne asked witness what inclination. Answered—6 degrees. Captain Burgoyne then said—"Is it so much?" "Yes." Captain Burgoyne then said—"This ship is not so difficult to get over six degrees: beyond that she will not go." Then told him there was on the upper deck 80 tons of ballast; and if there were 80 tons more she would go over to about double that inclination. Witness understood Captain Burgoyne to refer to trials of his ship which had taken place when under sail—8 degrees was the greatest used for the experiment. May mention

that nearly the whole of the ballast had been removed to the starboard side of the ship. The turrots, which were trained about mid-way between the beam and the fore and aft line, fetched away, and after making some oscillations, trained themselves on the starboard or immersed side of the ship. This produced an inclination of, as near as he could state without actual measurement, about 7 degrees. The witness was of opinion that the catastrophe of the loss of the *Captain* may be attributable to her want of stability to bear the angle of heel to which she was thrown and none other.

By Captain Rice: Undoubtedly the safety of the *Inconstant* may be attributed to her high sides when it is known as a fact that on the night of the 6th September she carried double-reefed topsails and foremast staysail, such as the *Captain* is supposed to have had. Yet at a small angle the *Captain* was more stable than the *Inconstant*. Thinks it probable that the loss of the *Captain* (placing aside the question of management) may be attributed to the low freeboard, but there are other circumstances connected with it—as in his report, page 18 of the printed summary.

By Captain Boys: He never contemplated that the *Captain* would go over more than 34 degrees.

By Captain May: As compared to the *Monarch* and *Hercules*, would have hesitated to propose so much sail on his own responsibility, but the *Captain* was an experimental ship. The plan adopted in inclining the *Captain* was the usual one, and which would be applied supposing a ship had only 2ft. freeboard, or even less; but the method adopted for finding the stability in foot tons is a novel one, and would only be used where the ship had a low freeboard. Witness is of opinion that the ship would not very often, if at all, be in such a condition as mentioned in the summary, for when so reduced by loss in weight as to make her stability very slight there is the proviso of water ballast. This formed an important feature in her construction, and was referred to by Messrs Laird in the letter of August 15, 1866, and looking to the fact that the water ballast would be resorted to when only a portion of the coals, &c., would be consumed, and as Captain Burgoyne and his officers on board were well acquainted with this feature, no doubt they would know when to use it. The *Captain* was not considered in the Constructor of the Navy's department as a ticklish craft.

By Captain Commerell: In smooth water, and having no reference to sudden gusts of wind, the *Captain*, no doubt, could have been inclined to 15 or 16 degrees with safety. As

built she was undoubtedly less stable than as designed.

The examination of witness was continued for some considerable time, being wholly of a scientific character as to calculation on design for building ships, ascertaining centre of gravity, &c.

Mr. WILLIAM LAIRD, of the firm of Messrs. Laird, Birkenhead, was examined. He said—The *Captain's* draught of water according to the design, with all her weights on board, was to be forward 22ft. 6in., aft 23ft. 6in. Had not built a ship previously of such tonnage and special arrangement of hurricane deck. The excess in weight over the total weight given in the statement of weights forwarded to Captain Coles on the 12th July, 1866, is spread over the various parts of the structure, and cannot at all be attributed to any one portion. The statement, with all the letters accompanying it, being delivered into Court, the witness said they would not give any clue to the additional weight which at Captain Coles' request was put into the ship. In a ship of a novel type, with a distribution of weight differing in many respects from other ships, it was difficult in the then state of the design—which necessarily left some of those parts peculiar and special to the design in a state subject to further consideration, as the work progressed—to arrive at as accurate results as could have been done if the ship had been of a more ordinary type, or the consideration of a ship was further advanced. From such an estimate as could be made by us, we thought we could place the centre weight 2ft. 6in. below the water line, although having regard to experiments made with other armor-clad ships, and through a communication received from the Admiralty stating they thought the weight would prove to be high, we were prepared to find it considerably higher. The papers handed in were merely as to the extra weight of material; the one now produced contains the principal elements of the ship as designed and as built. As a full power sailing ship considered her perfectly safe, and did not expect the effect of the sail she carried would have put her over to more than the usual angle of heel. Should have expected from 7 to 9 or 10 degrees to have been that angle; and might add that on the voyage from Holyhead to Portsmouth, being on board, she experienced bad weather, with a heavy sea, and from the way in which the ship heaved he was led to feel every confidence in her stability and buoyancy. It was true that on this voyage steam only was used, and no sails; and therefore had no opportunity to judge under what angle she would heel under a pressure of sail, but the reports after-

wards received from Mr. H. Laird, who, by the permission of the Admiralty, and invitation of Captain Burgoyne, went in the ship on her first cruise, confirmed the opinion already formed—that under a pressure of sail she would be as stiff as other ironclad vessels of recent construction. The opinion was further strengthened by the reports of Admiral Sir S. Robinson, Admiral Sir T. Symonds, Captain Commerrell, and Captain Burgoyne. Since the recent discussion about the *Captain*, some further calculations have been made to try and explain what seemed to us before to be impossible. They were made only on one calculated centre of gravity, not having received from the Admiralty the results of their experiments of trying the ship by weights, and therefore cannot be looked upon as being so accurate as those made with those calculations. As notice was only received late on Saturday for witness and others of the firm to attend on Thursday, therefore had only time to collect all the plans, letters, and memoranda relating to the design of the ship, and not time to have copies made. The calculations which were submitted in July, 1866, with the designs, include those generally made for a ship designed by the firm in the first instance; and when submitted by Captain Coles to the Admiralty, it was understood that they met with their approval, and were similar to those particulars in the case of other designs which had been submitted to the Admiralty. The calculations of stability up to 7 and ten degrees were the only other steps that were taken to ascertain the stability of the ship. The actual design for the sails were sent in with the original design, and, although slightly modified in the proportion of spars, yet the area of sails remain actually the same. In conversation as to pressing the *Captain* under sail, witness has alluded to the gunwale as being a limit, but without mentioning the particular angle, as it generally varied slightly with the draught of water of the ship; but the impression generally was that it would be seldom necessary to press the ship so far, although all felt there was considerable reserve beyond this. Had more than once spoken on the subject with Capt. Burgoyne, but only as conversation. Remembers, on one of the trial trips under steam, he had a similar conversation with Capt. Coles. The *Captain* was not considered by Messrs. Laird to be built entirely on the responsibility of themselves and Captain Coles; and a letter from the Secretary of the Admiralty, and forwarded to us with a wish for our co-operation in carrying into effect their Lordships' wishes, will show why Messrs. Laird considered they were not entirely responsible. In the letter referred to the objected portions were the right reserved by their Lordships to enter into a contract, and if they saw objection they would decline to enter into it, etc., as set forth fully in the summary, page 8. It would appear from these letters that the design was submitted to their Lordships for their approval, and it was only on their approval that they undertook to proceed further in the matter, and to receive tenders for her construction. This was the view taken by Messrs. Laird. Messrs. Laird consider that their responsibility in the first instance was to prepare a design in conjunction, and to submit that design through him to the Admiralty for their approval, on the understanding that should their Lordships be able to approve of the design, and should they receive such a tender as they would be justified in accepting, they would then be prepared to submit to Parliament, next year, estimates for building such a vessel; and Messrs. Laird considered, in the

words of their Lordships' letter to Captain Coles, that unless they approved of the design they would have asked us to give a tender for the vessel, and from the fact of their asking for the tender gave their sanction to the plans and specifications proposed. Several other letters were read, one from the Admiralty to Messrs. Laird embodying the claim to be made in the contract, holding them and Captain Coles responsible; the reply to which was, their willingness to build the ship on the terms quoted. Another related to the supervision which Captain Coles was to give to the building of the ship. Witness never made an exact estimate of the difference of weight, and believes that the inspector used to send to the Admiralty from time to time the weight of all the iron used, as given by Messrs. Laird up to the time of the ship being floated out of dock. When it became apparent to witness that the weight would exceed that which was expected, on discovering this fact he informed Captain Coles of it, and an officer from the Controller's Department who was present at the time drew up a statement to be submitted to the Controller of the Navy. Messrs. Laird considered the responsibility as to the design of the ship between themselves and Captain Coles on the one hand, and the Lords of the Admiralty on the other, to be joint. No doubt the calculations as to the cause of the want of stability have been prepared with the usual skill of the Admiralty officials. If witness had known by calculation that the stability of the *Captain* vanished at an inclination of 54 degrees, he would not have felt any uneasiness for her as a seagoing ship. Her masts and yards were much larger than had been fitted for some of the earlier ironclads, but about the same tons per foot of section. Tripod was a system that answered well for the support of the masts, and when applied to turret ships has the advantage of offering less obstruction to the angles of fire to the rigging. Witness has prepared designs for another low freeboard turret-ship, similar in type to the *Captain*, but with the addition of armored breastwork at the fore-castle and poop, and would have carried sails of a full-rigged ship. He had every confidence in the *Captain*, and did not consider her low freeboard would make it necessary to have her spars smaller than they were fitted; but in the preparation of the plan of the spars Captain Coles, from his knowledge on the subject, necessarily took a prominent part, and Messrs. Laird did not see the necessity of remonstrating with him, nor were they at all apprehensive as to any danger. It appears that on the day of the disaster the inclination of the ship seemed to be greater than it had been observed under similar circumstances as to sail and wind; but from what cause that arose witness is at a loss to say. The immersion of the ship of twenty-two inches, for stability, decreased it slightly, but to that extent he should contemplate that the ship would be steadier and roll less.

The Court then rose.

(To be continued.)

A Quaker was examined before the Board of Excise concerning certain duties, when the Commissioners, thinking themselves disrespectfully treated by his thee-ing and thou-ing, one of them, with a stern countenance, asked him, "Pray, sir, do you know what we sit here for?" "Yea," replied Nathan "I do: some of you for five thousand, some for eight thousand, and others for ten thousand dollars a year."

PRESIDENT GRANT AND THE CANADIAN RAILWAYS.

(From the London Railway News.)

That portion of the Message of President Grant which refers to the relations with the Imperial Government and with Canada, will not, we feel confident, be generally endorsed by those citizens of the United States who are capable of taking a calm and dispassionate view of the questions in dispute between the two countries. The charges made against the Imperial Government are in direct opposition to the real facts of the case; while with respect to Canada there is not a single allegation which is made the subject of complaint that is not the direct consequence of the act of the United States Government itself in repealing the Reciprocity Treaty in 1865. President Grant, referring to the despatches as to the *Alabama* question, says:—

"The Cabinet at London, so far as its views have been expressed, does not seem willing to concede that the British Ministry was guilty of any negligence, or had done or permitted any act during the war of which the United States have just cause of complaint."

The answer to this is that our Government did actually sign a treaty, the provisions of which were cordially approved by the Government at Washington. The Minister of the United States by whom that treaty was concluded was thanked by Mr. Seward "for the perseverance and fidelity with which he had attended to the instructions of this department;" and later, Mr. Seward conveyed to Mr. Reverdy Johnson "the assurance of the President of his high satisfaction with the manner in which he had conducted these important negotiations." In one of his letters of instruction Mr. Seward says: "The decision of the Convention depends not exclusively upon the nature of its provisions, but depends very much also upon the tone, the temper and the spirit which prevades it." Upon this matter of tone and temper Mr. Reverdy Johnson writes: "Both Lord Stanley and Lord Clarendon yielded a very ready and cheerful assent to our proposition to submit all the questions involved in the *Alabama* claims, not ever having expressed a desire during the negotiations to exclude any one of them; and in this I am satisfied (as they must be) that they but conformed to the public sentiment of the nation and to their own wishes." In another despatch he writes. "I cannot conclude this communication without bearing testimony to the frank and friendly manner in which I have been met by Lords Stanley and Clarendon, and to the very sincere desire which they exhibited throughout our negotiations to settle any dispute between the two nations upon terms just and honorable to each." In the face of the evidence of our willingness to treat upon all matters in dispute shown by the signature to the treaty negotiated by the Minister of the United States, and of the testimony to the good feeling of this country borne by Mr. Reverdy Johnson in his official despatches, we find President Grant now complaining that "not an inference can be drawn from the treaty to remove the sense of unfriendliness of the course of Great Britain in our struggle for existence." We should have thought that the very fact of our agreeing to refer all questions to the decision of a court approved by the Government at Washington itself,

and to abide by its award, was the best possible indication of that feeling which the American Minister himself described "as a sincere desire to settle every dispute between the two nations upon terms just and honorable to each."

The complaints, however, which are made against Canada are equally destitute of foundation as those addressed to the Imperial Government. Canada, it is alleged, has laws with respect to its fisheries which if enforced must be the cause of injustice to American citizens. He does not allege that the provisions of this law have ever been put into force, but he intimates that if certain things should be done in the future he will recommend Congress to authorize him to make reprisals, and prevent the transit of goods in bond over Canadian railways. In other words he will prevent the Grand Trunk of Canada from carrying goods in bond from Portland to Richmond over the Atlantic and St. Lawrence line, and prohibit the carrying of American goods *in transitu* over the Great Western of Canada. In order to carry out the threat, the President will have to obtain the authority of Congress, and we imagine that the parties interested in the Michigan Central, the New York Central, and some other American lines will have a decided objection to the carrying out of a policy which may be very correctly described as "cutting off the nose to be revenged on the face." Any measure which would prohibit the transit of goods in bond over the Great Western of Canada would simply be the annihilation of dividends for the holders of the Michigan Central, and a serious blow to the New York Central, while the destruction of the traffic between Portland and Montreal would simply render impossible the payment of the rent by the Grand Trunk for the Atlantic and St. Lawrence railway, so largely owned by American citizens. The politicians of the States of New York, Vermont, Maine, Michigan and some others, as well as the consignees generally, would have something to say to a system which would put an end to the useful competition of the Canadian railways, and have them bound hand and foot to the tender mercies of a huge railway monopoly. We are not, therefore under any very serious apprehension as to the carrying out of the threat of the President in regard to the transit of goods in bond over Canadian railways. Such a course, if adopted, would of course lead to reprisals on the other side, and the Welland canal would, in such case, be closed to American ships and the navigation of the St. Lawrence would be regulated by similar restrictions to those adopted with respect to Canadian railways. But even as a means of punishment the prohibition of the conveyance of goods in transit from Portland would fail of its object during the time that the St. Lawrence was open, while, by the end of the next year, the Intercolonial Railway from Halifax will probably be so far completed as to give to Canada a route to the Atlantic wholly independent of the United States. No act of the Canadian Government in the enforcement of its fishery laws can now take place until the next season, which will be after the re-opening of the navigation next spring, so that twelve months at least will elapse before, even if the worst should happen, the President can issue his proclamation of isolating the Canadian railways.

We cannot for a moment suppose that the President really contemplates any contingency such as that he has mentioned, and it is quite possible that home political considerations have as much to do with the tone and temper of the Message as the ap-

prehension of the enforcement of provisions of the Fisheries Act which have never been put into force. The whole question of these Fisheries is a mere bagatelle, and might be disposed of in a few hours' friendly conference. Canada is quite ready to treat the whole question in a spirit of liberal reciprocity.

Under the terms of the Reciprocity Treaty both countries progressed in a satisfactory manner, and no disputed questions arose. Canada, for all purposes of commerce, was as a portion of the United States, and for certain specified articles the States were but as a portion of Canada. It pleased the Protectionist party of the United States, however, to put an end to this treaty in 1865, and this party has never since ceased to claim from Canada the same privileges which they enjoyed under that treaty, while they completely exclude Canada from any share of its benefits. By virtue of the Reciprocity Treaty United States fishing boats were permitted to fish in Canadian waters, to enter Canadian ports and dry and cure the fish taken. On the repeal of the treaty Canadian fishermen were prevented from selling their fish in an American port, but the United States considers it a hardship that Canada in return should not permit the use of their harbours for the United States fishermen. The best fishing grounds are undoubtedly those of the St. Lawrence and the Bay of Fundy, and the gulfs and bays of Canada and New Brunswick, and in these, as in other parts, the best fishing grounds are within the three miles limit of the coast. What President Grant complains of is that the fishing boats of the United States are not allowed in these waters for the purpose of carrying on their fishing operations. The sole reason why they are so excluded is because Canadian fishermen are prohibited from a similar use of American harbours and waters. The President in a querulous and undignified tone, says that the carrying out of the law—that is, in seizing vessels found poaching in their waters—the Canadians are actuated by a desire to create a political effect upon the Government of the United States. By this we presume the President means that the Canadians are desirous of seeing the re-establishment of the Reciprocity Treaty. In so doing they are therefore showing an earnest desire to put an end to all cause of differences in the future with their neighbors. Why does not the Government of the United States meet them in a frank and liberal spirit? The re-enactment of the Reciprocity Treaty, based upon fair and equitable principles, would put an end to all these petty disputes and little squabbles that are unworthy of a great republic. We would seriously recommend President Grant and his Government to raise themselves above the level of questions which might form the subject of discussion among some of the minor States of what was once the Germanic Confederation, or the petty republics of Central America, but which the United States Government should certainly be in a position to treat upon in a broad and comprehensive spirit worthy of a great and enlightened people. We are convinced that the Government and people of Canada are prepared to deal with this question of the fisheries in a liberal spirit. We believe, too, that the United States are equally anxious to have this and all other questions at issue disposed of in a spirit of friendly conciliation. Where both parties are willing to adjust all differences in dispute there should certainly be no insuperable difficulty in devising the means of bringing about the desired result. We cordially endorse the wish expressed in an address at Frome by Mr.

Thomas Hughes, M.P., who during his visit in America had ample opportunities for making himself acquainted with the opinions and wishes of the people of the United States, "that the present Government would at once take action, and settle the Alabama claims and the fisheries question. Then England and America would be on terms of real friendship, and unitedly powerful enough to maintain the peace of the world."

ENGLAND'S GREAT GUN.

The final operation in the construction of England's greatest gun was successfully performed at the Royal Gun Factories on Tuesday, and the monster cannon now only requires to be vented and proved, to be ready for service, which it is confidently expected to be by next Christmas. Yesterday morning the tube of the gun, which is about 16 feet long, was brought out of the factory in which it has been rifled, and fixed, muzzle downwards, in a pit, under the most powerful crane which the Royal Arsenal possesses. At the same time the heavy breech piece—a mass of iron weighing 15 tons, and in shape something like a tailor's thimble—was heated nearly to redness on an adjacent grid-iron, in order to expand the metal, and soon after noon the heated mass was carefully lifted and dropped like a cap over the breech of the perpendicular tube. When cold the calibre of the breech piece was slightly less than the diameter of the tube, but the heat expanded it so as to allow nearly half an inch free play between the two, the cooling process being afterwards assisted by jets of water so as to fix the cap piece firmly down on the shoulders and thereby increase the tension on every part of the surface. The gun, is now complete, weighs 35 tons, 7 cwt; the diameter at the breech is 4 feet 8 inches, and at the muzzle 1 foot 9 inches. The interior of the bore less than 1 foot, and is rifled on the Woolwich system. It consists of an inner tube of steel, tempered in oil and encased in massive folds of wrought iron in accordance with Fraser's double coil system, in addition to the caseable screw and the trunnion ring. With a gun so strongly built it is thought possible to throw a shot or bolt 700 lbs. in weight, and to pierce iron armour 15 inches in thickness, the ordinary charge of powder being calculated at 120 lbs. and the proof charge 150 lbs. The Krupp steel gun, the next most powerful ordnance in existence, weighs about 40 tons, and its projectile weighs only 600 lbs., and it is doubtful whether it has ever been proved with even that. It certainly had not been so proved when the Prussians sent it to the International Exhibition at Paris. The moderate calibre of the new gun is designed for penetration, and the shot will probably be three times the length of its diameter. The estimated cost is £2,500. Sir William Armstrong's estimate for a 35 ton gun was £3,500, and Sir Joseph Whitworth's £6,000.

FEMALE HEROISM.—At the siege of Middajorda the fire of forty-eight guns and mortars was concentrated on this little fort. The troops fell fast. During this tremendous fire a drum boy was ordered to fetch water from the well. The child hesitated, the wife of a sergeant called Ritson instantly caught up the bucket, crossed the fire, and though the cord of the bucket vessel was cut by a shot, she brought it safely back to the camp where she found the men who were lying in the casemates. Cheers of the soldiers who witnessed her heroic conduct.

THE CANADIAN FISHERY AND NAVIGATION QUESTIONS.

(From the *London Globe*.)

A very superficial glance at the passage of the American President's Message which was devoted to the allegations against Canada will suffice to show that it is not entitled to any great weight. If the charges set forth in general terms to the discredit of the Dominion were valid and tenable, even from an American point of view, no President would venture to bring them forward in a Message to Congress, without at the same time producing proof that he had discharged the full obligation of his office in respect both to the assertion of rights and the denunciation of wrongs. Now, as a matter of fact, General Grant cannot even pretend that he has proceeded in any attempt to remove the grievance with which he seeks to excite the passion of the country. Then again, it is notable that the language in which the President attacks the Canadian authorities is entirely vague, and carefully avoids the allegation of any specific and answerable plaint. The contentions of the *argumentum ad populum* are two: the course pursued by the Canadians towards the fishermen of the United States has "not been marked by friendly feeling," and "a like unfriendly disposition has been manifested by the Canadian maintenance of the claim of a right to exclude citizens of the United States from the St. Lawrence River."

When we come to enquire more closely into the imputation of "unfriendliness" it resolves itself into a charge that vessels have been seized without notice, "in violation of the custom previously prevailing." This is the key to the whole enigma. In 1855 a Treaty establishing Reciprocity of Trade, and especially devised "to regulate the commerce and navigation between Her Majesty's Possessions in North America and the United States, in such manner as to render trade reciprocally beneficial and satisfactory," came into operation. Conditionally upon this Convention the Legislatures of Canada, Nova Scotia, New Brunswick, and Prince Edward Island, passed Acts "suspending" the operation of certain protective laws, which reserved the undoubted right of fishing in their own rivers and seas to the subjects of Great Britain, together with other privileges of trade and traffic. This suspension was purely temporary and conditional on the Treaty. Again, as was reported by the Committee of Commerce, appointed by the House of Representatives to consider the Reciprocity Treaty in 1862, "Under the stipulation of the Treaty, Canada grants the use of her canals to American vessels on the same terms as those enjoyed by British vessels." As far as the British possessions were concerned, the provisions of the Treaty were carried out faithfully. It has never been alleged that they were not. But certain of the British possessions, with the view of benefiting their own trade, offered special inducements, in the shape of reductions of dues, over and above those enjoined by the Treaty, to merchants and carriers by particular routes. Instead of meeting this legitimate competition in the spirit of Free trade the Americans affected to feel aggrieved, and of their own motive, by resolution of the House of Representatives the Treaty was terminated at

the expiration of the probationary ten years in 1866. It follows that as the Acts passed by the Provinces to suspend their laws relating to the fisheries and navigation provided that these should come into effect again if the Treaty were ended, those laws did as a matter of fact revive, and, from the moment the Americans threw up the arrangement, were in full legal force. The Earl of Clarendon pointed this out very clearly in a despatch dated March 17, 1866.

The attempts thus made to receive the Treaty, to conclude a new one, or to extend the time for its expiration, in order to admit of negotiations, having failed, and the Treaty having now expired, it becomes the duty of her Majesty's Government to consider what course they should pursue. By the termination of the Treaty of 1854 two important and undoubted rights of this country, the enjoyment of which, through the operation of the Treaty, was temporarily ceded to the citizens of the United States revert absolutely to the British Crown. These rights are—first, the exclusive right of fishing by its subjects on the sea coast and shores, and in the bays, harbours and creeks, of the British possessions of North America, except in so much as certain restricted privileges may have been conceded by the convention of 1818 to American citizens; and, secondly, the exclusive right of navigation by its subjects of the river St. Lawrence and the canals communicating between the great lakes and the canals of Canada.

As a matter of fact the British Government did not, as it had a perfect right to do, at once re-establish the old restrictions. The policy adopted was more generous, in the hope that America might yet see the folly of her desertion of free trade. A certain amount of license was allowed with respect to the navigation of the St. Lawrence river; and as regards the fisheries only so much of the old Acts were enforced as was required by 59 George III., cap. 38, and due to the Legislatures of New Brunswick and Nova Scotia. "By those Acts, which were only suspended during the operation of the Treaty, severe penalties extending to confiscation of their vessels, with the cargoes, tackle, stores, &c. are inflicted upon all persons, not British subjects, who shall be found fishing, or to have been fishing, or preparing to fish, within the distance of three miles of the coast of her Majesty's possessions in North America." These provisions of course came again into force. The case is perfectly clear, and the President has not a single argument of legal value in his favor when contending against the exercise of their international rights by the people of the British provinces. The "unfriendliness" of which the President complains is a simple unwillingness on the part of the people of the Dominion to continue to those of the United States certain privileges which were ceded for a time only, and distinctly subject to the reciprocal provisions of a Treaty which the latter elected to set aside. The "custom previously prevailing" was the beneficial consequence of the Reciprocity Treaty, and of course now that the old order of affairs comes to be re-established that custom no longer prevails. The question involved is in no sense political—it is simply and essentially commercial—and it is an act of unscrupulous partizanship to endeavour to inflame the minds of the people of the States against Great Britain or the Dominion by a complaint so untenable in itself, and at the same time so entirely misrepresented. If the President of United States has anything to allege in the shape of an illegal administration of the

laws which have been revived, this is a charge which should take the shape of an official remonstrance addressed to the authorities of Canada. So intelligent a nation as that of the States cannot fail to perceive this; and when General Grant appeals to Congress with a crude story that some "irresponsible agent" has done something against the law to the injury of American citizens, we shall be greatly surprised if Congress does not demand to know what steps the President has, taken to obtain redress, and if he fails to show that he has done his duty as the chief executive officer of the States, not only repudiate his plaint, but vote him incompetent.

There is, however, another way of looking at the question raised by the President, which is, if possible, more important. General Grant insists most piteously that the river St. Lawrence is "a natural outlet of the commerce of the United States." Now it so happens that the Committee of Commerce in 1862 dealt with this very topic, and looking at it from the Reciprocity point of view arrived at a different conclusion. Under the heading "Value of the St. Lawrence hitherto," the Committee says that while the free navigation of that river was at first hailed as a great boon to the States, "Hope seldom told a more flattering tale than on this subject."

Sixteen hundred vessels, with an aggregate burden of 400,000 tons, were so long ago as 1856 employed on our northern "inland seas," but from the date of the Treaty to 1860, a period of nearly six years, only 400 American vessels, with a burden of no more than 12,550 tons, passed seaward through the St. Lawrence, and less than one-half of them ever returned.

So that, even when the St. Lawrence was free to the States, this "natural outlet" did not prove of any great value. On the contrary, referring to the tables embodied in the report of the same committee, we find that while in 1854—the year before the river was opened to the vessels of the United States by the Treaty—the exports by way of the river amounted to \$14,709,621; by 1860 they had sunk to \$8,400,096, and the "goods in transitu for the United States" diminished in value from \$495,326 in 1854 to \$21,505 in 1860. It would seem to follow that the United States benefited less by the river when it was free than when it was closed—at least so contended the Committee of American representatives. Nevertheless, it is in the face of these figures, or rather in convenient forgetfulness of purpose with which they were employed on a former occasion, that General Grant now complains that the St. Lawrence is no longer *absolutely free*—for free it is within all reasonable limits.

We are further driven to the conclusion that the President of the United States is ignorant of the economic history of his country by the measure which he proposes of reprisal for the grievance with which he has endeavoured to stir up the animus of his people. "I recommend," says General Grant, "Congress to confer on the Executive power to suspend by proclamation the law now in force authorizing the transit of goods in bond across the territory of the United States to Canada; and further, should such an extreme measure become necessary, to suspend the operation of any laws whereby Canadian vessels are permitted to enter the waters of the United States." The idea has not even the merit of originality. The Committee of Commerce spoke of it as follows in 1862:—"By far the most excessive portion of the British possessions is behind the territory of the United States, and under an *unwise and illiberal system*

would be debarred from direct communication with the Atlantic Ocean and those Southern regions whence it must always derive many daily necessities of civilized life in exchange for the products of its own northern industry. The manner in which the permission to convey goods across the States affects the latter, is expounded in the same report as follows. — So soon as the routes and markets of the United States were opened by the Treaty the imports and exports by the St. Lawrence decreased from \$33,673,128 in 1854, the year before the Treaty, to \$18,460,528 in 1855, the year after the Treaty took effect; that is to the extent of \$15,203,600. "And the whole," says the Committee, "was transferred to our carriers, for in the same year the trade of the United States increased \$15,855,624," and this in spite of "heavy differential duties in Great Britain in favor of colonial timber sent by way of the St. Lawrence, tending to increase the shipments by that route." It is desirable that these facts should be recalled to the memory of the United States in order to enable them the better to value the counsel given by their sagacious President. We take it that, even to gratify the ambition of General Grant and assist his return at the next Presidential election, the States will not care to forego so large an advantage.

TERRIFIC EXPLOSION.

FULL PARTICULARS OF THE CATASTROPHE NEAR BIRMINGHAM—SEVENTEEN MEN KILLED AND ONE HUNDRED WOUNDED.

On the morning of December 9, about 11.40 o'clock, one of the most terrible catastrophes that has ever visited Birmingham, took place at the ammunition factory belonging to Messrs. Dudley, at Witton Lane, Witton. The scene of the accident is a large field about a mile from the Ashton Lower grounds and in the direction of Perry Barr. Here are situated nineteen sheds, in which the work of making and priming Enfield cartridges is carried on, some 500 hands being employed. At the time stated, the inhabitants of the neighborhood and persons at a distance even of two miles, were alarmed by a series of explosions, accompanied by shocks as of an earthquake and severe concussions of the atmosphere. On reaching the locality of the explosion a scene of destruction was revealed of the most appalling character. Three sheds, in which there had been working five minutes before about 100 girls, boys and men, were a mass of ruins, and in the smoking, blackened heap there was scarcely a sign of life. Ready hands were soon at work, and the awful extent of loss of human life then became apparent. A few had escaped the burning mass, and were limping off, while the helpless who gave any signs of life, were quickly conveyed in carts and cabs, which had come to the spot on the alarm being given. No fewer than fifty terribly burned and mutilated, but living human forms were carried off with all speed to the General Hospital, the condition of many being pitiable in the extreme. Some of those taken thither were so badly burned as to be hardly recognisable. Bleeding and insensible they were quickly put under the medical care of the staff of the hospital, but it was too evident many a sufferer entered only to prolong a lingering existence, till death added new victims to the list. The scene among the wretched remains of the sheds was of the most sickening description. The field was strewn with the mutilated remains of human bodies and pieces of clothing covered with blood. In one shed lay the charred bodies of seven,

and in another those of five workers, while at the Witton Arms lay another five persons all disfigured so as to be beyond recognition. Each body lay smouldering and smoking on a shutter, covered by tarpulin, and beneath this was nothing but a mass of rags and charred flesh and bones. In some cases there was only a charred skeleton, and in others the head, arms and legs were missing. A human head supposed to be that of a female, was picked up in the field, and a human hand was found in the same manner. Seventeen are ascertained up to the present time to be killed, but no names can be given as identification is impossible at this stage. It is rumored that the cause of this dreadful affair was the accidental ignition of a woman's apron who was standing warming herself at a stove, which, strange to say every shed contains. The scene in and around the field after the accident was enough to move the most callous observer. The eager enquiries of anxious mothers for their children, and of relatives for missing work-people, were heart-rending. Little groups were gathered here and there along the road, surrounding a pale and suffering victim, bringing water, and doing all that ingenuity could suggest to allay the agony of the moment.

PENN'S ESCAPE.

From the *Luton, Penn., Argus.*

Mr. Juddkins, librarian of the Massachusetts Historical Society, in overhauling a chest of old papers deposited in the archives of that body by the late Robert Greenleaf, of Malden, has recently made a curious discovery which has especial interest for the people of Pennsylvania. Among these papers was one of ancient date, which bore this endorsement: "Ye scheme to bagge Penne." This curious title attracted the attention of Mr. Juddkins, and he examined the contents of the document with more than common interest. It is the familiar and quaint handwriting of the Reverend Cotton Mather, and is addressed to 'Ye aged and beloved Mr. Joh'n Higginson.' It bears date, 'September ye 15th 1682,' and reads thus, the odd spelling the original being followed to the letter.

"Theree bee now at sea (for our friend Mr. Esaias Howarolt of London did advise mee by the last packet that it wolde sail some time in August), called ye Welcome, R. Greenway master, which has aboard a hundred or more of ye heretics and malignants called Quakers with W. Penne, who is ye chief scamp at ye hedde of them. Ye general Court has accordingly given secret orders to Master Malachi Huxett, of ye brig Propose to waylaye ye said Welcome slylye as near ye coast of Codde, as may be and make captive ye said Penne and his ungodlie crewe so thatt ye Lord may be glorified and not mocked on ye soil of this new countrie with ye heathen worshippe of these people. Much spoyle can be made by selling ye whole lotte to Barbadoes, where slaves fetch good prices in rumme and sugar and shall not only do ye Lord great service by punishing ye wicked but we shall make great gayne for his ministers and people. Master Huxett feels hopeful and I will set down the newes he brings when his shippe comes back.

"Yours in ye bowells of Christ,

"COTTON MATHER"

Master Huxett missed his reckoning, and Penn sailed secure within the capes of the Delaware. But it is curious to reflect on the narrow chance by which the founder of this commonwealth escaped the fate of many of

his religious brethren who were cast ashore on the relentless coast of Massachusetts. It is strange to fancy the wise lawgiver, endeared to the hearts of a great people and to posterity by his wisdom, sagacity and benevolence, hoisting sugar in Barbadoes under the lash of a Yankee overseer, or crushing cane into rum to thaw the granite bizzards which Mather and his theological brethren carried about instead of hearts. Ah! how the ancient Cotton must have mourned for the marketable Quakers and the refreshing "rumme" which came not. It is delightful to think how he never got a bit of the "spoyle" which his devilish old owl held in delicious anticipation—how brother Higginson watched fondly for his hog'shead and dreamed of swallowing his half score of heretics in pious punches. They would have made a "rum cretur" of the Great founder, in a literal sense, if they had got him, but thanks to the good steering of "R. Greenway, master," they didn't get him.

BREAKING UP STEAMSHIPS.—The Boston *Advertiser* makes the following noteworthy remarks;—One of the most striking evidences of the decline of our commercial maritime is noticeable in the fearful sacrifices made in the sale of steamships by auction and otherwise. A well known firm in this city doing business on Federal street, has accumulated a fortune in purchasing at low figures ocean and coasting steamers, taking out the machinery and breaking up the hulls for copper, iron and other valuable material. Quite recently they purchased for a trifling sum the beautiful steamship Seminole, now lying on the dock between the Old Colony Railroad and South Boston bridge. The steamer is only eight years old, built in the most thorough manner of seasoned timber copped and copper fastenings throughout and of superb model. A few days since the same firm purchased at auction in New York the well known and famed steamers, Alabama and Morning Star for the trifling sum of thirty thousand dollars for the same purpose.

The total number of deaths from snake-bite in British India during 1869 is stated to have been 11,416. This total, large as it is, is, however, derived from very inadequate returns, so that it is considered more than probable that the annual deaths from snake bite are no fewer than 20,000.

A servant girl in the town of A— whose beauty formed matter of general admiration and discussion, in passing a group of officers in the street, heard one of them exclaim, "By heaven she's painted." Turning round, she very quietly replied, "Yes sir, and by heaven only!" The officer acknowledged the rebuke, and apologised.

The report comes from New York that Minister Thornton has already taken the initiatory steps towards a new treaty between England and the United States, which it is said will cover the fishery question, and therefore the matter will not enter into the instructions of General Schneck, the newly appointed American Minister to London.

Queen Victoria did a very graceful and gracious little action lately. Hearing that the ex-Empress had mentioned that amongst the articles specially regretted which she had been compelled to abandon in her hasty flight was an album given to her long ago by the Queen, containing various interesting portraits, Queen Victoria immediately gave orders that a fac simile should be made and despatched to the imperial refugee.

DOMINION OF CANADA.



MILITIA GENERAL ORDERS.

HEAD QUARTERS,

Ottawa, 18th January, 1871.

GENERAL ORDERS, (2.)

No. 1.

REGULATIONS AND ORDERS.

MEMO.—With reference to Par. 50 of "Regulations and Orders &c.," 1870, the Rank and Precedence of officers provisionally appointed, date only from the date of their certificates of qualification.

STAFF.

Storekeepers, Frederick Lampson at Quebec, and Samuel Pope at Montreal, are hereby respectively granted the relative rank of captain in the Militia.

No. 2.

ACTIVE MILITIA.

PROVINCE OF ONTARIO.

*Ottawa Brigade of Garrison Artillery.**No. 3 Battery, of Gloucester*

Captain Charles E. Perry is hereby permitted to retire retaining rank.

2nd Battalion "Queen's Own Rifles," Toronto.

To be Captain

Lieutenant Albert Augustus Miller, M. S., vice Morrison, deceased.

To be Lieutenant:

Ensign Daniel Hugh Allan, M. S., vice Chadwick, promoted.

Private William James Shee Holwell, M. S., vice Miller, promoted.

To be Ensign, provisionally:

Corporal John Buroh, vice Allan promoted.

The resignation of Ensign Alexander Carmichael is hereby accepted

29th "Waterloo" Battalion of Infantry.

To be Paymaster:

F. Stewart MacGachen, Esquire, V. B. vice C. Cameron, left the limits.

*30th "Wellington" Battalion of Rifles.**No. 7 Company, Erin.*

To be Lieutenant:

Ensign Alexander W. McCulloch, M.S., vice E. R. Macdonald, deceased.

To be Ensign:

Private William McDowell, M.S., vice McCulloch, promoted.

*36th "Peel" Battalion of Infantry.**No. 1 Company, Brampton.*

To be Captain:

William Mahaffy, Esquire, M.S., vice G. Wright, deceased.

To be Lieutenant:

Andrew Brown Scott, Gentleman, M.S., vice A. A. Anderson, whose resignation is hereby accepted.

To be Ensign:

John R. S. Brunett, Gentleman, M.S., vice J. Pickard, resigned.

No. 3 Company, Brampton.

To be Ensign, provisionally:

George Tye, Gentleman, vice J. P. Clarke whose resignation is hereby accepted.

48th "Lennox and Addington" Battalion of Infantry.

The undernamed Companies of this Battalion are hereby re-numbered, and shall be designated and known by their new numbers as follows:

No. 4 Company "Napanee" as No. 3 Company.

No. 5 Company "Amherst Island" as No. 4 Company.

No. 6 Company "Bath" as No. 5 Company.

No. 8 Company "Ernest-Town" as No. 6 Company.

57th "Peterboro'" Battalion of Infantry.

The undernamed Companies of this Battalion are hereby re-numbered and shall be designated and known by their new numbers as follows:

No. 3 Company "Peterborough" as 2 Company.

No. 4 Company "Ashburnham" as No. 3 Company.

No. 5 Company "Peterborough" as No. 4 Company.

No. 6 Company "Norwood" as No. 5 Company.

No. 7 Company "Hastings" as No. 6 Company.

PROVINCE OF QUEBEC.

Cookshire Troop of Cavalry.

Captain William Windsor, is hereby permitted to retire retaining rank.

58th "Compton" Battalion of Infantry.

The resignation of Major Colin Noble, is hereby accepted.

To be Quarter Master:

Sergeant John H. Cook, vice J. H. Hobson, whose resignation is hereby accepted.

No. 10 Company, Eaton.

To be Captain:

Lieutenant Allan T. Hodge, V.B., vice H. H. Bailey, left the limits.

*65th Battalion, "Mount Royal Rifles."**No. 4 Company.*

The resignation of Lieutenant Joseph Perault is hereby accepted.

No. 6 Company.

The resignation of Lieutenant P. W. Charon is hereby accepted.

The "Joliette" Provisional Battalion of Infantry.

The formation of the following Corps as a Provisional Battalion of Infantry, to be styled: "The Joliette Provisional Battalion of Infantry," with Headquarters at the town of Joliette, is hereby authorized:

Joliette Infantry Company as No. 1 Company.

St. Jacques de l'Achigan, Infantry Company as No. 2 Company.

St. Mélanie d'Aillebout, Infantry Company as No. 3 Company.

St. Elizabeth Infantry Company, as No. 4 Company.

To be Major:

Captain John J. Sheppard, M.S., from No. 1 Company.

To be Paymaster:

Joseph N. A. McConville, Esquire.

To be Quarter-Master:

Sergeant Charles B. H. Leprohon.

To be Surgeon:

François X. Patouel, Esquire, M.D.

No. 1 Company, Joliette.

To be Captain:

Lieutenant Louis A. McConville, M.S., vice Sheppard, promoted.

To be Lieutenant:

Ensign Joseph Ulric Fouchier, M.S., vice McConville, promoted.

To be Ensign:

Oscar Sheppard, Gentleman, M.S., vice Fouchier, promoted.

No. 2 Company, St. Jacques de l'Achigan.

To be Ensign, provisionally:

Joseph Lapointe, Gentleman, vice J. B. A. Richard, whose resignation is hereby accepted.

No. 3 Company, St. Melaine.

The resignation of Ensign Louis J. C. Desmarais, is hereby accepted.

No. 4 Company, St. Elizabeth.

The resignation of Lieutenant L. H. Beau lieu, is hereby accepted.

Gaspé Infantry Company.

The resignation of Ensign William Wakeham, is hereby accepted.

CONFIRMATION OF RANK.

ERRATUM.—In General Order (34) of 2nd December, 1870, in the MEMORANDUM, read, "L" instead of "Chas. G."

PROVINCE OF NEW BRUNSWICK.

67th Battalion, "the Carleton Light Infantry."

The six companies of which this Battalion

is composed shall be numbered as follows :

The Company at "Centreville" as No. 1 Co.	
do "Richmond"	do 2 do
do "Victoria"	do 3 do
do "Waterville"	do 4 do
do "Brighton"	do 5 do
do "Woodstock"	do 6 do

74th Battalion of Infantry.

No. 3 Company, Sussex, King's County.

To be Ensign, provisionally :
Private Samuel T. Morton, vice S. Gosline,
appointed Quarter-Master.

Gagetown Infantry Company.

To be Lieutenant, provisionally :
Corporal John W. Dickie, vice J. R. Glass,
left the limits.

To be Ensign, provisionally :
Private Benjamin S. Babbitt, vice E. M.
Dickie, left the limits.

PROVINCE OF NOVA SCOTIA.

1st "Halifax" Brigade of Garrison Artillery.

To be Captain, provisionally :
Captain L. J. Bland, from Purcell's Cove
Battery, vice George Thompson, whose
resignation is hereby accepted.

2nd "Halifax" Brigade of Garrison Artillery.

No. 1 Battery.

The Head-Quarters of this Battery are
heroby transferred from Halifax to Her-
ring Cove.

To be 2nd Lieutenant :
Daniel Johnson, Gentleman, M.S.

No. 2 Battery, Halifax.

To be Captain :
George T. Smithers, Esquire, Q. F. O.
vice Mosbey resigned.

To be 2nd Lieutenant, provisionally :
Gould Northup Brown, Gentlemen.

No. 3 Battery, Halifax.

To be 1st Lieutenant :
John M. DeWolf, Gentleman, Q. F. O., vice
Reeves, promoted.

To be 2nd Lieutenant, provisionally :
Charles E. Horton, Gentleman.

No. 6 Battery, Eastern Passage.

To be Captain, to take rank from 9th Decem-
ber, 1870.

Charles Richardson, Esquire, M. S.
To be 1st Lieutenant, provisionally :
John Himelman, Gentleman.

To be 2nd Lieutenant, provisionally :
Lewis Turner, Gentleman.

66th "Halifax" Battalion of Infantry.

The resignation of Major John Duffers, is
heroby accepted.

By Command of His Excellency the
Governor General.

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

Canada.

CORRESPONDENCE.

The Editor does not hold himself responsible for
individual expressions of opinion in communi-
cations addressed to the VOLUNTEER REVIEW.]

THE PRUSSIAN CAVALRY.

To the Editor of the VOLUNTEER REVIEW.

The following remarks on the Prussian
Cavalry (clipped from an English paper) ap-
pear to me well worthy of a place in your
wide spread military journal, and there is no
doubt that all Volunteer cavalymen will co-
incide with me in thinking that too great a
value can scarcely be placed on the services
of our Volunteer Cavalry Corps when called
out for active service. The Troops at coun-
try stations should, however, be uniformed
as mounted rifleman, their saddlery and
equipments be of a lighter description, and
to ensure good marksmen a little more en-
couragement in the way of prizes at the an-
nual rifle meetings should be extended to
this branch of the service. No better light
cavalry can be found in the Dominion than
some of our frontier Troops; bold, if not
graceful, riders, acquainted with every by-
road, ford and forest path in their different
localities, and inured to hardship, these
horsemen, properly armed, disciplined and
equipped, would be found a serious impedi-
ment to the advance of a hostile force into
Canada.

"The various movements of the German
troops have been hitherto conducted without
any attempt at molestation on the part of
the enemy. Protected by a thick curtain
of ever-watchful cavalry, the infantry have
moved in perfect freedom, without even a
thought of danger to harass or impede them.
No branch of the service has contributed
more to the marvellous successes of this
campaign than the cavalry; and military
authorities will do well to consider the great
importance of that arm as evidenced in the
present war. Pushing on sometimes two or
even three days' march ahead of the col-
umns, the cavalry have—with an audacity
that would have amounted to recklessness
but for the extraordinary care and skill in
their movements, and their topographical
knowledge—succeeded in not only com-
pletely covering and guarding the advance
of the armies, but also in obtaining such ac-
curate and constant information as to the
strength, position, and movements of the
enemy, that the German commanders have
never been at a loss to know in which direc-
tion to concentrate their troops, where to
reinforce, and where, without danger, to
weaken a corps. Nor is the advantage of
such perfect cavalry scouting confined to
the value, great as it is, of the intelligence
thereby received; a feeling of confidence
that is most beneficial is imparted to the
men composing the other branches of the
army. They know that they march secure
from secret ambush or sudden attack; an
immense load of responsibility is taken from
the minds of their commanders, for both
themselves and those under their authority
feel certain that they will encounter no dan-
ger unwarned, will not be harassed by night
attacks, or subject to sudden assaults from a
neighbouring and unperceived foe. Nor
have the cavalry distinguished themselves
merely as *éclaireurs*, pioneers and scouts.
On more than one occasion they have taken
a most important part in regular pitched

battles, and may even be said to have de-
cided an action. At Gravelotto, the cavalry
held the enemy in check until the infantry
could come up, and sacrificed itself to in-
augurate that series of brilliant successes
which culminated in Sedan. At the battle
near Artenay, the cavalry division under
Prince Albrecht virtually decided the for-
tune of the day. Coming into action in the
nick of time, they turned a stationary battle
into a defeat and by casting themselves
bodily upon the enemy's flank and rear, and
opening fire at the same time with their field
batteries, throw them into total confusion,
cut off their retreat upon Orleans, drove
them to seek shelter in the villages, and to
give themselves up in crowds as prisoners
of war."

THE RED RIVER EXPEDITION.—The follow-
ing general order with reference to the Red
River Expedition, has been issued from the
Horse Guards by H. R. H. the Commander in
Chief of the British Army:—"The expedi-
tion having completed the service on which
it has been employed, His Royal Highness
the Field Marshal Commander-in-Chief de-
sires to express to Lieutenant General the
Hon. J. Lindsay, who organized the force,
and to Col. Wolseley, officers, non-commis-
sioned officers and men who composed it,
his entire satisfaction at the manner in which
they have performed the arduous duties
which were entailed upon them by a journey
of above 600 miles through a country desti-
tute of supplies and which necessitated the
heavy labor of carrying boats, guns, amuni-
tions, stores and provisions over no less than
forty-seven "portages." Seldom have
troops been called upon to endure more
continuous labor and fatigue and never have
officers or men behaved better, or worked
more cheerfully during inclement weather
and in its consequent hardships; and the
successful result of the expedition shows
the perfect discipline and spirit of all engag-
ed in it. His Royal Highness, while thank-
ing the regular troops for their exertions
wishes specially to place on record his full
appreciation of the services rendered by the
militia of the Dominion of Canada who were
associated with them throughout these try-
ing duties."

ERAMOSA VOLUNTEER COMPANY.—A meet-
ing of the ratepayers was held at O'Brien's
Hall, near the Centre Inn, Eramosa, at the
close of the nomination proceedings—Cap-
tain Swinford and Mr. L. Parkinson, ad-
dressed the meeting in favor of re-organizing the
Eramosa Rifle Company. Col. Higginbotham,
who was present by request, addressed the
meeting at length, and answered several
questions apparently to the satisfaction of
the meeting. It was moved by Mr. Arch-
bald Smith, seconded by Mr. Henry Carter,
"That this meeting approve of re-organiz-
ing the Rifle Company, believing that the
formation of such Company will meet with
the approval of the ratepayers of the Town-
ship."—*Elora Observer.*

The Bishop of Berchin—the Rt. Rev. Alex.
Penrose Forbes, second son of the late Lord
Medwin, and Bishop of the Episcopalian
Church in Scotland—has resolved to vacate
his see, and to retire for the remainder of
his days "into a religious house." His re-
verence, it is said, has become impressed
with the belief that the orders of the Episco-
palian Church are invalid, and that he is not
in truth a priest. "The religious house"
into which he is about to retire is understood
to be a Roman Catholic monastery near Glas-
gow, which the Bishop will enter as a lay
brother.

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.

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AGENTS.

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

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

THE VOLUNTEER REVIEW

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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 16, 1871.

On another page will be found an article entitled "The Canadian Fisheries and Navigation Questions," taken from the London, (England) *Globe*, to which we wish to direct the attention of our readers, not on account of the very lucid manner in which those questions are stated and discussed, but on account of the fact that the so-called Reciprocity Treaty had the direct effect of transferring the carrying trade of the whole Province of Ontario from the River St. Lawrence to the railways of the United States, and as back or return freight on the Erie Canal. It is a well known fact that this latter route has been by no means as good a paying speculation since the abrogation of the treaty. The arguments deduced from this are sufficiently obvious. It is decidedly the interest of Canada to be her own carrier, and in order to hasten this consummation the non-intercourse sought for by President Grant and the Protectionist clique in the States would be a most powerful agent. As the *Globe* says, "so soon as the routes and markets of the United States were opened by the treaty the imports and exports by the St. Lawrence decreased from \$33,673,128 in 1854, the year before the treaty, to \$18,469,528 in 1855, the year after the treaty took effect, that is, to the extent of \$15,203,600." The whole of this was transferred

to the carriers of the United States, while the trade to that country increased \$15,856,624, and all this in spite of "heavy differential duties" in Great Britain in favor of timber sent by the St. Lawrence. Either of the above items represent nearly the full revenue of Canada, and there can be no reason why they should pass again into the hands of our enemies. It is even so far our interest in case of the *status quo* being maintained to hasten the completion of the Inter-colonial Railway, and to exact differential duties on imports in favor of it and the St. Lawrence as against goods brought through the United States under the ordinary system. It is absurd in the highest degree to make a foreign and persistently hostile people our carriers, or in any way give them control of our commercial operations. As regards this matter of the President's message enough has been said on both sides,—the interests of this country and the honor of the Empire demands that no concessions to dishonest and impudent demands be made. The demagogues and *doctrinaires* at the head of the British administration are in the habit of proposing "friendly conventions" on the most absurd pretences, in which they are sure to be outwitted and the interests of the country sacrificed. In this case the Canadian people and Government want no arbitration—they simply seek to protect their own undoubted rights, and are prepared to enforce them. They know better than the people of England the ingrained hostility of their Yankee neighbors, and for all their bluster and brag will not abate one inch of their pretensions.

It was folly on the part of Great Britain to countenance the privilege of fishing in Canadian waters one hour after the abrogation of the Reciprocity Treaty. It was a crime to admit that the Empire was liable to any foreign power for a failure, if failure there was, of its municipal law in case of the *Alabama* and both those difficulties and the false position consequent thereon is due to Bright and Gladstone.

BLACKWOOD for December contains a "Narrative of the Red River Expedition, by an Officer of the Expeditionary Force," which we republish in another column, not because we are satisfied that it is in any case a fair or impartial detail of actual facts, but as the expeditionary force has had no historian, this writer may throw some light on the military operations and the actual details of the movements of the expedition interesting to our readers.

It is a well known and established fact that newspaper scribbling and after dinner speeches have destroyed many a brilliant military and naval career, and unmade reputations of far greater promise than the writer of this narrative can hope to achieve, the reasons are obvious. When seamen and soldiers presume to dictate in political affairs they are nothing but mere *partisans*—always dangerous to friends and foes,

and unsafe men to entrust with operations affecting the welfare of the country. It is impossible to suppose that such men can be impartial; they are swayed by the remembrance of favors, or the recollections of slights. Under the colors of affected disinterestedness they endeavor to repay their obligations, and, as a consequence, are betrayed into the grave faults of criticising their superiors and bringing the Government of the country into contempt.

France, under the first Napoleon, conquered all continental Europe, but his generals were not political essayists,—under the third Napoleon the case is reversed, and no nation in the world can show the same number of political *doctrinaires* amongst the general staff of its army.

The people of Great Britain require from their soldiers and sailors due regard to the duties of their profession. Men engaged in either are never great statesmen as a general rule, and as a reviewer should at least understand what he criticises, the value of the comparison the writer makes must be only judged by his opportunities.

Passing over the introductory history of the early settlement of Red River and the direct attempt to fasten on the Roman Catholic clergy the whole odium of the late *emuele*—an accusation subsequent investigations have proved to be without foundation—as well as the insulting insinuations against the loyalty of the French Canadian population, an insinuation by the way which shews the author to be very ignorant of the history of Canada: we come to what was really the cause of the trouble, and which the writer misrepresents by charging it to the account of the Canadian administration, viz., the sending surveyors into the territory, whereas it was the sole act of the Honorable W. McDougall, C.B., alone, and he made the appointment in his capacity as Minister of Public Works. At no period was that gentleman Governor of the Red River Territory—he did not leave the cabinet because of differences with his colleagues, but the acquisition of the Red River or more properly speaking, the North-west Territory, was an object of which he had made a speciality, devoting a large portion of time and attendance thereto, and as his colleague, Sir G. E. Cartier, stated in reply to an address presented by the Board of Trade of Ottawa, on the completion of the negotiations for the transfer of the Hudson Bay Company's rights, that the "Honorable Mr. McDougall was one of the chief actors in the transaction, and it was in a great measure owing to his energy and ability that the affair had been so satisfactorily concluded." It was at Mr. McDougall's desire, and as a reward for his services that he was sent out to assume the Lieutenant Governorship when the Queen's proclamation placed the territory under Canadian jurisdiction.

The narrative is full of discrepancies and contradictions. The author charges the

Hudson Bay officials with active hostility, and as being *particeps criminis* in the *emuele*, the English portion of the population as being indifferent, and both are sufficient to account for what followed, for they are so far true as facts; but the governing motive throughout was that the population as a whole were devotedly loyal to Great Britain, and did not know or care for the Dominion of Canada—a truth the author missed as he has done many more.

He charges the Hudson Bay Company and the priests with discouraging settlement for their own purposes, and a little further on admits that the country was very difficult of access—in fact afforded no market for its staple—agricultural produce.

Without attempting to analyse his estimate of the Lieutenant Governor's character, or to show how egregiously he had erred in assuming that Canada at any time during the year 1869, or, in fact, till the date of the Queen's proclamation was issued in 1870, was in possession of any part of the territory, we come to what is at once a direct misrepresentation, calculated to do much mischief and disgraceful to any man not blinded by bigotry and partisanship, we allude to the travesty he gives of the Manitoba bill, and the downright falsehood of the assertion that the 1,400,000 acres reserved for the half-breeds "to extinguish the Indian claims to land, but in reality for the purpose of enriching the Roman Catholic Church." Just before the readers of the narrative are told that the Protestant half-breed population is nearly one-half or equal to that of the Roman Catholic. By what means the Roman Catholic Church could get hold of an acre of this land the author may be able to tell, but it is a mystery to the people of Canada. Nothing but a sense of duty to the country would compel us to notice the uncalled for attempt at comparison between the two leading statesmen of the British Empire, Sir J. A. Macdonald and Sir G. E. Cartier. It is evident that he does not seem to be aware of the fact that the former, as Minister of Justice, actually prepared, in conjunction with his colleagues, this Manitoba Bill, which he states was intended to enrich the Roman Catholic Church, and the latter, as Minister of Militia and Defence, organized the Expedition of which he has given the world a narrative. His estimate of the abilities of the Honorable the Minister of Militia is on a par with his presumption in criticising the political aspects of this case, and as false as his assertions as to the objects of the Canadian Government.

This country has suffered a good deal in the eyes of the world from the misrepresentations of egotistical and ignorant English writers, especially those employed in a military capacity, whose opportunities, education, or profession preclude the possibility of knowing anything of the institutions and usages which they pretend to criticise. But it is a matter of very considerable doubt

whether the whole tribe of newspaper scribblers and reviewers have indulged in such gross uncalled for and unnecessary misrepresentations with such mischievous intent as the author of the narrative. When he declares Sir G. E. Cartier it is evident he is ignorant of the fact that the very qualities in which that gentleman is stated to be deficient are those that raised him to the power he so well and wisely wields for the good, not only of Canada, but of the Empire; and his comparisons of Canadian political life with that of other countries would be repudiated by the country with scorn. If he reversed the case, and stated what is a well known fact, that the men in public life in this country are neither stamped to the lips in official corruption, nor parties to gross bribery he would be telling a truth and not indulging in the fancies of a fertile imagination,—which is striking exemplified in the details of the effect of Sir J. A. Macdonald's illness, and the operations of the Manitoba bill, both of which are altogether misrepresented.

During the whole of this business, from the first of November, 1869, the day when it culminated in open resistance, to the admission of Mr. McDougall, we have had newspaper scribblers detailing its progress at a distance of three hundred miles from the scene of operations, and we now have a scribe *a la militaire* at a distance of three thousand miles pouring cause and effect with a skill and ability quite marvellous, especially when it is considered that the political details are fanciful travesties of facts. We had one newspaper correspondent there whose deeds outrivalled the Homeric heroes but he suddenly collapsed—we shall await with trembling anxiety the sequel of the narrative, and trust that the same fate will not befall the military Bohemian, but that he will be spared to tell us what he really ought to know well without drawing on his exuberant imagination.

There is one statement relative to the road from Thunder Bay which is notoriously untrue. The Canadian ministers did not impress "upon the military authorities responsible for the success of the expedition that by the time the troops had been collected on the shores of Thunder Bay, the road from thence to Shebandowan would be fit for traffic." It can be proved from the narrative that this was impossible. The position of Canada with reference to this affair has been misrepresented, we will not say wilfully, nor with what object we are willing to believe the writer to be prejudiced and ignorant of the real bearing of the transactions he criticises, and shall await the remainder of this story to see how the services of the Canadian soldiers are recognized. It is a pity that the Canadian Government did not send some one over with the expedition qualified to record its progress: it would have been better for the interests of this country that every public act

should be fairly placed before the people of the Empire, and that no mere selfish partisan should have the chance of encroaching at the *comparative loyalty* of any portion of our population, and that section especially to whose pure and unflinching devotion Great Britain owes the preservation of her British North American possessions.

For the narrative itself people are curious to know to whom this country is indebted for so much misrepresentation, unwarranted vilification, and abuse of its leading statesmen, and rumor hath it that Colonel Wolseley, the leader of the Red River expedition, is the veritable author thereof. Rumor also hath it that Colonel Wolseley extremely desired to be Adjutant General of the Canadian army, and rumor also saith that Colonel Wolseley aspired to be Lieutenant Governor of the Province *he did not conquer*. The same veritable authority further saith that Sir G. E. Cartier, Bart., Minister of Militia and Defence, decidedly objected to all and every one of the gallant Colonel's aspirations, and that, as a natural consequence, his revenge was taken out in the misrepresentations contained in the pages of *Blackwood*. The narrative hath a curious story connected therewith.

THE *London Gazette* of the 23rd ult., contains the announcement that the second class of the order of St. Michael and St. George has been conferred on Lieut.-General Lindsay and Colonel Wolseley, and the third class on Colonel Fielden, Lieut. Cols. McNeil, Bolton, and the Control Officer, M. B. Irvine, Esq., of the regular army, and on Lieut.-Cols. Jarvis, Cassault and Brigade-Major J. F. MacLeod, of the Volunteer force, employed on the Red River Expedition. While congratulating those officers on their good fortune in receiving well-merited distinctions, we are at a loss to account for the reason which stopped the stream of honor almost at the fountain head, limited its distribution, and left those who had earned well any distinction a grateful country could give without the slightest recognition of their eminent services.

In the list given above only *one* Volunteer officer has been decorated; the question might fairly be asked why the services of the Canadian soldiers comprising *three-fourths* of the whole force should be so poorly repaid. The Red River Expedition was organized by the virtual commander-in-chief of the Canadian army the Adjutant General, Colonel Robertson-Ross, its details to the most minute article of its commissariat were worked out by the Militia staff under his direction and with the aid of his assistants, Lieut.-Cols. Powell, D.A.G., at headquarters, and Wily, director of stores; every portion of the whole measure was planned by him and the execution was a simple enough affair, at the same time he had to organize the force necessary to face the Fenian invasion on the frontier, the results are matters of

history, but without in any way disturbing the industrial pursuits of the country; the man who could place 13,700 soldiers and 18 pieces of artillery on the frontier in forty-eight hours, without in the slightest degree interfering with the organization of the Red River Expedition, deserved something more from the Imperial authorities than cold neglect. We speak with all due respect and consideration when we avow an opinion generally prevalent in Canada that if Lieut.-General Lindsay deserved the Knighthood of the order of St. Michael and St. George, Colonel Robertson-Ross deserved the G.C.B. and its accompanying title, looking at the sole amount of the work done by the two men.

It is certainly very discouraging treatment which has been accorded to the Canadian army and its officers, and it is more especially annoying because the people of this country are proud of the creditable military organization which has grown up so quietly in their midst and the successes attending which has been due to the skill, care and arduous labour of the Adjutant General. It would be far better if the home authorities gave us to understand that the Canadian soldier was altogether outside the circle of Imperial honors than to have them distributed in such homœopathic doses. We are slow to believe that their distribution is intended to stop at the present *Gazette*, or that any discourtesy is intended to the chief of the Canadian army by neglecting to apprise him officially of the honor intended for the officers under his command—we can hardly believe the Horse Guards would be guilty of such a breach of etiquette.

THE Provincial Parliament of Ontario have voted \$25,000 in aid of the Ottawa sufferers by fire, and \$5,000 for the distressed people of the Saguenay district from the same cause.

WE would again remind our Subscribers in Ontario that our Agent Lt.-Col. LOVEFACE 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.

This company, moreover, has adopted the liberal uniform tariff of twenty-five cents for the first ten words and one cent for every additional word. That it will be a boon to every class of society is beyond a doubt but especially to the commercial and manufacturing interests. We are sure the company will be no loser by this liberal policy.

WE have received a circular from the Montreal Telegraph Company containing a prospectus and a list of over 600 cities, towns and villages to which that enterprising company have afforded the blessings of telegraph communication, extending to New Brunswick, Vermont, Maine, New Hampshire and Michigan, along the northern shores of the lakes and it is intended to extend their facilities indefinitely.

At a meeting of the shareholders of the Dominion Bank, held in Toronto on the 10th inst., the following gentlemen were elected directors for the current year:—Messrs. James Austin, James Crowther, James Holden; Peleg Howland, J. H. Mead, Frank Smith, and John Worthington, who were unanimously elected, each receiving 3,687 votes. At a meeting of the Directors, held immediately after the election, Mr. Austin was elected President, and Mr. Peleg Howland, Vice President.

NEWS OF THE WEEK.

The Prussians have been maintaining a vigorous and effective fire upon the fortifications of Paris, and with such success that Port d'Issy and Fort Vanvres have been silenced. "These forts are in the southwestern section of the defences, and were of considerable strength and importance. The Prussian guns had gained this advantage on Saturday the 8th, and the bombardment of the other forts is no doubt going on and promises to be equally effective, says a Prussian despatch. The Prussian loss during the successful artillery fire was very slight, according to a despatch from King William to his Queen; and the French in the city, it is asserted, in dates down to the 3rd inst., have paid but little for their defence of the forts. The besiegers intend apparently to bring matters to a crisis before the walls of Paris as soon as possible, and the next two weeks will probably witness assaults on a grand scale, and sorties in which a hundred thousand men are engaged.

There is the usual discrepancy in the reports respecting the rival armies of the Duke of Mecklenburg and Gen. Chausey. In a series of slight engagements that have recently occurred, both sides claim a victory. Gen. Chausey is reported to have an army of two thousand men, burning to deliver their country and retrieve the national military reputation. The engagements have taken place in the neighborhood of Vendôme, to which place the French claim to driven the Prussians, after dislodging them from several advantageous positions. In his telegram to Queen Augusta, the old King claims a victory for his soldiers, though not without considerable loss.

It now becomes apparent that General Faidherbe must have sustained a check at Bapaume, though it is said the Germans' loss was more than double that sustained by the French. The French General is now reported to be at Lille, where he is preparing for offensive operations by a thorough re-organization of the commissariat. Another report states that he is marching on Peronne, to the south of Lille.

The Prussian advance on Havre is meeting with variable fortunes. It is credited with having retaken St. Romaine, a village on the way to the city by the sea, while at Balbec and at Jumieges, some twelve miles

below Rouen, the sons of the soil have been successful on their own ground.

The extreme cold continues to operate impartially against both sides. The Germans have evidently sustained heavy losses, and large demands have been made on the reserves at home. These are reported to be furnished unwillingly, the people heartily wishing the termination of the war. Bavaria is to furnish sixty battalions of landwehr, but Wurttemberg displays no warlike enthusiasm.

The fire of the admirable Prussian artillery has already had considerable effect upon the outer line of fortifications. The heavy and continuous bombardment of the southern forts have, it is believed, dismounted several of the French guns, and the fire of forts was consequently silenced. On the eastern side, forts Rosny and Nogent have undergone a terrible battering, and have suffered severely. A number of houses in the city are reported to be on fire, and the Prussian guns are now reported to be in such a position and of such a range, that they can shell the city.

There was not much firing on Sunday, but yesterday it was resumed, and continued with unabated vigour. The Barracks of Fort Montrouge, on the south side, were set on fire and destroyed. The same misfortune has now befallen its neighbour, Fort Vanvres. It is even reported that cannon shells have fallen into the Gardens of Luxembourg, about three miles from any Prussian gun.

The defenders of the capital evidently feel that a desperate struggle must now follow, and are nervyng themselves for the worst. A decree has been issued ordering the consolidation of all the military organizations, and calling all the able-bodied men into the ranks of the regular army for the defence of the city.

The Germans, under Prince Frederick Charles, have, after desperate fighting succeeded in driving the French past Vendome to Nogent-le-Rotrou, La Chatre, and other places along that line.

King William telegraphs to the Queen that all is quiet in the North; but it is reported that the French are manœuvring in large force under Gen. Bourbaki, with the intention of marching upon Nancy, and interrupting the Prussian base of supplies.

Details of fighting on Friday near Vendome have been received. It appears that at about 11 o'clock in the forenoon of that day the Germans attacked the French under General Curtin, occupying the district of St. Cyr, Ville Porcher, and Ville Chanve. The enemy was at first successful, and drove the French back to Neuville. Curtin brought up his supports, and after sharp fighting recaptured the positions taken by the Germans, and repulsed the enemy beyond St. Roumane, which place the French re-entered at night. The German loss was considerable while that of the French was trifling.

The recent Prussian outrage on the Eng-

lish colliers in the Seine has been explained more fully, and an apology rendered by Count Bismarck. It appears the Prussians feared the French would use the vessels in carrying out some military movement, and accordingly seized them. Count Bismarck expresses his sincere regret that such action was considered a military necessity, and admits the claim for indemnity. He also expresses his regret if any unjustifiable excesses were committed, and promises in that case, to punish the guilty.

The Brussels *Echo* of the 10th instant says that the Belgian militia has been again summoned to the frontier, and staff officers have already arrived at that point in the neighborhood of Longwy.

The Prussians continue their investment of Givet, a French town near the Belgian frontier. The bombardment of the forts on the north east and south side of Paris was vigorously kept up all day on Tuesday. The French returned a moderate fire.

The *Monteur* publishes the following from the army of the East: Rougemont, Department of Doubs, 9th.—a battle was fought on the north of this place to day, ending at 7 p.m., with a victory for our arms. Night prevented us from showing the full extent of our success. The General commanding bivouacs in the centre of the battle field, and all the pre-arranged positions were occupied by our troops. We carried Villiers by the bayonet, which was the key of the enemy's position, with shouts of "Long live France and the Republic."

The army under De Chausey is retreating at all points. The Germans are said to be in pursuit, and have already taken 1,000 prisoners.

It is reported that Von Weider advanced on the 9th on Lerone, and took the place. Nearly all the 20th French corps were engaged, and lost two staff officers, fourteen other officers, 600 men, and two eagles. The French returned and tried to retake the position, but failed.

Berlin letters to the London journals assert that the London conference is likely to consider the question of peace in case of the surrender of Paris during the session.

Balloon dates from Paris on the evening of the 10th have been received. Many slight engagements are reported as having occurred near Malmaison and Reuil, and also on the line of the Paris and Strasbourg railway, in all of which the Germans were repulsed with considerable loss. Thousands of bombs from the German guns fall at night in all directions, killing women and children and damaging buildings; but it is said the people are resolute and determined to hold out. Later advices, however, confirm the report of bread riots having occurred. A collision between the mob and military has taken place. Prussian shells, on the 5th, are said to have fired parts of the city. An early capitulation is expected.

A despatch says that Russia seeing an an-

tagonism on the part of Austria to the wishes of the Czar in the question of the Euxine, is endeavoring to effect a postponement of the London conference. The same despatch mentions a report that Turkey is willing to dispense with the action by the powers on the subject.

The *Herald's* special, Versailles, 10th.—The fire into Paris from St. Cloud, Mondon, Chatillon, and Clamart, commands a maximum range of three and three-quarter miles; the twenty four pounders reaching Neuilly, Port Maillot, Avenue L'Imperatrice, Avenue Rue de Rotne, Champ de Mars, Les Invalides and Gardens of the Luxembourg, the Observatory, and down Porte Bicette. All beyond is safe, being above range.

There are no batteries on the southern, eastern and northern sides that can yet reach Paris, but artillerymen state that they have followed shells with their glasses into the Place de la Concorde.

London, Jan. 12, 2.30 p.m.—The Grand Duke of Mecklenburg telegraphed the following to the Duchess: After crossing the rivulet of Haune, on Tuesday, we fought the next day a hot but victorious battle at Lombron and Lachapelle, taking nearly ten thousand prisoners. Our loss is inconsiderable. We are advancing on Lemans.

REVIEWS.

We have to acknowledge the receipt of the *Canadian Illustrated News* for the week ending 7th inst.; it is, as usual, full of interesting matter.

The *Scientific American* has been received; the 1st and 2nd number of the 24th volume contain more than usually interesting matter.

The first number of the fifth volume of the *American Newspaper Reporter and Advertiser's Gazette* (a small quarto of 16 pages in form) contains a large amount of ready matter generally, possessing great interest for the members of the fourth estate.

REMITTANCES

Received on Subscription up to Saturday, the 14th inst.

DONORS.—(Per Agent.)—Capt. Wardell, \$6; Capt. H. C. Gwyn, \$4.

ST. CATHARINES.—(Per Agent.)—Lieut. G. Murray, \$4; Capt. R. Kane, \$4; Major Helliwell, \$8; Capt. T. Thompson, \$2.

HAMILTON.—(Per Agent.)—Capt. Law, \$4; Col. W. Patton, \$2; Lieut. John Blount, \$2; Lieut. H. C. Street, \$2; Lieut. R. Daville, \$2.

ST. CATHARINES.—(Per Agent.)—Lieut. G. Carlisle, \$2; Dr. A. Jukes, \$2.

ERRATUM.—GOVERNOR.—For Lieut. J. Peck, read Lieut. J. Beck, \$4.

ST. JOHN, N.B.—(Per Agent.)—Lieut.-Col. Otty, \$2; Col. J. V. Thurgar, \$2; Lieut.-Col. S. R. Foster, \$2; Lieut.-Col. C. R. Ray, \$2; Major Jago, A.A.G., \$2; Capt. W. H. Scovill, Jr., \$2; Capt. John A. Kane, \$2; Lieut. A. W. Lovett, \$2; Capt. C. Powers, \$2; Capt. K. F. Burns, (Bathurst) \$2; Lieut.-Col. A. C. Otty, (Hammond River) \$2; Thos. H. Fountain, (Chatham) \$2; Lieut.-Col. W. T. Baird, (Woodstock) \$2; Lieut.-Colonel Inches. (St. Stephen) \$2.

FROM THE BATTLE FIELD.

Are you watching for me darling?—are you looking out for me?
Do you think I may be coming by the path along the sea?
My love! with golden tresses and ever varying cheek,
And the welcome in your glances which your shy lips seldom speak.

I can close mine eyes and see you in the mellow evening gleam,
Your earnest face uplighted by some pure and happy dream;
By the chiming ocean billows in the radiance of the west,
Those busy fingers folded for a little while at rest.

Ah! I see you looking downward at that slender golden ring
With a quick faint blush—you prize it, the foolish worthless thing?
You are thinking of the kiss that dared press your fingers dear,
I have never pressed your lips yet, and I am dying here.

On the field of a lost battle, all, save dead and dying gone;
A cold slow rain is falling and the night is drawing on.
Our flag, deep stained with crimson, is wrapped about my arm,
I have saved it with my life blood through this battle day's alarm.

My passion has been silent; we have only been true friends.
Thank Heaven we were not lovers since this is how it ends.
I know your heart is tender, and has given both prayers and tears
To your well-beloved companion, your friend of early years.

May they turn to you in blessings, may my darling never know
A single tear more bitter than those for me which flow!

Who will tell her of my fate? I am dying here alone,
So yearning for a tender look, one gentle pitying tone!

I thought to bring back honor and lay it at your feet,
I thought to win a glorious name and whisper, "share it sweet!"
But dying eyes see clearly; I never won your heart—
Well, better so, far better, it is easy now to part!

There are many moaning round me but my wounds have ceased to pain;
I hardly hear the night wind or feel the chilling rain.
They will find me here to-morrow and bury me where I lie
In a nameless grave, without a prayer—and I am young to die!

But it must be so, my darling, if you were by my side
You would kiss me a good-night—the last before I died.—
Farewell! God shield you dearest! and sometimes think of me
As you sit in your sunny window beside the sparkling sea.

NARRATIVE OF THE RED RIVER EXPEDITION.

BY AN OFFICER OF THE EXPEDITIONARY FORCE.

(From Blackwood for Dec.)

Whilst two great powers were preparing for that fearful war which is now devastating the provinces of France a small military expedition was being organized on the shores of Lake Superior for an advance into the Red River Territory. The writer of this article has just returned from Fort Garry, having taken an active part in the many wild adventures by flood and field encountered during the recent march there, participating in the excessive toil and constant exposure entailed upon all ranks during that curiously interesting operation. It had been determined upon in the spring, and the circumstances which necessitated it may be briefly described as follows:

After many years of fruitless negotiation between Canada and the Hudson Bay Company, in which England acted as a sort of

go-between, or mutual friend, it was arranged, in 1869, that the undefined country officially known as Rupert's land, together with all the territorial rights appertaining to the Company in North America, should be transferred to the recently-established Dominion of Canada for the sum of £300,000. That was practically the arrangement; but there was a three-cornered ceremony to be gone through first, in accordance with which those vast outlying portions of the empire were to be legally transferred on paper to England, and then made over by royal proclamation to the Dominion.

The country had long been in the possession of the Hudson Bay Company, who had received a charter in 1670 from Charles II., granting them sovereign rights over a large portion of the North American continent. In the days of that gallant monarch our geographical knowledge of the western hemisphere was but small, and consequently the description of the limits given over to their jurisdiction, as recorded in the charter, was very vague. It may be fairly assumed that this uncertainty of title was one of the chief causes why the Company had never been desirous of having its claims inquired into before the courts of law.

In 1783 a rival trading company—the "North Western"—was started, and in 1812 Lord Selkirk attempted to form a colony of Sutherlandshire highlanders on the Red River, but the attempt was little better than a failure. These two companies—the Hudson Bay and the North Western—having contended with one another for the valuable fur trade of the country to their mutual injury and until both were nearly ruined, united in the year 1822, both being since then merged in one under the ancient title of the Hudson Bay Company.

In order to carry on commercial operations, it was essential to have a certain number of white men at each of their numerous posts scattered over the continent from its western shores to where Canadian civilization, advancing from the Atlantic, was met with. Each of these posts soon became the nucleus of a small community. European women were scarce and communication with England was both difficult and tedious, so men were obliged to content themselves with Indian wives; and a half-breed population was the result. For inland navigation along the many lakes and rivers that form such a network over a large portion of our North American possessions, there is no better man than the French Canadian Voyageur. A large number of them have always been in the Hudson Bay service, which accounts for the fact of the French and English languages being spoken by about equal numbers on the banks of Red River. The language of the voyageur class, no matter from what race he may have sprung, has long been French; and the officers of the Company, speaking both languages, have always found it simpler to speak French than to take any trouble to teach their servants English.

French Canadian priests and Jesuit missionaries from France soon established themselves everywhere under the protection of the Company, and, with their usual zeal, quickly built up for their church a considerable following amongst the families of a mixed origin. People conversant with the ways of priestcraft in other countries will easily understand the influence they obtained amongst a rural and scattered population in such an isolated place as Red River. Although the Hudson Bay Company officers were the rulers *de jure*, the priests were so *de facto*.

At first sight it may appear strange that

this could take place in a settlement where the Protestants and Romanists were about equal in numbers; but when it is remembered that the former consisted of several nationalities, and of still more numerous sects without any one recognized ruler, and with many divergent interests, it can readily be understood how the smaller half, acting and voting as a unit under the direction of a clever wily bishop, backed up by a well-disciplined staff of obedient priests, maintained an unquestioned supremacy. So much was this the case, that the legal rulers were only too glad to govern through their influence.

Two great influences were at work preventing the occupation of these vast prairies. First, the Hudson Bay Company, and secondly, the Roman Catholic priesthood.

To have opened them out for colonization would have been suicidal to a company enjoying the monopoly of the Indian trade. It would also have seriously affected the supply of fur, as the number of wild animals decreases in a geometrical ratio, whilst population goes on increasing only in an arithmetical one. Its governing body has therefore for years back endeavoured in a quiet way to keep the country as unknown and as much to themselves as possible, and to deter emigrants from going there by depreciating its value in the eyes of the world; so much so, that many believed it to be a desert, which grasshoppers ruled in summer, and an almost life-destroying cold in winter.

As for the Roman Catholic priesthood, they were desirous of gradually building up there another French province, where the language, religion and laws of Lower Canada might be perpetuated, and which in times to come might, in conjunction with it, be some counterpoise to the steadily increasing, and by them much dreaded, preponderance of Ontario. They hoped to mould the Red River into what they would have described as a peaceable, orderly, and contented people, but which, in the exact and cold-blooded language of Protestantism meant an ignorant and superstitious peasantry, recognizing only as law that which was announced from their altars; destitute of education except such as their priestly teachers thought fit to give them; taught only the *patois* which passes current there for French, so that they should be unable to read English papers; and only just sufficiently well off in that fertile land to enable them to lead a lazy life. In fine, both Company and priesthood were determined to oppose an emigration which would be destructive to the trading monopoly of the one, and to the unquestioned authority of the other. Both combined in describing the country as unfit for settlement; and quite recently a Roman Catholic Bishop, who has long resided in the North-west, published an interesting work upon that country, but full of startling statements as to the fearful severity of its climate, and of its general unsuitability for farming purposes. He endeavoured as far as possible to depreciate its value politically so as to have deterred the Government of Canada from taking steps towards opening out communication with it.

Canada, a thickly wooded country, only affords a home to the settler after years of toil spent in clearing the land. The Western Province, now known as Ontario, has long been the go-ahead portion of British North America, whilst that to the east, now called Quebec, was always lethargic, progress being neither known nor desired there. The former is Protestant, and traditionally loyal to the English Crown; whilst the latter is a priest ridden as Spain, and peopled by a race of French origin, whose loyalty is only

comparative, and as it were a choice between two evils, that is, between English and American rule. The priestly party know that under the latter neither their religion, their language, nor their vast church property would be protected as it is by us; indeed it is doubtful if even their language and customs would be tolerated; so that there is much more of resignation than of cordiality in their adherence to our sway.

The inhabitants of these two provinces lying side by side—not even divided by any natural boundary, as England is from France—have always maintained their original national characteristics. Those of Quebec evince a contentedness with their lot in life and a dislike to change of all sorts, not only as regards their manners and customs, but even their place of residence; whilst those of Ontario, descended from British ancestors, retain that love for adventure and that spirit of enterprise for which our countrymen are so generally celebrated.

The men of Ontario have always suspected the truth of the statements made regarding the great prairie country which every one knew lay between the Red River and the Rocky Mountains. For years back their gaze has been fixed upon that territory, longing for the privilege of planting it with grain, and of establishing themselves in a country where rumour said that luxuriant crops were obtainable without either the labor of clearing it from timber or the cost of manuring it.

The distance from Canada was so great, and the intervening difficulties were of such magnitude, that it was practically out of the power of farmers or of the ordinary class of Emigrants to make a journey there. Unless, therefore, Government stepped in, and by opening out roads and improving the almost continuous line of water communication existing between Lake Superior and the Lake of the Woods, enable the working class to reach Fort Garry at a reasonable cost, the Red River country never could be settled by British subjects.

A few disinterested travellers, such as English officers on leave, bent on buffalo hunting, now and then penetrated into the much aspersed land, and came back telling of its boundless plains and unparalleled fertility but as it is the English fashion to pooh-pooh information coming from such sources, their reports received but little attention.

The secret was tolerably well kept for many years; but at last so much pressure was put upon the Canadian Government that an exploring expedition was despatched by it in 1858, with orders to report fully upon the resources of the North-west Territory. The results of these explorations were published the following year, and the people of Canada learnt, on official authority, that it was fertile beyond the most sanguine expectations. A few settlers from Ontario soon after established themselves in the neighborhood of Fort Garry, and so gave birth to a party whose policy was progress, and whose constantly repeated demand was—"Open out communication between us and Canada; let us have plenty of emigrants all we require is population and facilities for carrying our produce to a market." It was soon known as the "Canadian Party," and its feeling was disseminated throughout the neighbouring provinces through the columns of a newspaper established under its auspices at the village of Winnipeg, in the neighborhood of Fort Garry.

As may easily be understood, this party of progress soon came into collision with those already described as bent upon keeping back the country, giving birth to very angry

feelings between the two sections into which public opinion thus became divided. As all the Canadians who had settled there, backed up by the Press of Ontario, were on one side, and the great mass of the French-speaking people on the other, the difference of opinion coinciding with the difference of origin, the parties quickly assumed a national aspect, and the priests endeavoured to give it a religious one also.

The Hudson Bay Company being governed by a Board of Directors in London, who were aloof from the direct influence of local feeling, was first of the two divisions comprising the reactionary party to perceive that the time had arrived when they must choose between withdrawing from their hitherto obstructive policy with profit to themselves, or seeing their power to obstruct taken forcibly from them. A disposition on their part to treat for the voluntary surrender of their undefined and disputed rights soon resulted in a bargain being arranged in 1869 by which they were to receive the sum already stated, retaining possession of all their forts and posts, together with a large acreage of land in their vicinity.

The Ministry of Canada, backed up by public opinion throughout the country, at once had a Bill passed for the establishment of a government in this newly acquired province. We are warned by a French proverb that the first step in all transactions is a most important one; and that taken by the Dominion Government towards establishing their authority was no exception to the rule. Their first direct step was to send forward surveyors to plot out the country into townships; and this was the actual circumstance that gave rise to the first overt act of rebellion on the part of the French people there. The men employed upon this service, as well as their assistants and followers, were all either from England or from Ontario and therefore seem to have thought themselves entitled to look down with a sort of patronizing pity upon the half-breed race already occupying, or as many thought encumbering, the soil there. Around these surveyors as round a centre, were collected a small band of Canadians, who had followed in their wake, hoping to obtain large grants of land and make fortunes when the new Government was established.

The people of the country were thoroughly discontented at the cavalier way in which they had been treated, as their will had never been consulted by any of the three parties who had arranged the terms of transfer. A feeling of irritation was abroad, which the bearing of the surveyors and other Canadians towards them served to increase beyond measure. Many of the latter began to stake out farms for themselves, which they openly declared they meant to claim as soon as the new Governor had arrived.

The Hudson Bay Company's officials residing in the territory were loud-spoken in denouncing the bargain entered into by their Directors in London: they said it injured them materially, without providing any compensation for the loss they were about to sustain; that they the working bees of the hive, were to receive nothing, whilst the drones of stock holders in England were to get all the honey in the shape of the £300,000.

The English-speaking farmers, although thoroughly loyal, and anxious for annexation to Canada, so as to be delivered from what many called the "thralldom of the Hudson Bay Company," regarded the terms of the transfer in no favourable light. They thought they should have been consulted

and the injudicious silence of the Canadian Ministry with reference to the form of government to be established caused many divisions amongst the party. Although they would have scorned to take part in any actual resistance against the establishment of the new order of things, yet they were by no means sorry to see the Ottawa Ministry in difficulties. They considered themselves slighted, and were sulky in consequence. They had no intention of giving themselves any trouble to aid a Government that had not only failed to consult or consider their interests, but had ignored their existence altogether.

With the exception therefore, of the small handful of Canadian adventurers already alluded to, no one residing in the settlement in 1869 was pleased with the arrangement and many were loud-spoken in denouncing it. Where such active elements of discontent existed, it may easily be imagined how simple it was to fan the smouldering embers into the flame of active rebellion.

(To be continued.)

WEIGHT OF WROUGHT IRON AND STEEL.

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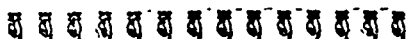
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