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The Volunteer Review

AND MILITARY AND NAVAL GAZETTE.

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

VOL. VI.

OTTAWA, (CANADA,) MONDAY, JULY 29, 1872.

No. 31.

NEWS OF THE WEEK.

His Royal Highness the Prince of Wales visited the United States Squadron off Southampton, on the 12th inst. As his visit was private, he declined to receive addresses from the corporation of that town.

It is reported that Parliament will be prorogued on 10th August.

The Steamer *Hibernian* from Liverpool for Quebec, takes out a party of pioneers, the advance guard of a colony which it is proposed to establish in Minnesota. Two hundred miles to the North West is a far better country under the British flag—the Province of Manitoba. We have little doubt that the great mass of the colonists will find their way thither, before the first winter in Minnesota is over.

Captain Burton, the celebrated traveller, has been appointed to succeed the late Chas. Lever (Cornelius O'Dowd of Blackwood) as British Consul at Trieste.

The turret ship *Glatton* was tested at Portland on the 5th. Holes were freely made in the turret, but since no interference with its revolution was made the result of the trial is considered strongly favorable to the turret system.

The English Privy Council has issued an order prohibiting the importation of cattle from Russian ports, owing to the prevalence of the disease known as the Rhinder-pest.

Precautions have been taken to prevent the publication of any transaction connected with the Geneva Board of Arbitration. The correspondent of the *London Observer* says, that if the damages awarded come up to the American idea of what is fair, in other words, heavy liabilities against England, then the friendship of the American people will be assured, not otherwise—so that after all Gladstone and his government have dragged the honor of the Empire through the mud for the paid friendship of the Yankees.

With the total want of perception exhibited by the English people in dealing with the United States, they will persist in calling those people *Americans* a title as false, inapplicable, and unmeaning as the claims of the individual from whom the distinctive appella-

tion of this Continent is said to be derived, and doing foul injustice to the vast mass of people thereof—they are either citizens of the United States, their legal appellation, or if a distinctive term is required, simply Yankees.

France mourns over President Thier's failure in softening the heart of her conqueror, or winning back by diplomatic skill the advantages gained by the power of the sword. The result of the late treaty is to prolong the presence of 50,000 Germans as an Army of occupation on French soil for a year longer, and the distinct declaration that Shylock, like the Kaiser, will exact the last pound of flesh.

The Assembly proposes to adjourn from the 4th August to the 15th November, leaving (we suppose) the usual vigilance committee to watch the President.

It is said Marshal MacMahon will take up the scepter of power, rapidly leaving the President, so that the man of the sword will supercede the man of the quill.

The Emperor of Germany has appointed three of the law officers of the Crown to report upon the cases presented by the English and American Governments in relation to the San Juan boundary question.

Spain, after an attempt to assassinate King Amadus, and lodging some pistol shots in his coach horses, appears to have all its old enthusiasm revived by the gallantry of the intended victim. It is said a large sum of money was found on the person of the would-be assassin, and that several of his associates were arrested.

Italy is jubilant on the escape of the Spanish Monarch, who appears to be popular at Madrid.

Efforts are said to be making to induce the Pope to leave Rome. A large estate has been offered him in the neighbourhood of Brussels, but the Cardinals of the Italian party are averse to the movement, which is said to originate with the Jesuits. By the way, with reference to that proscribed order a curious scene occurred in the British House of Commons, on the 9th inst., arising out of a discussion on the transportation to England of some miserable French Communists. Sir Robert Peel put the question as to whether the Government intended to enforce the section of the Roman Catholic Relief Act, of 1829, which provides for the expulsion from England of all members of the Jesuit society.

It was certainly an extraordinary juxtaposition, and the connection between the followers of Proudhon and Loyalla does not appear to have been very clearly made out, their objects being so widely dissimilar, that it would require Eugene Sue's imaginative faculties to make their relation apparent doubtless; a fit of proscription is coming on

the governments of Europe, and both orders will suffer for it.

Cholera has been doing some mischief at St. Petersburg, and has seriously ruffled the equanimity of Russian Society. The Government is busy preparing its various fortresses on the Black Sea for a possible contingency which will occur when the proper time has been deemed to have arrived. The British Government have despatched a Brigadier General, ostensibly to look after the graves of the soldiers fallen in the Crimean contest, but in reality to look out for what the Russian is doing, or about doing in that quarter of the world.

There has been terrible floods in Bohemia. The damage done is estimated at nearly \$14,000,000, one of the most fertile districts in the country having been devastated. The water rose so rapidly that the people, most of whom were in their beds, had no time to escape, and about seven hundred perished. Hundreds of houses, too, were carried away, and railway bridges and embankments destroyed.

Egypt exhibits a remarkable instance of the march of improvement, in the fact that Prince Hassan, son of the Khedive of Egypt has been made L.L.D. by Oxford University, and India is not slow to follow. A great-grandson of Tipoo Sahib has been admitted a member of the English bar during Trinity term, his intention being to practise in the Indian Courts.

Except the movements of the Presidential Campaign and the accusation of General Schurz against the President, there is very little news of any interest from the United States. The Cuban revolution languishes—their efforts to keep it alive being kept within due bounds. In Mexico, that tool of the Yankees, and half-savage Jaurez has died of apoplexy, in time to save his worthless neck from the hangman. The revolutionists are progressing with even and rapid strides on their march of plunder and pilage. This is a good opportunity for Ulysses S. Grant to make a little political capital. He could safely annex Mexico by proclamation, and conquer it after his re-election.

The first Parliament of the Dominion was dissolved by proclamation in the *Canada Gazette*, on the 21st inst. The election of the first members for the new Parliament came off at the Capital (Ottawa), on the 24th, when Messrs Currier and Lewis were elected by acclamation.

News from Vancouver's Island speak of Indian troubles as having occurred there.

Emigration is pouring into Manitoba at a rapid rate.

The steamer *New England* from Halifax to Portland, went ashore during a dense fog off Eastport. No lives were lost.

BRITISH DEFENSIVE ARMAMENTS.

Mr. Vernon Harcourt, M. P. addressed the members of the Royal United Service Institution, on Wednesday night, on "Our Naval and Military establishments, regarded with reference to the dangers of invasion. Premising that he had accepted their invitation for the purpose of eliciting information, and because an interchange of ideas between civilians and the two professions tended to the public advantage, Mr. Harcourt disclaimed the notion that military and naval men had any desire to keep up unnecessary armaments, assuring his audience that no desire existed among civilians to reduce them below the requirements of the honor and safety of the empire. Excluding the consideration of foreign policy and external wars as political questions which the institution could not enter into, and confining his remarks to the defence of this country and its dependencies, he asked how it was we had now in round numbers a land force of 100,000 men, when during the war with Napoleon and up to the Crimean War it numbered only 50,000 men. It could not be owing to an increase in continental forces, for those forces had always been three or four times as large as our own, and the question was not how large they were but how many men could threaten our shores. Had the power of transporting men increased during the last twenty years in a greater ratio than the power of resistance? The "Battle of Dorking," assumed that the invaders landed, but this is begging the question, for if the passage of the Channel was easy, it was admitted that the military force of the great continental powers was immensely greater than our own. Assuming that we could properly concentrate 30,000 infantry of the line, half our actual force, with reserves behind them, 10,000 cavalry, 5000 engineers, and 50 batteries of field artillery, he presumed that an invading expedition would consist of not less than 30,000 infantry, 10,000 cavalry, and 50 batteries of field artillery. Discussing the question how such a force could be embarked, Mr. Harcourt remarked that the inferiority of other countries to ourselves in mercantile marine was scarcely appreciated. France was obliged in the Crimean and Roman expeditions to send its soldiers on board its men of war; and the neutrality laws, which were becoming more and more understood, would prevent the hiring of transports, so that an enemy would be confined to its own resources or those of its allies. In proof of the difficulty he mentioned that the embarkation of 25,000 English troops from Varna occupied a fortnight, a process that might be expedited in a port provided with docks and other facilities; that the passage to the Crimea occupied eight days in calm weather and unopposed, and that a month elapsed between the determination to sail and the battle of the Alma. So far as he could ascertain we employed 400 transports, and had the French and Turks employed transports, instead of omitting cavalry and guns and embarking the troops on men of war, 1,000 transports would have been necessary. Now where could 1000 transports be found in Europe or America? They might, indeed be constructed, but this would involve time and also notice to the threatened Power. The Abyssinian expedition included 50,000 non-combatants to 14,000 combatants, and 35,000 beasts of burden, but he would assume that an invading German force would bring 25,000 horses. Assuming that the transports could be provided, he dwelt on the facilities of blockading the ports from which the expedition would sail, and urged

that before the embarkation was completed our fleet might anchor off these ports, communicating by cable with the Admiralty in London. No expedition would start unless it had a fleet prepared to fight, and in the present state of affairs, it was very improbable that any hostile power should have the temporary command of the sea. We had 49 ironclads, more or less effective, whereas France had only 34, and an authority on which he could rely had paired off the English and French navies, ship by ship taking into account the thickness of plating, weight of guns, and speed, the result being that 31 English vessels could be matched against the 34 French, leaving a preponderance in our favor of 13 first class iron clads. Prussia had three ironclads, 2 built in England and 1 in France, while she was now attempting to build one at home. Hence it was surely as unlikely that she would attempt an invasion of England by sea as that we should attempt to march on Berlin by land. Russia had two iron clads with 4½ in. plates, inferior to the *Warrior*, and 3 of the same class as the *Defence*, but inferior, while she was building two large vessels of the *Devastation* class. As for the United States, they had no ironclad that could safely cross the Atlantic unaccompanied by a merchant vessel. (Laughter.) Assuming, therefore, that France, Russia, Prussia, and America combined to attack us, we should have ten first class iron-clads in excess of their united forces. In the presence of such a fleet no flotilla of transports would put to sea, and our powers of construction, if menaced, were infinitely greater than those of any other Power. Assuming however, an invasion resolved on, the transports provided, and our fleet destroyed, torpedoes would prevent the enemy from entering an estuary and seizing some small port. He would consequently have to land on an open beach, an operation which would take three or five days, and which our troops would make very uncomfortable. The country for ten miles round the point of landing would have been cleared, so that the enemy would have to bring him food and land transport, and to keep his communications open the permanent command of the sea would be essential. Mr. Harcourt urged in conclusion that if our navy was not overwhelmingly superior, it might be made so, and that this would be a much easier task than to compete with the armies of continental Powers.

In the discussion which followed, Sir Shafto Adair remarked that, whereas continental powers formerly levied armies, they now armed the whole people, and he could perceive the practicability of a more formidable combination than that supposed by Mr. Harcourt being provided with transports for an attack on our commerce and shores. The expedition would naturally be divided, in order to distract attention and to disperse our ironclads. He believed from the experience of the Crimea, that only one steamer and three transports would be necessary to every thousand men. While thinking the force for which statutory power existed in the event of war or invasion would be sufficient, he demurred to the assumption that the present force was too large, and urged the danger of supineness. As to Ireland, it was perfectly able to defend itself, with the assistance of loyal subjects and of such troops as could be spared from England, against the strongest force that could be despatched to invade it. Brigadier General Ayde, while questioning Mr. Harcourt's assumption that our navy would always be at hand to defend our coasts, agreed with many of his statements, especially as to the difficulty of improvising or concealing arrangements for

embarkation. Owing to the warnings of the Duke of Wellington and Sir John Burgoyne we were in a much stronger position than was the case prior to 1847, and every harbor and river ought to be barred against invaders by guns and torpedoes, obliging him to land on an open beach without a base of operations, a moment when he should certainly be attacked. He deprecated exclusive reliance on the navy, or on a smaller land force than 100,000 regulars and 140,000 reserves, and mentioned that many ports were being armed with heavy guns. Colonel Chesney expressed an opinion that an invader, in consideration of the difficulty of transport, would bring only 5,000 horses, and pointed out that facilities of locomotion had immensely increased the power of making war. Indeed, it was the opinion of some Germans that had Napoleon had one line of railway in 1812 he would easily have conquered Russia. Mr. Harcourt's contention as to the efficiency of the navy would imply that an army was altogether unnecessary; but he deprecated exclusive reliance on the former. In defence of the "Battle of Dorking," he explained that it assumed the destruction of the British fleet by some suddenly developed means of fighting, and mentioned that at the time it was written fleets of torpedo boats were being constructed, unknown to the author in Germany, with a probability, had the war continued, of the destroying the French navy.—*Broad Arrow*—

THE TRADE OF CANADA.

[From the Monetary Times, Toronto.]

The commercial returns for the fiscal year ending the 30th June, 1871, were laid before Parliament last week, and are of a gratifying character. They show that the year was one of prosperous trade—one during which the Dominion made satisfactory progress in the development of its resources and wealth.

The total commerce of the Dominion during the twelve months, counting both imports and exports, amounted up to the large sum of \$161,121,000. This is an increase over the previous years of \$16,310,007. The simple statement of this fact, however, does not bring out the full significance of this advance, for it must be remembered that there was the large increase in our trade of about \$20,000,000 during 1869-70, and it was hardly to be expected that with such an advance in the latter year, the increase in the succeeding year would almost have equalled it. Taking the two years, the increase has been fully \$36,000,000, and it is now pretty certain that the current year (1871-72) will manifest another important stride, onward.

The present prosperity and growing importance of the Dominion is well attested by the statement that we have attained to an annual commerce of \$161,000,000 and from enquiries made at the seat of Government at Ottawa, we have every reason to believe that, when the returns for 1871-72 are complete, the total will not fall far short of \$175,000,000.

The details of our transactions for 1870-71 just laid before Parliament, are interesting and worthy of attentive consideration. The total consideration: The total amount of our imports was \$86,947,482—an increase of \$15,709,979 over those of the previous year. The figures indicate a very large consumption of British and foreign goods throughout the country, and we need not, at any length again point the moral—which we have so

often done before—that over trading is the almost inevitable result of such large and rapidly increasing importations. Did our exports keep pace with our foreign purchases, there would be no need for the warning; but during the year our exports amounted to \$74,173,618, which is only an increase of \$600,128. The nature of exports will be seen by the following general statement:—

Produce of the mine.....	\$3,221,461
“ “ fisheries.....	3,994,275
“ “ forest.....	22,352,211
Animals and their produce.....	12,582,925
Agricultural produce.....	9,853,146
Manufactures.....	2,201,331
Other articles.....	387,554
Ships.....	558,144
Goods not produce of Canada..	9,853,033
Coin and Bullion.....	6,690,350
Short returns.....	2,448,668
Manitoba (three months).....	30,520
Total.....	\$74,173,618

Compared with our exports during the previous year, there was a considerable increase in all the branches of our products except that of agriculture. Our shipments of flour, grain and other produce of the farm decreased by the considerable amount of \$3,823,473. This is quite a falling off, and indicates either that the crops reaped during the year fell much below the estimate, or that there was a very great increase in our home consumption; a short crop was doubtless, the principal cause of the deficiency. We are glad to observe, however, that all the other branches of our exports exhibit a healthy increase.

Our mines increased.....	\$734,423
“ fisheries increased.....	385,726
“ forests.....	1,411,777
“ animals &c. “.....	444,794
“ manufactures “.....	67,672

The rate of increase in our exports evidenced by these figures is not so rapid as we would like to see it. There is it must be admitted, plenty of room for further development. But the progress is sufficiently general to show that the sources of our production are in a healthy condition, and by during the twelve months. Now that silver mining is being vigorously carried on at Thunder Bay, and a powerful English Company means languishing. We are specially gratified in observing that the produce of our mines increased nearly thirty per cent. pany. with a capital of £200,000 stg. has purchased and is about to energetically work the copper mines of Quebec, we may soon expect the products of our mines to make a very respectable figure in our annual trade returns.

As the great bulk of our commerce is carried on with Great Britain and the United States, the fluctuations in our transactions with these two powerful countries are always of the highest importance. During 1870-71 our trade with the Mother Country continued to expand, the total volume being \$73,341,394—of which we took from them goods to the amount of \$49,168,170 and sold them in return to the value of \$24,173,224. The balance of trade against us, as will be observed, was nearly twenty five millions. In the case of the neighboring republic, our total transactions amounted to \$59,998,029. The amount of our exports to them was \$30,975,642, and our imports from them \$29,022,387 which shows a balance in our favor of nearly two millions of dollars.

During the year our exports, both to the United States and the mother country fell off slightly—the decline being two millions in the case of the former, and less than one in that of the latter. The increase in our purchases from both, however, was marked, being 27 per cent. more than in Great Britain, and 17 more from our neighbors. Our American imports increased by the value of \$4,274,221. This fact is somewhat significant, inasmuch as for some years past, notably since Confederation, our purchases from across the lines have been gradually decreasing, whilst our sales have been augmenting. So much has this been the case, that during the four years ending June, 1870, the balance of the trade was against the States to the tune of nearly \$10,000,000. But in 1870-71 a change took place—whether temporary or not it remains to be seen—for they sold us four million and a quarters more than the previous year and bought from us two millions less. We believe the secret of our increased imports from our neighbors is to be found in heavy purchases of western grain during the year under consideration, for milling and exporting purposes, and not in increased purchases of manufactured goods or other articles really consumed in this country. The balance of trade, however, as we have already said, still continues to be two million in our favor.

THE GRAND TRUNK OF CANADA.

(From Herapath's Journal.)

We know it is the fashion to cry down the Grand Trunk, and to speak of it as an utterly worthless concern—a line that works great good for Canada but will never do any good for its proprietors. We admit that it has done the latter harm enough, and may continue to yield them no dividend for some time longer, but we cannot allow that the property is as bad as its present dividend results represent. The proprietors must remember that they cannot spend revenue on the line, and expect to have it too. But it is as certain as day will succeed night that after the line is completed and improved to the required extent, revenue will be relieved of the extraordinary charges it thus sustains and that then the two-fold advantage will suddenly appear—of a revenue charge greatly lightened, and a volume of revenue greatly increased; for while, year after year the renewal expenses have increased, the gross revenue has also increased, and the very expenditure for steel rails, new stations, siding &c., brings more traffic on the line. A sound, well finished railway earns naturally an increased traffic.

The managers are doing, we believe the very thing, to make the Grand Trunk at some future day a great property; yet these very exertions to raise the condition of the line necessarily reduce the net profits for the time being. What was the capital expenditure of this Grand Trunk Line, 1,377 miles long, last half year ending 31st December, 1871? It was (of course not including the Paper interest given the Proprietors) £6,198. On the other hand, the revenue expenditures for renewals were, as we have seen, high, and every one allows that the Grand Trunk line with its equipments is in course of rapid improvement. Whether the renewal operation be allowed to completely work itself out, at the cost of revenue, or whether the period of prosperity shall be anticipated by the adoption of such a plan as we have named above, this is perfectly evident, that ultimately the Grand

Trunk must be a success. It would be a moderate success if it had no more revenue than it now has—say £1,900,000 for the present year—but there is every probability, from a variety of causes, that in a very few years time the Grand Trunk traffic will be much increased. Mr. Newmarch on one occasion, said it would have fifty thousand pounds a week, two million six hundred thousand pounds a year, and so it might when at one end the Inter-colonial railway completes its route to Halifax, and at the other the International Bridge at Buffalo is up. Such a traffic would infallibly render the Grand Trunk a very great property.

THE TREATY OF WASHINGTON

The Canadian Government have received through the Governor General, the following letter from the colonial office in acknowledgment of the way in which they deal with the Treaty of Washington in Parliament:

Downing Street, 20th June, 1872.
Canada, No. 153.

“ My Lord.—I have to acknowledge the receipt of the despatch No. 147, of the 30th May, reporting the passing, by the Dominion Legislature of the Bill to carry into effect the provisions of the Treaty between Great Britain and the United States, signed in the city of Washington on the 8th of May, 1872.”

“ Her Majesty's Government desire to express their high sense of the high and able manner in which this measure has been brought forward by the Canadian Government, and they have observed with great satisfaction the marked cordiality towards this country, and attachment to the Crown which has been manifested in the discussions which have taken place in the Legislature on this subject.

I have at the same time, to convey to your Lordship, Her Majesty's entire approval of the ability and judgment with which you have brought to a close your successful administration of the Government which has been entrusted to you.

I have &c.,
(Signed)

KIMBERLEY.

“ Governor General, the Right Honorable Lord Lisgar, G. C. B., C. M. G.

As a result of Canada's adoption of the Treaty, England and the Dominion stand to day in the most warm and friendly relation to each other. The tie which binds them together has been drawn tighter instead of being relaxed. Peace too, is assured, and the country can go unchecked on its career of posterity. Who played the part of statesmen? Who were the poor miserable factionists?

A Roman telegram to the *Daily News* says that fresh efforts are being made to induce the Pope to leave Rome. Mgr. de Merode has offered him a vast estate near Brussels. The Italian Cardinals are endeavoring however, to dissuade his His Holiness from going away, and hope to succeed in checkmating the intrigues of the Ultramontanes.

The German Emperor has given the celebrated military library of Metz to the general staff at Berlin. The library comprises 40,000 volumes, many of them exceedingly rare, and a great number of valuable manuscripts and drawings. It is the result of 300 years' collecting.

DOMINION OF CANADA.



MILITIA GENERAL ORDERS.

HEAD QUARTERS,

Ottawa, 23rd July, 1872.

GENERAL ORDERS (21).

His Excellency the Governor General has much pleasure in directing the publication in General Orders of the receipt of Twenty Martini Henry " Rifles with 10,000 rounds of Ammunition, valued at £200 Sterling, being the result of a collection made under the auspices of the Duke of Cambridge and the right Honorable the Lord Mayor of London, England, and a Committee of distinguished Noblemen and Gentlemen during the Mayorality of Alderman Beasley, as a testimonial 'to mark the feeling entertained towards the Canadian Active Militia for the loyalty and valor displayed by them in repelling Fenian attacks on the Dominion.'

With a view of carrying out the wishes of the Committee, as expressed through the Right Honorable the Lord Mayor, these Rifles, with the proportion of ammunition, will be offered as prizes to be competed for by the Active Militia in the several provinces during the Autumnal meetings of the Provincial Rifle Associations for 1872, except in so far as relates to Manitoba and British Columbia, regarding which further instructions will be given.

The distribution will be made in the following proportions :

Province of Ont,	6 Rifles,	3,000 Rls Amm'n.
" Quebec,	5 "	2,500 "
" N. B.	3 "	1,500 "
" N. S.	3 "	1,500 "
" Manitoba,	1 "	500 }
" B. Colum.	2 "	1,000 }
	20	10,000

Subject to the following conditions ;

1st. To be open to competition by Officers Non. Commissioned Officers and men of the Active Militia of the respective Provinces only who are now *bona fide* members of the force, and have been so for at least one year previous to the 1st July, 1872, and who can be certified as having performed the annual Drill for that year, and who have also passed through the prescribed course of Target practice. Also to such as were *bona fide* members of the Active Militia for the year 1870, and have since retired therefrom.

2nd. Snider Rifles only to be used in this competition. Ranges to be 200, 500, and 600 yards, 5 shots at each range.

Returns of names of winners with detail scores of each to be sent to the Adjutant

General at Head Quarters at the termination of each competition.

By Command of His Excellency the
Governor General,
WALKER POWELL, Lt.-Colonel,
Deputy Adjutant-General, Militia,
Canada.



HEAD QUARTERS,

Ottawa 26th July, 1872.

GENERAL ORDERS (22).

ACTIVE MILITIA.

STAFF.

Leave of absence from 10th August to 1st December next, is hereby granted to Lieut. Col Durie, Deputy Adjutant-General Military District No. 2. to enable him to proceed to England on private affairs and while there to have an opportunity of attending the Autumn Manœuvres.

Lt.-Colonel Denison, Brigade Major 5th Brigade Division, will, in addition to his duties as Brigade Major, take over the duties of Deputy Adjutant General of Military District No. 2, during the absence on leave of Lt.-Col. Durie.

PROVINCE OF ONTARIO.

Durham Field Battery of Artillery.

To be 2nd Lieutenant, provisionally :
Percy Raphael Ricardo, Gentleman.

To be Assistant Surgeon ;

Thomas Henry Brent, Esquire, M. D.

St. Catharines Battery of Garrison Artillery.

To be 1st Lieutenant provisionally :

Joseph T. Lee, Gentleman, vice Copeland transferred to 19th Battalion.

To be 2nd Lieutenant, provisionally :

Charles E. Holmes, Gentleman, vice R. Gourley, whose resignation is hereby accepted.

35th Battalion of Infantry "The Simcoe Foresters."

No. 2 Company, Collingwood.

The resignation of Ensign Fincastle B. Clark is hereby accepted.

57th "Peterborough" Battalion of Infantry.

No. 6 Company, Hastings.

To be Captain from 19th June last :

Sergeant Allan Howard, V. B., vice John Blacklock, whose resignation is hereby accepted.

To be Lieutenant from 19th June last :

Sergoant John Mason, M. S., vice Robert Huston left limits.

Leamington Infantry Company.

Erratum, in G. O. (19) 12th instant, read "To be Lieutenant," instead of "To be Ensign."

BREVET.

To be Lieutenant-Colonel :

Major Henry Erskine Irving, M. S., 13th Battalion, from 5th July, 1872 :

PROVINCE OF QUEBEC.

Beauce Field Battery of Artillery.

To be 1st Lieutenant, provisionally :
Lieutenant LaRue.

64th Battalion of Infantry or " Voltigeurs de Beauharnois."

No. 3 Company, Beauharnois.

To be Ensign, provisionally :

Moise Pussiant. Gentleman, vice Deslauriers, appointed Adjutant.

76th Battalion of Infantry or " Voltigeurs Chateauguay."

To be Quarter Master :

Pierre Dupuis, Gentleman.

No. 1 Company, Ste. Philomène.

To be Lieutenant, provisionally :

Jean Baptiste Damour, Gentleman, vice P. Primeau, left limits.

To be Ensign, provisionally :

Zotique Ried, Gentleman.

No. 2 Company, Ste. Martine.

To be Lieutenant :

François Gagnier, Gentleman, V.B., M.

No. 4 Company, Ste. Martine.

To be Ensign, provisionally :

Louis Marcelle, Gentleman, vice D. Hay, left limits.

MEMO.—The above appointments in this Battalion to date from 27th June, 1872.

Charlevoix Provisional Battalion of Infantry.

No. 1 Company, St. Paul's Bay.

To be Lieutenant :

Ensign Camile Bouchard, M.S., vice A. L. P. Gauthier, left limits.

To be Ensign :

Charles Martineau, Gentleman, M.S., vice Bouchard, promoted.

No. 2 Company St. Jean d'Orlean.

To be Ensign :

Joseph Blouin, Gentleman, M.S., vice Antoine Gobeil, whose resignation is hereby accepted.

By Command of His Excellency the
Governor General,

WALKER POWELL, Lt.-Colonel.
Deputy Adjutant-General of Militia
Canada.

THE NEW GOLD DISCOVERIES IN THE LAKE SUPERIOR REGION.

We clip the following from the *Saginaw Enterprise*: "We received a call yesterday from Mr. W. A. Northrup, a prominent business man and resident of Houghton, Lake Superior, but who has been spending the winter in prospecting in the famous silver and gold districts of Canada surrounding Thunder Bay on the North Shore of Lake Superior. Mr. Northrup reports the prospects in highly favorable terms. The great Silver Islet mine is as rich as ever, and has produced a large amount of silver ore during the winter which will be shipped to the Wyandotte Smelting and Refining Works by the first boats in the spring. Another mine, the *Shuniah*, which has been producing moderately during the past season, struck a vein a few days before Mr. Northrup's departure. There is great excitement now over the discoveries of gold made late last fall, and upon the opening of navigation the rush to this new Eldorado cannot but be immense. The gold field lies from seventy to one hundred miles back from the head of Thunder Bay, in a most desolate rocky region, which nothing but gold would tempt men to stay in for a single day. The gold occurs in a pure state and associated with sulphuret of iron, the latter being predominant. But little actual mining has been done in the gold mines this winter, owing to the snow, etc. One party of twelve men, have got out ten and a half tons of ore which repeated assays prove to contain from \$5,000 to \$7,000 worth of gold per ton. The latest discovery is a seeming abundance of tin ore, much richer than any obtained in the celebrated mines of Cornwall, England yielding from forty to sixty per cent. of metal."

HARVEY'S SEA TORPEDOES IN ITALY.

We have already from time to time traced the progress of Commander Harvey's torpedo abroad with very keen interest. We have now to record the details of experimental practice carried out at the request of the Italian Government at Spezia. The ram *Videtta*, a screw vessel of 138 feet in length and 827 tons burden, and having a speed of from eight to ten knots, Commander Giuseppe Palumbo, was assigned to this duty, having on board the Commander-in-Chief of the port, Admiral Isola, Admiral di Menri, Director-General of the Arsenal, and the commission appointed by the Government—namely, Captain of frigate *Enrico Morino*, President, Lieutenant Alfonso di Vascelli, Lieutenant S. E. Guglielminetto, and Lieutenant Lugotemento di Vascello; and a number of the officers belonging to the ships in port. The large brake was screwed into the ram's deck on the port side of the quarters deck, and the small brake on the starboard side of the poop; the safety key and reel for the large torpedo on the port side of the poop. The wire rope used in towing the torpedoes was made by Messrs. Weatherley, and the torpedoes and gear by Messrs. Vavasour and Company, London Ordnance Works. The first attack was made on a boat astern of the old line-of-battle ship *Re Galantuomo*, by coming up from astern, with large port torpedo charged with water. Torpedo dipped under boat and struck her bottom, slewing her round and knocking the torpedo levers close home. The ram was steered by Commander Palumbo, the brake being attended by Commander Harvey. The torpedo was hauled on board, when the capsule was found to be pierced, showing that explosion

would have occurred had it been loaded. The safety key was worked on this occasion by the reel on the poop, and was not drawn until ordered. The second attack was made with the same torpedo by coming up from astern, on the *Citty di Napoli*. The torpedo acted under the counter, the capsule being pierced. Speed of ram about eight knots in the above attack. Both torpedoes were then towed free, showing full four points divergences from either quarter.

The method of exploding was next explained in the cabin, which was closely packed by the officers present, and who certainly viewed with some astonishment the skill with which the inventor filled the exploding bolt, and having adjusted the key, throw it boldly about on the floor, to show its capability of withstanding rough usage; it was afterwards taken on deck and exploded. Several of the loading cartridges were also fired to demonstrate their certainty of action, and various violent powders suited for charging the torpedoes—Horsley's powder lithofracture etc.—were then shown to the commission. Other torpedo experiments were made—the admiral-president of the committee expressing himself most favorably impressed with the results of the official trials; and this appreciation will be the more clearly valued when we remind our readers that in Italy the authorities had very definite knowledge of Whitehead's fish-torpedo before the English Government made so extravagant a bid for its seemingly not very practical secret. It may be mentioned in proof of the reliability of every portion of Commander Harvey's torpedo, that in one of the experiments on this occasion the large torpedo was let fall from the top of the bulwark to the deck with such force that both side levers were bent double, the safety-key, nevertheless, held its own in the exploding bolt without moving, showing that had the torpedo been charged no explosion would have happened from the accident. The levers were quickly replaced by new ones, and the torpedo was ready again for action without being in any way disabled by its rough treatment. The torpedoes were worked generally with about fifty fathoms of line out, and about six fathoms of buoy rope. On a subsequent occasion it was desired to see what a very small tug-boat, the *San Pietro*, could do with these weapons; she being but 50 horse-power, with very low speed, could only tow the small torpedo, and this having been dipped, she could but very slowly bring it up to the surface again. A drawing of a suitable vessel, designed under Commander Harvey's instruction, was shown to the authorities, and was undoubtedly well appreciated by the Constructive Department. Every attention and assistance was given to Commander Harvey by the Italian officers, who manifested a strong desire to become thoroughly acquainted with the weapon and to acquire skill in its practice.—*London Standard*.

A PHENOMENON IN THE OIL REGIONS.

The *Titusville Courier* of the 27 ult. gives the following interesting particulars of the Newton well, on the Nelson farm, six miles north of that city. "It has been down about 20 days, and has continuously poured forth such a volume of gas that it was found impossible to pump it, as the valves would not work. The tubing was pulled on Wednesday and the well was cased in order to let the gas blow off so that it might be pumped. After the casing was put in the sand pump was put in for the purpose of

agitating the well, and the gas raised a column of water, throwing a solid stream into the air, 1,000 feet. The noise was terrific, and could be heard a distance of more than two miles. The noise was something like the loud roar of thunder, and when the column burst at the top, it threw water onch way for 15 rods from the well. The water was exhausted in about twenty five minutes and then a column of gas followed, rising with tremendous force 50 feet above the derrick. The out pouring of the gas makes a roaring noise and can be distinctly heard for two miles from the well. The noise around sounds like the rushing of a mighty whirlwind. The column can be seen a mile from the well. No tools can be put in the well. As soon as the attempt is made, with such force does the gas come out that the tools are carried into the air. From description of eye witnesses this is probably the greatest gas well ever struck in the oil region. Up to last evening the gas showed no signs of being exhausted. The people in that vicinity are very much alarmed, and the cattle run about the fields perfectly wild with fright.

BRITISH COMMERCE.

British commerce, in 1870, reached in value, within a fraction, the enormous sum of a thousand millions of dollars, and the export of foreign and colonial produce to about two hundred and twenty-five millions. The exports have been nearly quadrupled in the course of thirty years, or since 1840. In 1870 the United States stood first among nations to which Great Britain exports her products. The exports amounted in that year, British, Irish, colonial and foreign included, to over a hundred and fifty five millions, of which more than a hundred and forty millions were British and Irish. The country that stands next is Germany, to which a hundred and forty millions were exported. Then follows France, received over a hundred and ten millions; British India, a hundred millions; Netherlands over eighty millions; Australia, over ten millions; The British North American Possessions, between thirty-five and forty millions; China, over thirty millions; Belgium approaching forty five millions Italy exceeding thirty millions, and Brazil over twenty six millions. While British commerce increases with a sure and rapid tread, that of the United States decreases. Why is this? Our system must be radically wrong, and it is the business of statesmen to discover the mistake and correct it. We cannot afford to hug pet theories to our bosoms, and allow American ships to become objects of curiosity in foreign ports.

PROTECTION OF THE FISHERIES.—The British Naval Squadron detailed for the protection of the Canadian Fisheries this season, in the Gulf of St. Lawrence, consists of H.M.G.B. *Cherub*; H.M.S. *Niobe*; and H.M.S. *Eclipse*; which vessels will be re-inforced by H.M.S. *Lapwing*. Vice-Admiral Fanshawe is again in command. The fleet of Dominion cruisers commissioned for the same service consists of the following armed schooners:—*La Canadienne*, commanded by N. Lovoio S.G. Marshall, commanded by J. A. Nickerson New England, commanded by W. T. Forst; I. N. Dunscomb, commanded by J. A. Tory Peter Mitchell, commanded by D. M. Browne R. N.; *Katie*, commanded by George Marston; *Stella Maris*, commanded by L. H. Lachance. They are already cruising on their respective stations; but two captures have as yet been made.

CONTENTS OF No. 39, VOL. VI.

POETRY.—	
Do not borrow trouble.....	369
EDITORIAL.—	
Another disaster to the 18-ton guns.....	356
Description of H. M. S. <i>Minotaur</i>	357
The last Torpedo performance.....	357
Editorial paragraphs.....	358
Reviews.....	358
News of the Week.....	359
CORRESPONDENCE.—	
Horse and Field Artillery.....	358
2nd Brigade Camp, P. Q.....	354
G. W. G.....	354
One Interested.....	355
From Montreal—B.....	354
SELECTIONS.—	
Report of the Adjutant-General.....	351
Torpedoes and Forts.....	352
Improvements in Torpedoes.....	352
Our new Colony.....	355
Buried Armaments.....	355
The German Army.....	355
Investment of Fort Pulaski.....	360
The German Fleet.....	361
The employment of Cavalry.....	362
Foreign, Military and Naval Items.....	362
REMITTANCES.....	355
MILITIA GENERAL ORDERS.....	362

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The Volunteer Review,

HAND

MILITARY AND NAVAL GAZETTE.

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

OTTAWA, MONDAY, JULY 29, 1872.

LIEUT.-COLONEL WAINSWRIGHT GRIFFITHS, at present on a tour through British Columbia, has kindly consented to act as the Agent for the VOLUNTEER REVIEW in that Province.

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

ENGLISH Statesmen appear to be realising the position in which the Whig Radicals have succeeded in placing the social politics of the Empire, and the fruits which are likely to flow from the policy of the Manchester school of Liberalism with its cosmopolitan political creed.

The great Conservative party have been led away by the financial sophistries of the Bright school of politicians, and stultified their own principles by giving their adhesion to the doctrines which would lead to the disintegration of the Empire.

Taught by experience, however, that party has rallied at the crisis of British constitutionalism, and have to a considerable extent succeeded in carrying with them the mass of the intelligent working class.

Party politics in England may be classified by the monied interests and the agricultural interest—the former embracing the great mass of traders and those engaged in commerce or manufactures whose whole aim and object would be—cheap labor—and peace at any price—whose patriotism was measured by profits—and theory of Government by that form which would enable them to buy the greatest share of honor—and consequently were ardent admirers of Yankee institutions and Republicanism.

The great mass of the working people were entirely at their controul, and for over forty years have been persuaded as a rule of faith that all the evils afflicting them were caused by the landed aristocracy.

Events, however, have taken a different turn to that intended by the disciples of the Manchester school—the inevitable conflict of capital and labor gave the first rude shock to the power of liberalism—the working man saw that he was better off than the agricultural labourer, and very little reflection proved the Liberal leaders to be but lying prophets—the logical sequence of events forced measures from that party giving the working men more political power, and the ballot has capped the climax by emancipating him from the control of his employer.

The Conservative, or as it should be more properly called the *Tory* party—and it is a step in the right direction to re-assume an ancient and honorable distinction, the word being derived from the Gaelic *Tui Rhi* and simply means "for the King"—have always been the patriotic and constitutional party of Great Britain, and in the present movement are taking their stand against the universal tide of anarchy and communism which the Liberals are endeavoring to bring upon the Empire—in this they appear to be supported by the majority of the masses and the issue is hardly doubtful at the next general election.

The great Tory leader D'ISRAELI has been lately most active in placing before the people of Great Britain the views of the "Constitutional party"; at a *Conservative* banquet held in the Crystal Palace, Sydenham, on the 24th June, in reply to the toast of "the Constitutional cause" that gentleman admitted that the Conservative party, some years ago, had experienced a great overthrow, which, in his opinion, was not undeserved. The party who seized the helm of affairs, and who "baptized their new scheme of politics with the plausible name of *Liberalism* had introduced a new system into English political life. The fault had been that those who acted for the Conservative party had built their policy on a contracted basis, for the Tory party, unless it is a national party, is nothing." He then went on to point out

that the party he belonged to had three great objects. "The first to maintain the institutions of the country—not from any sentiment of political superstition, but because we believe that the principles upon which a community like England, can alone safely rest—the principles of liberty, of order, of law, and of religion, ought not to be entrusted to individual opinion, or to the caprice and passion of multitudes, but should be embodied in a form of permanence and power."

The second great object was "the maintenance of the Empire of England." And the third great object was "the elevation of the condition of the people."

This programme is undoubtedly the true policy of Great Britain, and the support of the outlying dependencies of the Empire will be enthusiastically given to the party carrying it out.

That the British Tories have made fearful mistakes is placed beyond doubt by Mr. D'ISRAELI's admissions, they assisted to jeopardise the Colonial connection on which the whole prosperity of the Empire depends—it was with them the policy of withdrawing the troops which has culminated in leaving England without an army originated, and they were at best but very lukewarm advocates of those measures which the energy and ability of Colonial Statesmen forced on English politicians and adduced a new political element in compelling unwilling attention to "the consolidation" of the Empire.

The heresay of disintegration is not to be laid at the door of the manifold sins and short-comings of English Toryism—it was and is the policy of the Liberals, but their opponents coquetted criminally with the question and shirked responsibility in every way connected therewith.

It was not till Canadian Statesmen solved the problem of *Federation* under a constitutional Monarch, and insisted on supporting that form of Government with the cordial assent and approval of the people that the great light fell on the English Tories—the principles of which they have crystallized in their second article of their political creed.

The people of this country are glad to welcome back to a sound state of mind the great Tory party of Britain, and will cordially support every movement having the honor and glory of Britain, the good of her people, and the tightening of the bonds which connect them with her.

Mr. D'ISRAELI's able sketch of the *Liberal* policy on this subject is worthy of attention, —speaking of the three great objects of the Tory party, he says:—"If the first be to uphold the institutions of the country, the second in my opinion, is to maintain the empire of England; and if you look to the history of this country since the advent of Liberalism forty years ago, you will find that there has been no effort more continuous, more subtle, supported by more energy, or carried on by more ability and acumen than

the attempt of Liberalism to effect the disintegration of the empire of England. Gentlemen, of all the efforts I have spoken of this has been the nearest to success. Statesmen of the highest character, writers of the most distinguished ability, have advocated it. The most organised and efficient means have been brought to bear to effect this object. It has been proved to all of us that we lose much by our colonies. It has been shown with precise, with mathematical demonstration, that there never was a jewel in the Crown of England that was so truly costly as the possession of India. How often have we been advised at once to emancipate ourselves from this incubus? Well, gentlemen, that effort was nearly accomplished. When those subtle views were adopted and recommended on the plausible plea of granting self government to the colonies, I confess I thought the tie was broken. Not that I object to self government. I cannot conceive how our different colonies could have their affairs administered except by self-government. But self-government, when it was conceded, ought to have been conceded as a part of a great imperial consolidation, accompanied by an imperial tariff, accompanied by securities to the people of England for enjoying the unappropriated lands which belonged to the Sovereign of this country as their trustee. It ought to have been accompanied by an imperial code, which would have precisely defined the means and respect by which each colony should be defended, and by which, if necessary, this country might call upon each colony for aid. It ought, too, to have been accompanied by some representative council in the metropolis which would have brought the colonies into constant and continuous relations with the Imperial Government. All this was omitted because those who advocated the policy that was adopted believed, and I confess I think believed sincerely, that our colonies and India were a burden to this country—viewing everything from a financial point, and totally omitting those moral and political considerations which make nations great, and by the influence of which alone individuals are distinguished from animals. Well, what has been the result during the reign of Liberalism of these attempts towards the disintegration of the empire? They have entirely failed—failed through the sympathies of the colonies for the mother country. They have decided that the empire shall not be destroyed, and in my opinion no Minister of this country will do well who will lose an opportunity of responding to those distant sympathies which may yet be a source of such incalculable strength and happiness to this land. Well, then, with regard to the second great object of the Tory party—namely, the maintenance of the empire—public opinion appears to be in favor of our principles."

The Federation of the Empire must be the next great problem of British politics, and we hope the Tory party will solve it, for it must come in spite of the Radicals.

We have little respect for General Trochu as a soldier, and less as a man of honor, but on the principle that the *father of all cri* will tell the truth when it suits his purpose. We are willing to accept an analysis of the cause of the great and rapid success of the Prussians in the late contest, in a speech which he has lately delivered in the French Chambers. Not for any particular value any assertion he might make, would have, but for the reason that his allegations are far more probable than that the whole secret of success lay in any extraordinary peculiarity in the Prussian system of strategy, tactics, discipline, or training.

It would appear, then, according to the ex-governor of Paris, that it was not so much the superiority of the system of discipline on the German side, but the total absence of any system whatever on the French, which was the direct cause of all their disasters.

His speech is a review of the state of the French Army, from the seven years war (1756-63) to the conflict ending with the capitulation of Paris in 1871, and it is most certainly an extraordinary picture he has drawn, as an instance—Every one who is acquainted with our boulevards knows a curiously-built house at the corner of the Rue Louis le Grande, called Le Pavillon d'Hanovre. It is now occupied by a silversmith, but it formerly belonged to Duc de Richelieu, who built it out of the proceeds of a short and not very glorious campaign in the Seven Years' War. He gave, says a French Historian, an example of the most scandalous avidity to his officers and soldiers, and the men whom he authorized to pillage called him Le Bon Pero Morande. Thus was discipline shaken at a moment when the troops were about to find themselves in the presence of the best disciplined troops in Europe. On the day of battle there were six thousand marauders missing from the ranks.

According to the General, the only armies France ever had deserving of the name were those which the first Republic called into existence at the close of the last century. He says the most stringent discipline was enforced. A man who stole a chicken, or a man who straggled fifteen paces from his column, was punished with death; and the war against Europe was a national one, and carried on with enthusiasm. The period was exceptional, and before as after the Republic, the French armies were famed for their insubordination and pillaging propensities. He then quotes from authors on Military affairs during the first Empire, to prove that the forces of Napoleon were composed in a great measure of men tainted with every military failing; that they were deserters, marauders, &c, &c, and that nothing but discipline only fit to be applied to savages had kept them in any sort of order. But the poets and historians—Victor Hugo and the President of the Republic—had painted their performances in such

glowing colors that the nation had accepted those armies as its ideal, whereas nothing but the genius of Napoleon and his iron hand had led them to victory. And directly the wars of Napoleon began, and the soldiers no longer fought for an idea, for freedom and the extension of the Republic—the men lapsed into their old habits, or rather the habits of the nation; and whilst Napoleon was fighting for his dynasty, and the officers for rank and fortune, the humble soldier went in to plunder, which poets and historians called glory.

The indictment is a terrible one, and no doubt in great part correct, for used as the French Army has been as a mere *political machine* without an idea to fight for, it could only exist in a state of bribery—hence the policy of making the country occupied support the troops—was not in the direct interests of France, but rather as a stop to the Military Cerberus.

It is well known that during the great European contest at the beginning of this century, French soldiers had mastered the science of plundering to perfection, and they dealt with perfect impartiality, clearing out their own countrymen as well as the enemy.

If the state of the French Army was so bad, that of their late antagonists, the Prussians, after the disastrous battle of Jena was far worse.

In the *London Quarterly Review* for April, is an article entitled the "Diaries of a Diplomomatist," at page 265, under the year 1806, the following occurs:—

"Yesterday, (October 31st), the Swedish Commandant at Anclam, (opposite Hensburg), was surprised by the arrival at full gallop of fifteen hundred Prussian Cavalry, pursued by *nineteen* French *Chasseurs*. Their officers were calling to them for God's sake not to behave thus, and telling them no more *Chasseurs* were following, but this had no effect. "Sie sind Franzosen, Sie sind Franzosen," exclaimed the men, as if that was a sufficient excuse for their dastardly conduct."

The writer was *chargé d'affaires*, from Great Britain to Berlin at the time, and sincerely sympathised with Prussia in her humiliation.

It does not appear that the army of the second empire was under as good discipline as the first, and GENERAL TROCHU tells what that was. So that the whole secret of Prussian success is compressed into the enforcement of these regulations or laws which make the difference between the soldier and the marauder—in other words, strict discipline.

It is evident that the attention of the people of Great Britain has been powerfully awakened to the importance of the outlying dependencies of the Crown, and the value of a consolidated Empire as a means of defence and development in the future.

This state of feeling has not been brought about by the action of any of the political parties that divide public opinion in England, but by the success attending the development of the Federative principle under a Constitutional Monarchy in Canada, and the persistent efforts of a few enlightened and patriotic Englishmen, aided by prominent Colonists who understand the meaning of the phrase, for which their fathers fought and suffered a *United Empire*.

But perhaps what has tended to place this subject most prominently before the British people, is the action of a society of which only little indeed is known by the people of these Colonies. *The Royal Colonial Institute*, under the Presidency of His Grace the Duke of Manchester, has done royal service, and more in the cause of the Empire, and also in the cause of the English working-man.

To say that Canada owes to the enlightened action of the society a great part of her present prosperity is merely to repeat a self-evident truism, but the near and distant future will be influenced in no ordinary degree by the vast fund of information which it has been, and is now placing before the people of Great Britain, and we look to it as a far more efficient agent in directing the tide of emigration towards Canada, than the cumbrous and costly machinery devised by our own Government.

We have been led into the consideration of this question by a series of valuable papers, for which we have to thank the Honorary Secretary, C. W. EDDY, Esq., comprising a large volume of the "proceedings of the Royal Colonial Institute for 1870, containing a valuable historical and statistical paper on "Practical Communication with the Red River District." Another on "Self-supporting Emigration." "The Constitutions of Australian Colonies." "On the Colonial Question." "On the relations of Colonies to the Parent State." "On the opening of the Suez Canal route." "On the physical and economical aspect of Natal." "On the Physical Geography and resources of Nova Scotia and New Brunswick," and on "Colonisation."

The other papers contain a lecture by Mr. W. F. LYNN, "on the advantages of the far West of Canada, and of the States for settlement," and a most valuable paper by Mr. C. W. EDDY, "on the Natural distribution of Coal," as well as a report of the annual banquet of the Royal Colonial Institute from the *London Colonial News*, and a discussion before the Fellows of the Institute, on "the true causes of the decline of the American Commercial Marine."

Our space precludes the idea of doing more than barely noticing the vast amount of work achieved by this Institution in so short a space of time, and we have not told the half of it, but its members do not confine their exertions to the lecture-room. Outside means are utilised, and the glory of

English literature, its inimitable Reviews, Magazines, and Periodicals, are pressed into the service by these energetic gentlemen. Thus in "the *St. James' Magazine*," for June, we have an article on "A United Empire," by that eminent literary man, who is an honor to British America, R. G. HALBURTON, Esq. "A Raid and a ride in Canada, illustrated," and other articles.

Literature of this kind are more valuable than gold, and the *Royal Colonial Institute* will do more service to Great Britain by practical statesmanship than all the doctrines the folly of her people have elevated to place and power.

A VERY judicious and sensible article appeared in the VOLUNTEER REVIEW of the 22nd, on *Horse and Field Artillery*. Our correspondent has graphically described the real state of affairs in connection with our Artillery service.

The Canadian officer cannot afford the time requisite to acquire a strictly technical education, nor can the country afford to set apart a sufficient number of its young men, and pay them for attention to this important subject alone.

Taking our present force at 45,000 men, and allowing what we ought to have, a *demi* battery of three guns to every battalion of 650 bayonets, making seventy battalions, we should have at least 35 field batteries—each battery commanded by a Captain and three Lieutenants—making 140 officers. A similar establishment of Horse Artillery, and eight brigades of 440 gunners each, for Garrison Artillery, with 24 regimental, and three field officers to each brigade, so that the officers necessary to command our Artillery service, would muster 496 individuals, whose time should be devoted exclusively to acquiring a full knowledge of the technicalities connected therewith.

The political economists are already making grievances out of the employment of the small and singularly effective staff that controls the force. The addition of such a number of permanent officers would give occasion for grave cause of complaint, and it is very doubtful if they could in any way tender the force more effective.

In order to work out the problem of an "Armed Nationality," military science must be brought to the firesides of the people, and in our case must be mastered at leisure, therefore a sub-division of its parts, as pointed out by our correspondent, must be effected first in organisation, and secondly in practice, while the mode of instruction must be popularised, so as to be easily comprehended.

Of the whole Artillery force in the Dominion, we are confident that not a dozen officers could afford the time necessary to acquire a thorough technical education, and the attempt to impart it will be a failure, not from inaptitude, but from the force of

circumstances, and principally because they can make more money by employing their time at any other pursuit.

At the same time we do not agree with our correspondent, that the organisation of the Schools of Gunnery is either a mistake or a failure, notwithstanding any *local occurrence* in the A Battery. At the first inception of any idea or organisation irregularities will arise, against which all human prevision is powerless, but these gradually effect their own elimination, and such will be in the case referred to.

We hold that those schools should educate in the best and most scientific manner officers which should become the *local instructors* of our brigades, and that is the aim of these organizations, as well as the chief object kept in view by the Adjutant General at their first inception.

The organization of our whole military force is yet in its infancy; it has been so far a great success, and we have no doubt the Gunnery Schools will add materially to the future prosperity of the Canadian Army, not by attempting too much, but by judiciously preparing well trained officers for each branch of their own speciality, and enabling the country to develop the Artillery to its proper strength.

Complaints have been made of the hardships entailed on the existing force by concentrating the brigades for *annual drill* at Kingston. Most of the members are tradesmen, consequently the call at the busiest season of the year is a grievous loss to themselves and employers.

Would it not be possible to train these men at their several head-quarters, and at such times as would entail the least possible loss to the country. We think it could, and moreover that it could in no way interfere with their efficiency.

We publish to day a list of the Royal Navy, as it existed in March last. The pressure on the columns of the VOLUNTEER REVIEW, by the republication of the Adjutant General's Report, and other important local matter, prevented its appearance at an earlier period.

The *Pall Mall Gazette* appears to think that the *armour plated wooden ships* of the fleet are hopelessly defective. They constitute, however, a very small class indeed, and their withdrawal altogether would not affect its efficiency in any way. The following is the extract referred to:—

"There is reason to fear that all our wooden armour-cased ships are hopelessly defective. The *Ocean* and *Zealous* it is known are in a very bad state, and now the *Prince Consort* has to be added to the list. She is a ship of 4200 tons, carrying twenty-four guns, was launched just ten years ago, and cost £242,000. Five months ago she was docked at Keyham for repairs, but after thorough examination it is found that to make her thoroughly seaworthy would involve the expenditure of one-third of her original cost. This the Admiralty think

more than she is worth, and have ordered her to be patched up for temporary service, and not to go longer than twelve months without being docked for further examination. The accident to the machinery of the *Bellerophon* at Portsmouth by the fracture of the gudgeon, is of a character almost unprecedented in the service. Fortunately, it can now be easily remedied, having been discovered just before she was to sail to join the Channel Fleet, but had such an accident happened to such a ship at sea while her engines were going at full power, disastrous consequences would probably have ensued.

Our Montreal Correspondent has started for England on a tour of two months, our readers will be deprived of his interesting communications for that period.

RIFLE MATCHES.

HASTINGS RIFLE ASSOCIATION.—The Fourth Annual Match of this flourishing Association, comes off at Belleville, August 6th. Programmes will be issued in a few days. Amongst the various articles to be competed for, are two sewing machines, several barrels of flour, and other useful and valuable prizes. The County Council have repeated their liberal grant of \$100, and the Town Council, it is expected, will grant \$50. Practice is going on early and late at the ranges, and a good match is confidently looked forward to. The citizens of Belleville have displayed great liberality in the matter of prizes; but of course, as there must be exceptions to all rules, we have here and there people who refuse even civility to the parties whose duty it is to go round collecting. A member of the Town Council, named Vandusen, when asked if he would support the grant, said, he "didn't believe in any such tomfoolery." Such an expression, to say the least, was uncalled for, and it is not unlikely Mr. V. may have to stay at home during the next Municipal Term.

W. C.

THE DARIEN SHIP CANAL.

The long talked of ship canal that shall unite the waters of the Atlantic and the Pacific has not yet been definitely surveyed. For years various routes have been reconsidered. Time, treasure, and precious lives have been sacrificed, yet this great and important enterprise has neither been planned nor measures inaugurated for its inception.

In all home and individual enterprises the citizens of our Great Republic have given us just cause to feel proud of their achievements. Railroads and canals, to open up the interior of our country, have commanded the attention, the enthusiasm, and the money of our best citizens. Many of them have earned reputations by their genius and success the fame of which has reached other lands, and American skill, energy and industry have found profitable and honorable employment in China, Egypt, Russia, and Japan, as well as in the southern half of our own hemisphere. But when a work of very great importance to our entire country is demanded, the master spirit is wanting.

We hesitate not to affirm that for the commerce of the United States there is no one great work of as much importance as a great ship canal through the Isthmus of Darien. And here we are hesitating, debating, and making, inefficient efforts to ascertain the most practicable route, and when ascertained—to many at least satisfactorily—there is lacking the life, energy, purpose, will—something to strike the blow that shall commit some competent individual, company, or association to its completion. The myriads of ships engaged in the India, China, Japan, Australia, California, and the general Pacific trade, would perform their voyages in about one half the time they now do, could they have a safe and speedy passage by way of the Isthmus of Darien. Ships from New York to San Francisco would save at least 10,000 miles of navigation and the doubling of Cape Horn or the Cape of Good Hope, both of which routes are always attended with great risk and danger. Already we are a thousand miles nearer the markets than the great cities on the Atlantic coast, and we can sell teas, spices, and the goods of ancient nations, cheaper than the eastern cities. We do not, therefore urge our Eastern capitalists, merchants and manufacturers to bestir themselves to make a great highway from ocean to ocean, so much for the benefit of the Great Valley of the Mississippi, as for their own honor and profit. With an inter ocean ship canal the voyage from Boston and New York to San Francisco, Japan, China and India, would be reduced to one half the present time, and all attendant risks and dangers in the same proportion. Good first class steamers would then make the voyage from New York to San Francisco in twenty days, and to Japan and China within forty or fifty.

For years a line of Steamers, drawing six or seven feet of water, passed from the Atlantic at Graytown—more commonly known as San Juan—up the San Juan River and through Lake Nicaragua, in a fine and safe harbor within some twelve or fifteen miles of a good harbor on the Pacific ocean. A line of stages and waggons transferred passengers, freights, baggage &c over these few miles without meeting any extraordinary obstacles. The entire elevation of the country between Lake Nicaragua and the Pacific presents no engineering difficulties to deter any resolute company from at once commencing the excavation of a ship canal.

Another route, near the present railroad, connecting Aspinwall on the Atlantic, and Panama on the Pacific, present few of the great obstacles that confronted the French in the construction of the Suez canal. The French and the Italians, even in times of trouble, overcame much greater difficulties, while drilling a seven mile path for a double track railway miles below the summit of the Alps. We talked, wrote, and speculated about an inter oceanic canal years before these great achievements were dreamed of as practicable! Seven-eighths of the distance from Aspinwall to Panama is elevated but a few feet above the sea. The highest plane of the railroad is but a little over 300 feet above the wharves at Aspinwall. Suppose it were necessary to blast this entire ridge 150 feet wide and five miles long, the undertaking would be less formidable than the piercing of Mount Cenis—a work so soon accomplished by the French and by the Italians. Much of the Isthmus of Panama develops iron, copper and gold. Though in blasting for a canal no valuable minerals should be discovered, yet all the rock would be required in walling and completing the canal through the low, marshy land on the Atlantic side of the Isthmus.

The route a hundred or two miles further southeast—usually known as the Darien route—is considered by many as the most feasible of any yet suggested. The reports, are however contradictory. Some report rivers interlocking, with a ridge of less than 200 feet intervening; others report a mountain more than 600 feet high and three miles wide—which would have to be cut down or tunneled to complete a ship canal.

Recently much has been written about the Tehuantepec route. This has many advocates from the fact of its being so much nearer the United States. Rivers of considerable magnitude rise on the "divido," and flow both east and west. It is urged that these can be easily made navigable and leave but a short distance to out the canal through, the entire distance from ocean to ocean would be near 200 miles. The Tehuantepec route would greatly reduce the distance between New Orleans and San Francisco, and all other things being equal would be the most desirable.

But we are particularly anxious that some of our enterprising commercial men shall form a company and decide on definite action. We should be the last people in the world to wait for Government action. A company with a Grinnell, a Lawrence, a Stewart, or a Vanderbilt at its head, would accomplish more in one year than the Government can in half a dozen. Perhaps the right man has not yet turned up. The West has furnished a Captain Hall to reconnoitre the regions around the North Pole. Where is the genius to point out the best route for a great ship canal that shall unite the waters of the Atlantic and Pacific oceans.—*U. S. Army and Navy Journal.*

PROTECTION IN AMERICA.

The American workman's protected to death. He may well pray, Save me from my friends. He has so long been at the mercy of political quacks, that but for a robust constitution he would have died. Their cure is worse than the disease. Indeed what with duties for revenues as well as protection several flourishing branches of industry have already been killed off.

The Chicago Tribune gives its readers in a late number a comparative estimate of workmen's wages in England and the States that is not particularly calculated to encourage the emigration of skilled labor:—In Sheffield masons receive \$12.25 a week in gold; carpenters \$11.25; and the blacksmiths \$10.25. In New York masons receive \$22.36 in greenbacks; carpenters \$18.60; and blacksmiths 16.79. If the gold is turned into greenbacks there will be no great difference in the wages of these classes, except in that of the mason; of which class the latter appears to have about 57 per cent, in excess of their rivals.

But there is another side to the picture, the comparison of prices show a difference that counterbalances any little advantage the American has on the score of wages. The difference as given in the Tribune by an Irishman who has tried both countries, appears almost incredible. Boots and shoes for himself and his family cost 200 per cent more on this side of the Atlantic; their hats and caps cost 200 per cent. more; house rent nearly 500 per cent more, and other things in proportion. Fuel and nearly all the other necessaries of life are in a similar ratio, more expensive in America than in England, so that the seeming improvement in circumstances promised by a slight advance of wages is all a delusion,

LOVE AND WAR.

He crossed the mountain paths alone,
Quick radiant as the tender morn;
He wooed me by the altar stone,
Where all our vows were sworn,
I heard the lark sing round his nest,
I heard from Love's divine eclipse—
His breast was burning on my breast,
His lips upon my lips,
Fruit sweet and glorious were his words,
Like bolts that flug with marriage glue,
When war leapt out of hell, and stole,
My lord from me.

Wild clarions shook the commonweal;
The legions of the land arose;
They swept like glancing streams of steel,
To smite the nation's foe.
I saw the host at early morn,
Wind westward in their hearted might;
I heard the jingling bugle horn
Laugh at the drum's delight;
I held the stirrup for his foot,
The best in that bright company,
One word—*one kiss*—and then he dashed,
Like light from me.

Came one at length with trembling pace
And fearful speech and wandering eye;
A thousand deaths were in his face,
And one poor victory,
Another and another came,
With mangled limbs and bleeding breast,
Who blew new kindled fires of shame,
Of heroes gone to rest;
Then came the laurelled legions home,
To lovers waiting wistfully;
But oh, dear Lord, he never came,
To me, poor me!

I knew not if I waked or slept,
That weary, weary woe-ful night,
I only knew I never went—
My eyes were dry as leath:
Yet in a trance I seemed to tread
The horrors of the battle plain;
I found my hero cold and dead,
Above the conquered slain,
And then he seemed to be alive;
I clasped him—oh, how tenderly:
Twas but his ghost that soothed my arms,
God pity me!

THE ROYAL NAVY.

In 1868 we laid before our readers a synopsis of the Royal Navy as it existed in that year. We now present them with an analysis of the Navy List for the month of March, 1872:—

A considerable difference is perceptible in the active list, it having evidently been the endeavour of the admiralty to reduce the number of officers for the service. Of course this has been done at the expense of an immense retired list, which is considerably larger than it was four years ago. With this, however, we do not now to concern ourselves, proposing only to show both as to officers and ships, those which are efficient and sea-going.

The Flag List has been reduced to the number of 56, distributed as follows:—

Admirals of the Fleet.....	3
Admirals.....	13
Vice Admirals.....	15
Rear Admirals.....	25

It is worthy of note that the senior admiral of the fleet, the venerable Sir Thos. Jno. Cochrane, G.C.B., was posted in April, 1806. It is, therefore, 66 years since he attained the rank of Captain. This gallant old officer must be nearly, if not quite ninety years of age.

The other two, Sir Geo. Rose Sartorius, K.C.B., and Sir Fairfax Moresby, G.C.B., were both posted in June, 1814.

Sir Houston Stewart, G.C.B., the senior admiral, was a Captain of 1817, and the

next in seniority, Sir Provo W. P. Wallis, K.C.B., dates from 1819. There are several officers on the retired list of similar dates, but the third admiral, Sir Chas. Talbot, K.C.B., comes as low down as 1830.

There are 235 Captains, of whom the senior, Geo. Granville Randolph, C.B., is a Captain of 1854.

There are 312 commanders, 680 lieutenants, 452 sub-lieutenants, 484, midshipmen, 171 naval cadets, 13 staff-captains, 85 staff commanders, 165 navigating lieutenants, 143 navigating sub lieutenants, 64 navigating midshipmen, and 12 navigating cadets.

Steam entails five chief inspectors, and five inspectors of machinery afloat, 171 chief engineers, 649 engineers, seventy-seven first class assistant engineers, and sixty-two 2nd class ditto.

There are 86 chaplains, and 69 naval instructors, to correct the morals and instruct the young ideas of Her Majesty's service afloat, and 82 staff surgeons, 135 surgeons, and 220 assistant surgeons, to look after its health. The superior ranks of the medical branch are, one director-general, five inspectors-general of hospitals and fleets, and 12 deputy inspectors-general.

There are 232 paymasters, from whom in general the secretaries to Flag-officers are selected, 323 assistant-paymasters, forty-five clerks, and thirteen assistant clerks.

The warrant officers are 12 chief gunners, 98 first class, and 232 second class gunners, 23 chief boatswains, 147 first class, and 236 second class, boatswains; 12 chief carpenters, 80 first class, and 117 second class, carpenters.

The Royal Marine Artillery Establishment consists of one general, one lieutenant general, one major general, one colonel commandant, two colonels and second commandants, five lieutenant colonels, twenty-two captains, 18 second captains, and 42 lieutenants. The Force comprises 16 companies. Head Quarters, Portsmouth.

The Royal Marine Light Infantry is in three divisions, at Portsmouth, Plymouth, and Chatham, which stations have severally 26, 30, and 28 companies. Total, 84.

There are two generals, two lieutenant generals, five major generals, and one reserve colonel commandant; three colonels commandant, four colonels and second commandants, twelve lieutenant colonels, ninety-two captains, twenty-six second captains, and 163 lieutenants.

The medical staff is one deputy inspector general of hospitals, one staff surgeon, and six assistant surgeons.

The following is a list of the stations, home and foreign, the flag-officers commanding, and their flag ships.

STATION—FLAG SHIP—FLAG OFFICER.

North—Pembroke, Vice admiral Hon. Chas. G. T. B. Elliot, C.B.
Portsmouth—D. of Wellington, Admiral Sir James Hope, G.C.B.

Devonport—Royal Adelaide, Admiral Sir Henry J. Codrington, K.C.B.

Queenstown (Cork)—Mersey, Rear Admiral Edmd. Heathcote.

Channel Squadron—Minotaur, Rear Admiral Geoffrey T. B. Hornby.

Channel Squadron—Agincourt, Rear Admiral Fred. A. Campbell, C.B.

Detached Squadron—(second in command.) (Particular Service)—Narcissus, Rear Adm. F. Beauchamp P. Seymour, C.B.

Mediterranean—Lord Warden, Vice Admiral Sir Hastings Yelverton, K.C.B.

North America and West Indies—Royal Alfred, Vice Admiral Edward G. Fanshawe, C.B.

North America and West Indies—Aboukir, Commodore Algernon F. R. De Horsey (in charge at Jamaica).

Pacific and West Indies—Zealous, Rear Admiral Farquhar.

China and West Indies—Iron Duke, Rear Admiral Chas. F. A. Shadwell, C.B. with local ranks as vice admiral.

China—Princess Charlotte, Comm. F. P. Shortt (in charge at Hong Kong.)

East Indies—Glasgow, Rear Admiral Arthur Cumming, C.B.

Australia—Clio, Commodore Fred. H. Stirling.

Cape of Good Hope and West Coast of Africa—Rattlesnake, Commodore John E. Commerell, V.C., C.B.

ADMIRAL—SUPERINTENDENTS OF DOCK-YARDS.

Portsmouth—Asia, Rear Admiral Wm H. Stewart.

Devonport—Indus, Rear Admiral, Sir Wm. K. Hall, K.C.B.

Malta—Hibernia, Rear Admiral Astley G. Key, C.B., (second in command in Mediterranean.

Exclusive of 169 old sailing ship of all classes, useful for, and employed in, various harbor services, as drill ships, coal depot, guard ships of reserve, flag ships of admirals superintendent, powder depots, &c., and exclusive also of 25 reserve cruisers, the effective Steam Navy of England numbers 741 vessels of all classes.

Of these 33 are small steam tugs, tanks Inmps, &c., employed on harbor service.

173 are screw steam gunboats (lieutenants' commands) of from 200 to 295 tons.

The following are for the defence of Colonies.

Bombay—Abyssinia, 4 guns, 1,854 tons, 200 h.p., double screw, turret, iron clad.

Bombay—Magdala, 4 guns, 2,107 tons, 250 h.p., double screw, turret, iron clad.

Melbourne—Cerberus, 4 guns, 2,107 tons, 250 h.p., double screw, turret, iron clad.

Melbourne—Nelson, 72 guns, 2,756 tons, 500 h.p., screw ship.

Five splendid screw iron troop ships are kept specially for the conveyance of troops to India. They the Crocodile, Euphrates, Jumna, Malabar, and Serapis, and are each of 3 guns, 4,173 tons and 700 horse power. They

are supplemented by a tug at Alexandria and one at Suez. There are further six iron screw troop ships for general purposes, they are as follows:—

	Guns	Tons	h.p.
Adventure	2	1,791	400
Himalaya	4	3,453	700
Oryntes	2	2,812	500
Simoom	4	1,980	400
Tamar	2	2,812	500
Urgent	4	1,981	400

There are two steam block ships, the Pembroke and the Hastings, 1,760 tons, 200 horse power each, at Sherness and Devonport.

5 (Five) steam surveying vessels.

12 (Twelve) paddle steamers of various sizes employed as tenders, despatch boats, &c.

3 Paddle Frigates.

	Guns	Tons	h.p.
Gladiator	6	1,210	430
Valorous	12	1,275	400
Terrible	19	1,850	800 and

13 Paddle sloops, carrying from two to six guns, ranging from 150 to 400 horse power, and from 350 to 1,030 tons.

6 Paddle yachts including the two Royal Yachts, the Osborne, 1,536 tons, 450 h.p., and the Victoria and Albert, 2,345 tons, 600 h.p.

47 Screw gun vessels (Commanders' commands) carrying from three to six guns, which 29 are of 430 to 465 tons, and from 80 to 120 horse power; 16 from 660 to 695 tons, and from 160 to 200 horse power; and two of 300 tons, and 80 horse power. There are also

2 Double screw iron clad gunboats stationed at Bermuda, the Viper and Vixen of four guns, 737 tons, and 160 horse power each.

These 47 gun vessels with the class of screw corvettes and sloops, 53 in number, making 100 in all, are the equivalent of the frigates, corvettes, and sloops of former days. To them may be added the 16 paddle frigates and sloops. A list of the 53 screw corvettes, etc., is appended.

A sloop is, as a general rule, any vessel commanded by a commander.

SCREW CORVETTES AND SLOOPS.

	Guns	Tons	h.p.
Alert.....	5	750	100
Amethyst	11	1,405	350
Barossa..	17	1,700	400
Blanche..	6	1,268	350
Briton....	10	1,331	350
Cadmus... 17	1,466	400	
Cameleon. 7	952	200	
Challenger	18	1,462	400
Chanticleer	7	950	200
Charybdis	17	1,506	400
Clio..... 18	1,472	400	
Columbine	3	672	150
Cossack... 16	1,296	250	
Cruizer... 5	752	60	

	Guns	Tons	h.p.
Danaë... 6	1,287	350	
Daphnae... 5	1,081	300	
Dido..... 8	1,287	350	
Druid.... 10	1,322	350	
Dryad... 5	1,056	300	
Eclipse... 6	1,273	350	
Encounter, build'g	1,405	350	
Fawn.... 5	751	100	
Garret... 3	579	150	
Greyhound	5	890	200
Icarus... 3	580	150	
Jason... 17	1,711	400	
Juno..... 6	1,462	400	
Lyra... 7	488	60	
Modeste.. 14	1,405	350	
Niobe.... 5	1,083	300	
Nympho... 5	1,084	300	
Pearl.... 17	1,469	400	
Persesus.. 15	955	200	
Peterel... 3	669	150	
Pylades... 17	1,278	350	
Racoon... 18	1,467	400	
Rapid.... 3	672	150	
Rattlesnake	17	1,705	400
Reindeer.. 7	953	200	
Rinaldo... 7	951	200	
Rosario... 3	673	150	
Royalist... 3	669	150	
Satellite... 17	1,462	400	
Scout.... 17	1,462	400	
Seylla.... 16	1,467	400	
Sirius.... 6	1,268	350	
Spartan... 8	1,269	350	
Tenedos... 8	1,275	350	
Thalia.... 6	1,459	400	
Thetis... 13	1,322	350	
Vestal... 4	1,081	300	
Wolverino	17	1,703	400
Zebra.... 7	951	200	

Total.....53

The equivalent of the line of battle ships, (viz., two and three deckers) of old is now to be found in a combination of four distinct classes, i.e. a remainder of 34 actual ships of the line of the later classes of immense tonnage, and with armaments reduced in number, but increased in weight, of guns. It is doubtful if any of these retain three decks. This is not specified, but if any do they would be only the Howe, the Royal Alfred and the Victoria. The Marlborough is quite as large having been built for 131 guns, but her armament is put down as 74.

Secondly—The first class screw frigates, most of them exceeding in tonnage the old three deckers, and carrying guns of great weight and power. Of these there are 24. We miss from the list these names which stood there two years ago, the Shannon, the Imperieuse, and the Orlando, a matter of regret, as we believe this class should be increased rather than diminished.

Thirdly—The iron clad turret ships and floating batteries, numbering sixteen, and

Lastly—The great sea-going armor-plated ships, numbering 37.

There is also a limited class of iron screw ships cased with wood, five in number, which must also go to the strength of the line of battle.

We append lists of these magnificent class of vessels, which are interesting from their great size and power, and it may be added that the true line of battle ships and the great frigates still retain all the beauty which characterizes the British Man-of-War.

It is satisfactory to note, as evidence of an intention to keep the proud old two deckers going, that the "Robust" 81, is marked as "building."

SCREW LINE OF BATTLE SHIPS.

	Guns	Tons	h.p.
Albion.... 72	3,117	400	
Anson.... 73	3,336	800	
Atlas.... 73	3,318	800	
Bulwark... 81	3,716	800	
Conqueror	74	2,845	500
Defiance.. 30	3,495	800	
Donegal.. 30	2,245	800	
D. of Wellington.. 49	3,771	700	
Duncan... 30	3,727	800	
Exmouth.. 72	3,109	400	
Fredc. Wm. 72	3,24	500	
Hannibal.. 74	3,116	450	
Hood..... 30	3,308	600	
Howe.... 102	4,245	1,000	
Irresistible	4	2,642	400
James Watt	71	3,083	600
Lion..... 10	2,611	400	
London... 72	2,687	500	
Marlboro'. 74	4,000	800	
Neptune... 78	2,830	500	
Nile..... 78	2,622	500	
Prince Regt	78	2,762	500
Princess Royal... 73	3,129	400	
Revenge... 32	3,322	800	
Robust.... 81	3,716	800	
Rodney... 70	2,770	500	
Royal Albert.... 107	3,726	500	
Royal George	72	2,616	400
Royal William.... 72	2,849	500	
St. George. 72	2,864	500	
St. Joan d'Acro.. 81	3,200	600	
Trafalgar.. 24	2,900	500	
Victor Emmanuel. 79	3,057	600	
Victoria... 102	4,127	100	

Total.....34

FIRST CLASS SCREW FRIGATES.

	Guns	Tons	h.p.
Arctusa.. 23	3,141	500	
Ariadne.. 26	3,214	800	
Aurora... 28	2,558	400	
Bristol.... 26	3,027	600	
Constance	23	3,213	500
Doras.... 24	2,483	800	
Diadem... 16	2,483	800	
Endymion	22	2,486	500

	Guns	Tons	h.p.
Forlo.....	24	2,364	400
Galatea...	26	3,227	500
Glasgow..	25	2,437	600
Immortalit ^e	23	3,059	600
Liffey....	28	2,654	600
Liverpool.	28	2,656	600
Melpomeno	23	2,861	600
Mersey....	36	3,733	1,000
Narcissus.	28	2,665	400
Newcastle.	28	3,035	600
Octavia...	23	3,161	500
Phaeton..	28	2,396	400
Phæbo....	28	2,896	500
Severn....	28	2,767	500
Topaze....	31	2,659	600
Undaunted	23	3,039	600

Total.....24

IRON SCREW ARMOR-PLATED SHIPS.

	Guns	Ton.	h.p.
Achilles	26	6,121	1,250
Agincourt	25	6,622	1,350
Audacious	14	3,774	500
Bellerophon	15	4,270	1,000
Black Prince	23	6100	1,250
Caledonia	24	4,125	1,000
Defence	16	3,720	600
Enterprise	4	993	160
Favorite	10	2,094	400
Hector	18	4,059	800
Hercules	14	5,234	1,200
Hots'r(ram)	3	2,637	600
Invincible	14	3,774	800
Iron Duke	14	3,787	800
Lord Clyde	18	4,067	1,000
Lord War-			
den....	18	4,050	1,000
Minotaur	26	6,621	1,350
Monarch			
(turret)	7	5,102	1,100
Northum'd	28	6,621	1,350
Ocean....	24	4,047	1,000
Pallas....	8	2,372	600
Penelope	11	3,096	600
Prince Const.	34	4,045	1,000
Repulse	12	3,749	800
Research	4	1,253	200
Resistance	16	3,710	600
Roy'Alid	18	4,068	800
Royal Oak	24	4,056	800
Rupert(ram)	4	3,159	700
Sultan	12	5,234	1,200
Swiftsure	14	3,893	800
Triumph	14	3,893	800
Valiant	18	4,063	800
Vanguard	14	3,774	800
Warrior	32	6,109	1,250
Waterwitch	4	777	167
Zealous	29	3,716	800

Total.....37.

IRON SHIPS CASED WITH WOOD.

	Guns	Tons	h.p.
Activo	10	2,322	600
Blondo	26	4,039	1,000
Inconstant	16	4,066	1,000

	Guns	Tons	h.p.
Raleigh	22	3,210	800
Volage	8	2,322	600

Total.....5.

IRON CLAD TURRET SHIPS AND FLOATING BATTERIES.

	Guns	Tons	h.p.
Cyclops	4	2,107	250
Devastation	4	4,407	800
Erebus	16	1,951	200
Fury	4	5,030	1,000
Glatton	2	2,709
Gorgon	4	2,107	250
Hecate	4	2,107	250
Hydra	4	2,107	250
Prince Alb't	4	2,537	500
Roy'lsove'n	5	3,765	800
Scorpion	4	1,833	250
Terror	16	1,971	200
Thunder	14	1,469	150
Thunder'b't	16	1973	200
Thunderer	4	4,407	800
Wyvern	4	1,899	350

Total.....16

SYNOPSIS OF SEA-GOING SHIPS—EQUIVALENT OF THE LINE OF BATTLE.

Wood	{ Screw Line of Battle Ships.....	34
	{ First Class Screw Frigates.....	24
Iron	{ Screw Armor Plated Ships.....	37
	{ Turret Ships and Batteries, Armor plated.....	16
Iron Ships cased with wood	5
Total.....		116

Sufficient to constitute four fleets equal to 25 sail of the line each, leaving sixteen for particular service.

EQUIVALENTS OF FRIGATES AND SLOOPS.

Iron &)	Screw Corvettes and Sloops.....	52
Wood {	Paddle Frigates and Sloops.....	16
Double Screw composite, and other gun vessels, (Commander's command).....		47
Total.....		116

EQUIVALENTS OF FORMER SMALL CRAFT.

Screw Steam Gun Boats, (Lieutenant's command).....		173
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Total sea-going fighting vessels....405
Exclusive of Troop Ships and all sorts of craft previously specified.

This is the navy which Cousin Jonathan would have to fight if he desired war (which the braggart doesn't) and if Privateering were to come into the reckoning, we ought to be able to beat him at that game also.

And it is almost needless to state that in the event of war, the English building yards, which as far as men of war are concerned, seem to be almost at a stand still at the present moment, would immediately be in full blast.

RIFLE COMPETITION AT EDINBURGH FOR THE INTERNATIONAL CHALLENGE TROPHY.

The International Challenge Trophy which is annually competed for between twenty men belonging to England, Scotland, and Ireland, came off at Edinburgh on the 21st ult. Last year the Trophy was shot for at Wimbledon, and was on that occasion gained by the Scotch representatives by a majority of 15 points; and in accordance with the regulations under which it was given, it fell to be shot for this year at the Edinburgh meeting. The first shot at the 200 yards range was fired by Sergt. McCreath on the side of Scotland, who registered a bull's eye. At the close of the shooting at this range the scores were Scotland, 426, Ireland 423, England 414. At the 500 yards range the Scotchmen were increasing their distance between themselves and the English when heavy rain fell—completely enveloping the hill and targets in mist, and putting a stop to the firing. For this reason there was a delay of fully half an hour, and when the shooting concluded the scores stood—Scotland, 870; England, 833; Ireland, 800—England 47 points behind. Hope was now high in the hearts of all Scotchmen, and even Englishmen were willing to bet 10 to 1 that Scotland would retain the Trophy. Last year at Wimbledon—with splendid weather—the scores at the end of the second distance were—England, 785; Scotland, 768; Ireland, 747. It was at 600 yards that the Scotch asserted their superiority last year, and therefore it is little wonder that the English Volunteers felt discouraged. After a delay of fully half an hour, owing to the rain, the firing at 600 yards commenced on targets nearly black and sometimes scarcely visible. Just about twenty minutes to eight the English team concluded their firing with the magnificent total of 1194, while Scotland stood 1155, with two men (Private M'Vittie and Lieutenant M'Intire to fire.) The Irish had also closed with a total of 1116, being 55 more than their score of last year. When the last shot was fired by M'Intire, a cry arose that England and Scotland were a tie; but a closer inspection disclosed the fact that England had by patience and praiseworthy perseverance gained the palm by three points. Captain Hill announced the result on the spot, when on the call of Lieutenant Knox, the Irish team gave three hearty cheers for their brethren. Cheers were then given for the winning team. Last year the highest score was 65, while this year it is 69, and several have the honor of being above last year's first score. The totals last year were—Scotland, 1105; England, 1090; Ireland, 1031; so that it will be seen the Trophy has been carried with 56 points more than in 1871, and that even Scotland, though it has lost the prize, has registered 56 more than was done last year.

A copy of the Japan Herald, just received, in a brief article respecting the Mikado, gives some interesting facts connected with history. It says:—The Mikado was born in 1852. He assumed the title of Prince in 1860. He ascended the throne in 1868. By Japanese reckoning, His Majesty is 12 years of age. His pedigree can be traced back, it is said, 122 generations, extending over a period of more than 2,000 years. If these statements are reliable the ruling dynasty of Japan is the oldest under the sun.