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# The Volunteer Review

## AND MILITARY AND NAVAL GAZETTE.

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

VOL. V.

OTTAWA, CANADA, MONDAY, SEPTEMBER 18, 1871.

No. 38.

### FRENCH NAVAL TACTICS.—NO III.

(From the United States Army and Navy Journal.)

A system of manœuvres once determined on, we may transport ourselves, in fancy, to the field of battle. What strategic combinations do we find there? "The line ahead is the line of battle for all ships carrying their batteries in broadside; the line abreast for ships intended for ramming." Such are the directions contained in the treatise on tactics published in 1861. Although the French iron-clads still carry their guns in broadside, yet it is as rams, or as vessels intended to fight by ramming, that they must be regarded. The same lesson on this point reaches us from the waters of Lissa and the shores of the Chesapeake: the day when ships themselves were propelled *en masse* as an element of destruction commenced the decline of artillery. The foundries, it is true, have not yet said this last word; but in the relative conditions in which we now find ships and guns, there is not an admiral would dare present his broadside to an enemy in the hope of stopping him or turning him from his purpose. In fact, if ordnance has obtained some advantages over stationary bodies at short distances, it remains powerless against moving bodies. It is by the shock we must conquer; against the shock we must provide. On the approach of an enemy an iron-clad cannot do better than to reserve her fire, for the slight advantage of a shot or two, rendered uncertain by the rapidly changing distance, would not compensate for the inconvenience of a cloud of smoke which would envelope her at this critical moment, when her safety depended on the precision of her movements.

The iron-clad navy does not recognize the fundamental order of battle. That an order of steaming may at the same time be an order of battle, one single condition is necessary: the ships must always head toward the point whence the attack is to come. Starting out from this datum, many combinations more or less ingenious may be proposed, but in practice the various figures are sure to end, the first in a sort of irregular line abreast, and soon after in a *mêlée*.

From the naval battles which have already taken place we may judge somewhat of those of the future, so long as naval material undergoes no new change. Two iron-clad fleets meet and approach each other without firing. Every ship will select a particular adversary in the opposing lines, whom she will endeavour to sink by running down. The attempt to strike a square solid blow will often result merely in colliding obliquely; and frequently the shock will be avoided

altogether, and the two ships find themselves close alongside each other. It is then that the guns will come into play, and the broadsides poured in at close quarters will shatter the plating and crush in the sides.

What has been the result of the first encounter? At nearly all points the two lines have penetrated each other. Impelled by the speed they have acquired, the ships separate after passing, and rapidly increase their distance. In order to renew the fight, they must suddenly turn and retrace their steps. The fleet which is the first and the quickest in the execution of this manœuvre possesses an immense advantage over her enemy, by threatening their broadsides, and, assuming the character of pursuer, forces upon the enemy that of pursued. Such is the result we shall always see when two fleets join in battle. The *mêlée* becomes established among them by a series of passes; and if the two sides are equally skilful in manœuvring, the *mêlée* will soon become converted into a set of single combats in which all intervention of signals will become impossible.

When signals cease the mind of the admiral should still animate and guide the fleet. If he has not inspired all with a mutual good-will, with a care for their common glory, with a desire not to survive defeat; if he has not in short, organized victory in advance, he need not flatter himself with the hope of obtaining it. Whatever may be his personal heroism, whatever may be the example of his own ship, it is only through a lively sympathy that the one can become contagious, the other find imitators.

It is sad to see on how many occasions naval battles have given rise to recriminations which have come near to tarnishing the highest reputations. Ruyter complained of having been abandoned by Tromp, and Tromp cast the same reproach on Vice-Admiral Sweers. D'Estrées brought accusations against Duquesne, and was in turn complained of by Martel. Keppel and Palisser mutually traduced each other before the bar of public opinion; de Grasse brought his whole fleet before a court-martial; Suffren broke his captains and found scarcely one of them his exacting zeal hesitated to disgrace; Villeneuve believed himself to have suffered at Trafalgar the defection Brueys imputed to him at Aboukir. Nelson and Duguay-Trouin alone were always satisfied, and for that very reason generally had the right to be. Whence arise in all ages and in all navies these pretended refusals of support, or, what is not less grave in its consequences, the disheartening conviction that due support has not been rendered, and may still be wanting? The cause lies in the ab-

sence of a simple and practical rule—in the ill-defined division of responsibility.

A fleet should never become engaged except through the will of the commander-in-chief. This principle is, of course, indisputable. It is necessary to repress, to check severely, if need be, the impetuous; it is only the signal to engage that will set the several captains free, and authorize them to yield to their impulses. Until that moment they should remain plastic in the hands of the admiral, obedient to his orders, attentive to his signals and his movements. Let them chafe if they will, but let them obey. We would not wish to see renewed the heroic follies of Poitiers, Crécy, and Agincourt. All changes from the moment the admiral gives the word and he, the first, leads against the enemy. The fleet advances in good order, each ship maintaining her place, that, arriving *en masse*, the blow may be the more decisive. It is only known that there is no withdrawing. The enemy's line once broken, the signal book may be closed without fear. The responsibility of the captains then begins.

### LESSONS OF THE DECADE APPLIED.—NO. VIII.

**MARCHINGS.**—The squad being perfectly steady and compact in its facings, the instructor next proceeds to have them march in rank and halt. He therefore commands: *Squad forward, — Guide centre—MARCH!* At the command *forward*, each man will rest the weight of the body on the right leg. At the word "March" all step off with the left foot together, the body erect, the arms hanging at the sides without swinging, the upper part of the body slightly inclined forward, the length of the step twenty-six inches, the cadence of the time ninety steps a minute, called "common time." The line will be regulated by the centre-man, or guide, who will step short, take some two objects in line, in front to keep them straight, and march directly on them. The instructor will generally march before this guide, who is responsible for the direction of the march in line. The instructor will watch him specially, and see that he takes two objects before him for points of direction and marches towards them, without swerving right or left. The rest regulate on him, yielding to pressure from the centre, and resisting that at the flanks. The man at the head of the file is in like manner responsible for its march, and will be also attended to by the instructor, who will march beside him.

After marching a short distance, the instructor commands, *Squad—HALT!* The

word "Halt" will be pronounced when the left foot is foremost, and at the word all will halt in an instant, together, when the instructor dresses the ranks which will most probably be disordered at first,

To quicken the step, the instructor commands, *Quick—MARCH!* This pace will be one hundred and twenty steps a minute, and of twenty-eight inches in length. The squad will then halt, and facing about, repeat in the opposite direction, halting very frequently, and practising both steps and halts till they march together and halt together without any disorder or crowding, keeping their alignment by the touch of the elbows and an occasional glance at the centre, and halting bodily, so as to need but little dressing. The squad will then face to the right and left in succession, and march in file in the same steps preserving intervals with care and keeping, accurate time, watching the shoulders of their file leaders and not their feet, and keeping exactly behind them, so that the march is made as easy as in ranks.

The first three days will be occupied in dressing, facing, and marching, in rank and file; and the men will be kept at it till they all execute these motions as one man, and obey the sound of the bugle.

The men marching in common time, the instructor next commands, *Squad to the right—MARCH!* At the word "March" all the men wheel on the left heel suddenly, and, setting down the right foot by the left, step off with the left in the new direction, in files. If there is any crowding, the instructor halts the squads, fronts them again, marches forward, and repeats the movements, showing the men by example the way to effect it. The squad thus marching in file, the instructor to get them in rank commands, *Squad to the left—MARCH!* At the word "March," all wheel on the left heel, drop the right by it and step off with the left in the new direction in line. (N. B. The word "March" will be uttered in cases when the left foot is foremost, and all marches will commence with the left foot.)

These two changes will be sung all round the compass, at common time and then in quick time, and the instructor will then command, *Squad about—MARCH!* At the word "march" the left foot being foremost, set it down and wheel about suddenly on the left foot stepping off with the left again, which will be found to be in the rear by the change of face. The about march will first be executed in line, and afterward in file, first in common time, and then at quick time, till the men do it without crowding and as one man. The bugle signals for change of direction are the same as right, left and about face.

**OBlique MARCH.**—The squad being in line, the instructor commands, *Right oblique—MARCH!*—The men will turn to the right at an angle of 45 degrees and step off, each man having his right shoulder behind his file-leaders left, resuming the first direction at the command "forward." *Left oblique—MARCH!* is executed in the same way by inverse means.

The men now being formed in line, the instructor next commands, *Squad double quick—MARCH!* At the word "double quick" all place hands, closed under the breast, the elbows bent, the forearm level; lean the weight on the right leg, and lean slightly forward, bending the left knee and raising the heel. At the word "March" all move off at a slow trot, the time one hundred and eighty steps a minute, length of step thirty-three inches.

The double quick will be used at first

sparingly, but after the men can do it well the former lessons should be executed at this pace, namely right and left march, and about and oblique march.

The instructor next commands, *Mark time—MARCH!* when the men move their feet at the previous pace, but without gaining ground at all. This movement is used during temporary stoppages, when marching.

## A FEW THOUGHTS ON THE ARTILLERY

### ITS CONDITIONS AND REQUIREMENTS.

BY AN ARTILLERY OFFICER.

(From the Army and Navy Journal.)

Every intelligent person is aware that the science of artillery has been vastly magnified within the last ten years, but its full growth and progress can be realized only by those whose business or pleasure it has been to investigate the subject.

Although the changes and improvements have been due to many years of study and experiment, their rapid development has been brought about by the wars of the last dozen years. Within this period we may place the introduction of rifled cannon, smooth-bored hollow-cast guns of extraordinary calibre, mammoth powder, torpedoes, iron-clads, and many other inventions.

An officer well versed in the science of artillery, as taught a few years since, would be ignorant of his profession now had he learned nothing new. Then the light battery was looked upon as the "basis of all instruction in artillery," and to be an accomplished drillmaster was the gauge of success. The command of a mounted battery was the highest honor offered to the artilleryman, and the foot batteries were little more than stepping-stones to this position. The subject of heavy artillery was thought to be very well mastered by a knowledge of the manual of the piece, mechanical manoeuvres with guns, the largest of which weighed only about 15,000 pounds, and a few general facts relating to ranges and ammunition.

At present though the command of a mounted battery is no less an honourable position, and one which requires some unusual personal characteristics to insure full success, its relative importance has greatly decreased.

Our field artillery embraces but two kinds of guns, using but one kind of powder; the ammunition is fixed at the arsenals, the charges are unvarying and independent of the range; the ranges are confined to a few degrees of elevation, and the habitual fire is the simplest known—the direct fire. Nor is there now the scope for the judgment, the dash, and enterprise which, in the days of short ranged and muzzle-loading small-arms, went so far in making up the character of the model battery commander. Batteries lean far more heavily on the infantry for support than of old.

In heavy artillery an officer is concerned at once with twenty different guns, with powder and charges specially adapted to each; the ammunition is prepared at the batteries; every species of fire brought into play; all the mechanical powers are applied in mounting and manoeuvring the guns; and, in short an extent and variety of information required second to that in no other branch of service.

If we dwell upon this point, it is because the heavy artillery in this country has not been given its due importance in the past. This results in a great measure undoubtedly from the nature of the recent wars in which we have been engaged, and where our field artillery played such a glorious part. The

Mexican war first brought renown upon this arm, and made the names of the battery commanders as widely known as those of brigade and division commanders.

During the Rebellion, the necessities of the situation led to the absorption of the whole *personnel* of the artillery by the mounted batteries. Not until we are involved in war with some foreign power possessing extensive naval resources, and the capabilities of our existing and contemplated seacoast defences are subjected to the *experimentum crucis*, will the full value and importance of heavy artillery be appreciated by the country at large. We ourselves, however, should appreciate rightly and thoroughly the nature and extent of the duties and responsibilities which would devolve upon us of necessity in such a contingency. No officer of average ability can put off preparation for these duties until the emergency is at hand without risking some dishonor to himself and to his arm of the service.

Great as have been the changes in our own service, we cannot form an adequate idea of its development without reference to other countries. It would be alien to our purpose to enter into any lengthened comparison between our own ordnance and that of foreign powers, and only such salient points are touched upon as may serve to show that the inactivity which characterizes our condition is not paralleled elsewhere. It is true that this inactivity, so far as relates to the construction of ordnance, is enforced by the unwise legislation of Congress forbidding the manufacture of cannon, thus compelling the cessation of all experiments in the direction in which improvement is absolutely essential. This legislation seems to be grounded upon the assumption that our experiments, thus far, have not been made in the direction which promises success. It is of vital importance, however, that it be definitely determined whether our system of smooth-bored guns of large calibre is what we require or not. It may with truth be said that we have hitherto uniformly led the world in the fabrication and general adoption of the heaviest, and, therefore, most decisive ordnance. Our naval successes during the war of 1812-'15 were principally, if not entirely, due to this fact. The possibility of constructing reliable cast-iron guns of more than 8 inch calibre is due solely to the genius of General Rodman, as is the invention of large-grained or mammoth powder, now largely used in foreign services with heavy guns.

It may be that in adhering to cast-iron guns we are wrong; but this is yet to be demonstrated, and if at all, by the means by which we have heretofore maintained our superiority. Anything is better than inaction. A speck of war would lead to the hasty construction of heavy guns without any opportunity for experiments, by which alone good results are to be had. We have on paper 10-inch and 12 inch guns, and 15-inch mortars, which in anticipation of war would be fabricated and sent to our seacoast works "with their imperfections, on their heads." Then disaster following disaster might demonstrate again, as often before, that such a policy is suicidal, and that it is well to prepare for war in time of peace.

#### WHAT HAS BEEN DONE ELSEWHERE.

By a system of experiments involving pounds where ours involve pence, England has apparently become satisfied with the steel-lined wrought-iron muzzle-loaders. The latest pattern of the maximum size is the new 35-ton rifle; calibre, 11.6 inches; charge 130 lbs; projectile, 600 lbs; I.V., 1,300 feet.

The conversion of smooth-bored cast-iron

guns into rifles of smaller calibre, by inserting a wrought-iron tube in the bore, has been pushed to a considerable extent; no less than 640 of these converted guns being in service, with no failure yet recorded. The guns selected for conversion have been the 8-inch and 10-inch shell guns, and the 68-pounder, giving to the new rules calibres of 7 and 8 inches.

The breech-loading guns of Krupp are largely in use on the continent, particularly by Prussia, Russia, and Belgium. It is stated that Russia has contracted for 400 of these guns of 11-inch calibre; projectile, 495 lbs, charge, 83 lbs. of prismatic (Rodman) powder; I. V., 1,300 feet.

Rifled Mortars form now either a part of the recognized armament of most of the leading foreign powers, or are the subject of continued experiment to that end.

Prussia has a rifled mortar weighing 7,480 lbs; calibre, 8 inches; charge, 8 lbs; shell 160 lbs; I. V., 600 feet.

The Russians have bronze rifled mortars of 6 and 8 inches calibre. The former weighs, 3,060 lbs; charge, 5 lbs; projectile, 90 lbs; I. V., 800 feet. The latter weighs 8,625 lbs; charge, 19 lbs; projectile, 195 lbs.

In England experiments have been made on the conversion of the 13-inch S. C. mortar into a 9-inch rifled mortar by lining the bore with a wrought-iron tube, according to the Palliser system of conversion. A series of experiments has also been conducted to test the capabilities of the steel guns made for the Abyssinian expedition, when used as mortars. These guns are of 8-inch calibre; weight, 146 lbs; length 2 ft. 2 inches; are mounted on a wrought-iron carriage weighing 223 lbs; and carry a 12-pound shell with a bursting charge of 1 lb. Of 50 shots fired at angles of elevation varying from 30 deg. to 55 deg., all but four struck point first, giving an average penetration of almost 5 min. in stiff clay soil.

The only rifled mortar ever constructed in the United States, so far as we know, is due to the intelligent and persevering study of a gentleman in private life, and not at all to official experiment, influence, or encouragement.

**Field Artillery.**—In Great Britain numerous experiments have been made of late to determine the relative endurance of bronze and wrought-iron field guns, with the several result decidedly in favor of the former, which are proposed for adoption in the India service. It is true that the recent failures of certain bronze guns made at Woolwich have led to the impression that uniformity cannot be secured in their manufacture, but we are not prepared to admit this in the face of recent improvements in the making of bronze and casting of bronze guns.

A marked feature of the field gun of the Russian, Austrian, and Prussian services in comparison with our own, is the greatly increasing weight of the projectile thrown, without a proportionate increase of weight in the gun. For example, the Russian 4 pounder of 3.42 inches calibre, weighs only 765 lbs. and throws a shell of about 16 lbs. weight, with an initial velocity of 1,884 feet, the charge being 1 lb. 8 oz; the 9-pounder weighs 1,382 lbs., is of 4.2 inches calibre, and with a charge of 3 lbs. of powder and projectile 31.3 lbs, gives 1,050 I. V. This gun though but little heavier than our 12-pounder smooth-bore, is scarcely inferior to our 4.5-inch rifled gun weighing 3,600 lbs; the 12-pounder siege gun weighs 2,061 lbs., is of 4.7 inches calibre, and with a charge of 3 1/2 lbs. and projectile of 36 lbs. gives 1,006 I. V.; the 24-pounder weighs 4,914 lbs.; is of 6 inches calibre; charge, 7 lbs.; projectile, 71 1/2 lbs.; I. V., 1,083 feet.

To be continued

THE STRANDING OF THE "AGINCOURT."

The Minute of the Board of Admiralty on the negligent stranding of Her Majesty's ship Agincourt, which we print in another column, will relieve the country from a great anxiety, and dispel any momentary misgiving which may have been suggested as to the fairness of Mr. Goschen and his colleagues in upholding the discipline of the Navy. Seldom has so sweeping a sentence been pronounced by the Admiralty; but, on the other hand, seldom have the annals of the Navy revealed such wide spread negligence, Vice-Admiral Wellesley, C. B., and Rear Admiral Wilmot, C. B., are directed to strike their flags; Captains Wells and Beamish, of the Minotaur and Agincourt, are superseded together with the Admirals; Staff Commander Kiddle, the Senior Navigating Officer of the Flagship, is placed upon half-pay, and, if the report be correct that the Agincourt is to be paid off, Staff Commander Knight, of that ship, will suffer the same fate, while the Captains and Navigating Officers of the Warrior and Northumberland, the ships astern of the Agincourt, are censured for not apprising the Agincourt, of the immediate danger in which she was standing. Not only are these signal examples made of the officers who are most to blame, but the duties so generally transgressed have been defined in terms of the most exact precision; and, finally, the approbation of their Lordships is given to the officers and men of the squadron for their exertions in lightening and rescuing the Agincourt, with an express notice of skill exhibited by Lord Gifford in rendering the assistance of the Hercules. We cannot sufficiently express the satisfaction we feel that a great emergency in the history of the Navy has been met in a manner equal to its importance, and we congratulate the country that Mr. Goschen and his Board have exhibited so full a capacity for the stern duties of command.

We must not, indeed, blink the fact that a great emergency had arisen, and that the disaster which befell the Agincourt, and has also befallen the Psyche and the Caledonia, betokens a gradual but dangerous decline in the navigation of the British Navy. Steam, which had added so great a power to our fleets, has largely impaired the qualities of seamanship and navigation which once distinguished our Naval officers. Before the introduction of steam into the Navy every departure from a harbor or return to port was an exercise in seamanship, navigation and pilotage, for the Captain and Lieutenant as well as for the master of the ship. Now it is the rarest incident when the commander trusts to anything but steam for moving in or out of harbor, and the ship's direction is very generally left exclusively to the Navigating Officer and Engineer. This alone can account for the surprising apathy with which Admirals, Captains, and officers of the watch alike, on the recent occasion in Gibraltar Bay, suffered Staff Commanders Kiddle and Knight, without check or interference, to steer the fleet into evident danger.—*Broad Arrow.*

The following is said to have been copied literally from an old tombstone in Scotland.  
 "Here lies the body of Alexander Macpherson, who was a very remarkable person. Who was two yards high in his stocking feet, and kept his accoutrements clean and neat.  
 He was slew  
 At the battle of Waterloo,  
 Being shot by a bullet  
 Plump through the gullet;  
 It went in at his throat,  
 And came out at the back of his coat."

DOMINION OF CANADA.



MILITIA GENERAL ORDERS.

HEAD QUARTERS,

Ottawa, 13th September, 1871.

GENERAL ORDERS, (20.)

ACTIVE MILITIA.

No. 1.

MEDICAL STORES.

The Medical Officers of such corps as have already performed the Annual Drill are requested to transmit to Deputies Adjutant General commanding Districts, for transmission to Head Quarters, returns showing the number of sick they have treated and the quantity of medical stores they have expended, in order that some statistics on this subject for future guidance may be obtained. These officers are also requested to state what, in their opinion, are the deficiencies of the "Medicine boxes," and in what particulars they may be improved. The attention of all Medical Officers is called to an article on this matter in the "Canada Medical Journal" of June last.

In future, on conclusion of the Annual Drill at the various camps of exercise, the whole of the Medicine Boxes are to be returned into the respective District Stores.

No. 2.

INSPECTION RETURNS.

Referring to General Order (12) 5th May last, paragraph 19 (page 54 of pamphlet) Deputies Adjutant General commanding Military Districts will transmit to Head Quarters without delay, the Annual Inspection Returns therein called for of all corps in their respective Districts which have performed the Annual Drill for 1871-'72. They will be careful to furnish the statistical information required in the Inspection Returns, and when such is omitted a special report in explanation thereof is to be made.

No. 3.

PROVINCE OF ONTARIO.

Mooretown Troop of Cavalry

No. 2 Company, (Mooretown,) 27th "Lambton" Battalion of Infantry, gazetted "to do mounted duty when required," is hereby struck off the strength of the 27th Battalion and formed into a troop of "Cavalry," to be styled the "Mooretown Troop of Cavalry."

To be Captain.

Captain George Stewart, V. B.

To be Lieutenant:

Lieutenant Duncan Cunningham, V. B.

(Continued on page 595.)

## THE BRITISH CAVALRY.

The following list is compiled from the Army List for August, 1871, shewing the stations, uniform, facings, &c., of the various regiments. To the members of the Volunteer Cavalry of the Dominion it may perhaps not be found devoid of interest. The Hussar uniform as adopted by the Volunteer Cavalry, is a *fac simile* of the 13th Hussars.

- 1st Life Guards, Scarlet uniform, Blue facings, White plume, Helmet or Morion of steel, stationed at Windsor.
- 2nd Life Guards, Scarlet uniform, Blue facings, White plume, Helmet or Morion of steel, stationed at Regent's Park.
- Royal Horse Guards, Blue uniform, Scarlet facings, Red plume, Helmet or Morion of steel, stationed at Hyde Park.
- 1st King's Dragoon Guards, Scarlet uniform, Blue facings, Red plume, Helmet, stationed at Newbridge.
- 2nd Dragoon Guards (Queen's Bays), Scarlet uniforms, Buff facings, Black plume, Helmet, stationed at Colchester.
- 3rd Prince of Wales' Dragoon Guards, Scarlet uniform, Yellow facings, Black plume, Helmet, stationed at Aldershot.
- 4th Royal Irish Dragoon Guards, Scarlet uniform, Blue facings, White plume, Helmet, stationed at Manchester.
- 5th Princess Charlotte of Wales' Life Guards, Scarlet uniform, Dark Green facings, Red and White plume, Helmet, stationed at York.
- 6th Dragoon Guards (Carabineers), Blue uniform, White facings, Black plume, Helmet, stationed at Dundalk.
- 7th Princess Royal's Dragoon Guards, Scarlet uniform, Black facings, Black and White plume, Helmet, stationed at Maidstone.\*
- 1st Royal Dragoons, Scarlet uniform, Blue facings, Black plume, Helmet, stationed at Curragh.
- 2nd Royal North Britain, Dragoons, Scarlet uniforms, Blue facings, White plume, Bear skin, Busby, bag Garter Blue, stationed at Edinburgh.
- 3rd King's Own Hussars, Blue uniform, Scarlet collars, White plume, Busby, Bag Garter Blue, stationed at Bombay
- 4th Queen's Own Hussars, Blue uniform, no facings, Scarlet plume, Busby, Bag Yellow, stationed at Bengal.
- 5th Royal Irish Lancers, Blue uniforms, Scarlet facings, Green plume, Lancer Cap, stationed at Bengal.
- 6th Inniskilling Dragoons, Scarlet uniform, Yellow facings, White plume, Helmet, stationed at Cahir.
- 7th Queen's Own Hussars, Blue uniform, no facings, White plume, Busby, Bag Scarlet, stationed at Aldershot.

\*Ancient name of the regiment, Virgin Mary's Guards, or Black Horse, raised in Ireland in 1717 by Lord Ligonier, as a regiment of gentleman volunteers.—ED. VOL. REV.

- 8th King's Royal Hussars, Blue uniform, no facings, Red and White plume, Busby, Bag Scarlet, stationed at Dublin.
- 9th Queen's Royal Lancers, Blue uniform, Scarlet facings, Black and White plume, Lancer Cap, stationed at Aldershot.
- 10th Prince of Wales' Own Royal Hussars, Blue uniform, no facings, Black and White plume, Busby, Bag Scarlet, stationed at Houndslow.
- 11th Prince Albert's Own Hussars, Blue uniform, Crimson overalls, no facings, Crimson and White plume, Busby, Bag Crimson, stationed at Bengal.
- 12th Prince of Wales' Royal Lancers, Blue uniform, Scarlet facings, Scarlet plume, Lancer Cap, stationed at Aldershot.
- 13th Hussars, Blue uniform, Buff collars, White plume, Busby, Bag Buff, stationed at Leeds.
- 14th (King's) Hussars, Blue uniforms, no facings, White plume, Busby, bag Yellow, stationed at Ballinacoly.
- 15th (King's) Hussars, Blue uniform, no facings, Scarlet plume, Busby, bag Scarlet, stationed at Bombay.
- 16th (Queen's) Lancers, Scarlet uniform, Blue facings, Scarlet and White plume, Lancer Caps, stationed at Madras.
- 17th Lancers, Blue uniform, White facings, White plume, Lancer Caps, stationed at Curragh.
- 18th Hussars, Blue uniform, no facings, Green plume, Busby, Bag Lincoln Green, stationed at Madras.
- 19th Hussars, Blue uniform, no facings, White plume, Busby, bag White, stationed at Brighton.
- 20th Hussars, Blue uniform, no facings, Crimson plume, Busby, bag Crimson, stationed at Bengal.
- 21st Hussars, Blue uniform, no facings, White plume, Busby, bag French Grey, stationed at Bengal.

The above list comprises the whole force of the Cavalry of the British army up to the present date, viz: August 31st, 1871. The 3rd, 4th, 13th and 14th Hussars were formerly designated as "Light Dragoons." The 2nd or "Royal North Britain Dragoons," are the famous "Scotch Greys," they wear the bear skin cap and were formerly called Horse Grenadiers. The tunic has been substituted in all Hussar regiments for the "Dolman and the Pelisse, vulgarly called by some the hanging jacket," about the origin of which most ridiculous ideas are still prevalent. The Hussar Pelisse was copied from the Hungarian Hussars, was worn over the "Dolman" or short jacket in cold weather, and slung on the left shoulder in hot. The Pelisse is still kept up as part of the national costume in Hungary and the Principalities. The Sabretasch is worn by officers, non-commissioned officers and troopers of all Hussar regiments; in the heavy Cavalry and Lancers only by the officers and staff non-commissioned officers. The 11th Hussars formerly Lord Cardigan's crack corps and yelet the "Cherubims" are the only

corps that wear the crimson overalls. All Hussars wear the busby, the color of the busby bag being different in regiments.

R. L.

## A VISIT TO THE ROYAL ARSENAL AT WOOLWICHL

Entering the arsenal by the main gate the visitor is at first struck by the utterly deserted look of the place; the huge chimneys, it is true, are pouring out smoke, and in the air around the peculiar rumble and rattle of distant machinery is discernible; but all the great departments work with closed doors, and it is not until entering the first great door on the right—the Royal Carriage Department—that standing amid a bewildering haze of whirling lathebands with the crash of machinery and the din of hammers ringing on every side of him, that a chance visitor can appreciate the fever of industry—to coin an expression—into which he has entered. Talk of being bound to the wheel! Every man here seems a perfect Ixion, engaged in perfecting his own instrument of torture; for big wheels of "wing-carts, medium wheels of gun-carriages, little wheels for traversing guns, many each and all be seen here, from the rough wood or brass to the almost perfected article. Here are two great side boards of iron, apparently faced by another of the same material. Watch the machinery in this three-sided box as it looks; it is the great Moncrieff gun carriage in embryo. The room on the other side is full of these gigantic colfers in every stage of advancement, all being finished as fast as skilled labor, steam and money can finish them. If you are a Britisher and a tax-payer, you leave this part of the establishment with a satisfied grunt, "Come there's something being done here, at any rate." What are all these boys doing to the left, in the Laboratory? To the uninitiated eye, countless little urchins seem to be sitting before constantly-working pumps, into which they are putting little bits of metal; but in reality hundreds of thousands of the metal portions of the Snyder small armed cartridge are turned out every day, each boy having worked before him on a card the number that have passed through his hands during the current and previous week; and in another portion of the same building the paper portion of the same cartridge is being turned out as rapidly by young women and girls. As fast as these cartridges are finished, they are passed on to be filled, and are issued for the service for which they have been made as soon as possible, as it is a rule never to retain more filled cartridges than are absolutely required in the arsenal. Turning round to the right, an immense row of guns attracts the attention. These are all absolute patterns—serviceable still but not of the present approved pattern of issue; and like thousands and thousands of their brethren, they are resting in peaceful quiet till some emergency may call the smoke and flame from their throats. Behind three or four immense heaps of Palliser shot and shell is the shell foundry, the interior of which at once brings to the mind of the visitor, a subterranean scene in a pantomime before the transformation. Amid the roaring, crackling furnaces, which, when open, seem almost to shrivel up the eyes of those unaccustomed to look upon them, dusky figures flit to and fro, stoking, hammering, or wheeling masses of dull blue-looking metal,



which seem cool enough, but throws out, as it passes, a fierce heat, which makes one involuntarily shrink and draw back. Toward the centre of the circle a row of white hot metal, which throws a weird light upon the workers' faces and hands, making the whole place look as if some grand incantation scene was going on within it. This is the liquid metal now being worked free from air-bubbles, and which poured into a mould, will an hour hence, form the rough conical shot and shell so rapidly being wheeled away on all sides of us to cool in the open air. When cool the shells are taken to the finishing room to have their studs fixed, and have all the final touches put to them before they are wheeled out to the gigantic piles already standing in the centre of the arsenal waiting till they are sent away to be filled at the laboratory, and shipped off either for home or foreign service. Further down is the gun-foundry, where, from the rolling of the long rail-like bars of iron forming the first coil, to the perfected weapon, rifled, polished and fitted with sights, every description of gun-making may be seen. The rapidity with which a gun is made here is perfectly astonishing. One day one sees a gigantic strip of white hot metal (perhaps 150 feet long) dazzling the eyes as it is rolled into a coil like some huge snake throwing its heated breath around. A little while after, before one would think it hardly had time to cool, we see it turning slowly round, gradually growing into shape beneath the sharp cutting instrument applied to its sides. Before long it has advanced a stage further, and is being stained and fitted with sights, and very soon after it is moved, and run on the tramway, which goes through all the manufacturing departments and store-houses, to be shipped, in one of the War Department vessels nearly always lying at the arsenal pier, to the station at which it may be required.

#### PALMERSTON'S FOLLY.

Behind those piles of shot and shell of the most approved patterns and enough one would imagine to take England through months and months of warfare, stand probably the largest mortar in the world, projecting a thirty-six inch shell. The mortar it appears is generally known in gunnery circles, by the name of Palmerston's Folly, in consequence of its having been ordered to be made by that distinguished statesman, and not turning out the success it was anticipated. Some idea may be formed of the element it would have been in a siege-train had it answered from the following particulars: The mortar weighs fifty-two tons, (without its carriage;) the weight of the shell which it projects is, when empty, 2,548 pounds, with its bursting charge 3,023 pounds. When it was first tried at Woolwich in 1857, the shell was projected a distance of 2,644 yards, penetrating into the ground where it struck upwards of thirty feet, and making a chasm upwards of forty feet across. Imagine such a missile used in the siege of a great city like Paris! Each shell would devastate a street; but fortunately for the human race, the mortar cracked after a very short trial, and now stands in the arsenal a monument of fallen greatness, while the shells which cost £30 for the casting only, form corner posts, like huge pills, all over Woolwich Common. The Prussians, some short time since, talked of bringing their famous Krupp gun (a 1000 pounder) to aid the siege of Paris, but the enormous difficulties attending its transport, and the uncertainty of being able to procure proper

ammunition, caused the idea to be relinquished, and the Krupp gun, like our fifty-ton mortar, is probably reposing in gigantic idleness within the walls of an arsenal. The battle is not always to the strong, and one of the soft little nine-pounder field-pieces would, from its superior quickness of manipulation, probably do more mischief at 2,000 yards than even the Titanic missiles above described.—*Belgravia.*

#### NICE AND SAVOY.

The people of Nice and Savoy have never taken kindly to the French since these provinces were demanded by Napoleon in compensation to the aid he gave to Italy, in 1859. There is a strong feeling amongst them in favor of re-union with Italy. According to a despatch in a Lyons paper serious disturbances took place in Nice on the 10th ult. A number of persons traversed the town shouting, "Hurrah for Garibaldi!" "Down with France!" "Death to the French!" Two French contractors were afterwards stabbed by the mob, and one of the wounded men is in a dying state. No explanation is given of the cause of these disturbances. The member who represents Nice in the French Assembly recently stated, however, that some of the inhabitants were discontented with French rule; and the *Veite* thinks that the present disorders may perhaps be due to that discontent.

#### THE AUTUMN MILITARY QUESTION.

The *Times* (August 11th) observes that although Colonel Anson's motion was negative without a division, it is none the less true that both the Houses and the country "have heard with regret that autumnal manoeuvres in Berkshire are abandoned;" and the country will certainly be disappointed if Mr. Cardwell continues, upon reflection, to be so thoroughly satisfied with the whole proceeding as he yesterday appeared. Referring to Sir Henry Storks's speech, the *Times* says:—"We ask with some amazement, whether it is a British officer who is pleading as an excuse for not practising the Prussian system of training that our soldiers cannot live as roughly as the Prussian do. We repudiate the insinuation so lightly cast on them. Both officers and men, are at least as capable of "roughing it," as Prussians, and if they were called on for the exertion, they would face it with pleasure. But we fear we have not heard the truth of the matter. We have already fallen in such a system of elaborate routine that we are unable to meet the demands of a piece of rough work. The arrangements of our military organization are as stiff as our uniforms. Sir Henry Storks says that before we carry out the Prussian system of training, we must "Prussianize our army." The public will entirely agree with him, and they will, also think that in some points as he mentions the sooner the process is commenced the better.

The *Telegraph* (August 11th.) asserts that the most effective part of the speeches delivered by Mr. Cardwell and Sir Henry Storks was that in which they pointed out the essential difference between the Prussian and the English systems. Wherever, a division of the German army is going through its autumnal manoeuvres, the district is laid entirely under its command. In fact the Prussian soldiers treat the scene of their manoeuvres much as if it were a hostile country; and the people submit to all such exertions, provided they are paid for damage done to the land, or for the use of

their horses. How would such a mode of procedure suit those Berkshire agriculturists who, according to critics of the War Office are keenly disappointed at the loss of a visit from the manœuvring forces? Of course in time of war we should not act in the same manner as the Prussians. But autumnal manœuvring is not war, and it is sheer folly for military gentlemen to fancy that any district would permit itself to be treated as if were an enemy's country, merely because it afforded good practising ground for the troops.

The *Standard* (August 11th) says that by Mr. Cardwell's own explanations we have been unable to muster 30,000 men in Berkshire because of the harvest, and the difficulty of water, and the clay soil, and the want of transport horses, and the long nights and short days, and for fifty other reasons equally urgent. It is then, agreed by the English people that their army shall be exercised only when there is fine weather? To complete the force it is only necessary to arrange with foreigners that they shall never invade England except when the nights are short and the days long; that they shall come during the equinox, or fight in clay soil; that they shall give us full notice, so that Messrs Pickford may have their horses disengaged.

The torpedo boat, which will be built at the Washington navy yard, is to be named the *Robeson*. It will be 175 feet long, with 35 feet beam. Her hull will be of iron only three feet of which will be out of the water. The exposed part however, will be armor-plated with five inch iron, backed with wood. She will be propelled with two screws, and her engines are expected to drive her at fourteen knots per hour minimum speed. The only rigging she will have, which is a fair weather arrangement altogether, will consist of two masts, schooner-rigged. The boat will be of comparatively light draft, requiring eleven and a half feet of water. The torpedo will contain 100 pounds of powder, attached to an iron beam, which will protrude from the bow below water line. This beam will be twenty-five feet long and so adjusted as to be forced out by hand from a water-tight compartment through packing. It will be worked by hand. It is intended, when orders are given to that effect, that the torpedo boat shall make straight—under a full head of steam—for an enemy's ship and run well under her, and explode the same by electricity, the beam being withdrawn at the same time.

We have an important statement from the Southern Historical Society of the Military strength of the late Confederacy, and of the losses on that side during the war. It is reported as correct by General Cooper, who was the assistant adjutant general of the Rebel military establishment, and we have no doubt is as near the exact truth as we shall ever be able to get. The statement sets forth that the whole number of soldiers in the Southern army during the four years of the war did not exceed 600,000; that at no time were there more than 400,000 men on the muster roll at once; and that the effective strength of the army was never greater than 200,000 men. At the time of Lee's surrender, but 100,000 were in the field. The total deaths from all causes during the war in the Confederate army were 200,000.

From 1859 to 1865, the average number of recruits who joined the British army annually was 17,000; the average number of desertions 3,000, of whom 1,000 rejoined.

<p>To be Cornet: Ensign Cavendish Nevill, V. B.</p>	<p>No. 4 Company, <i>Thamesford</i></p>	<p>BREVET. To be Major:</p>
<p>"Wellington" Field Battery of Artillery.</p>	<p>To be Captain: Henry Brown, Esquire, V. B., formerly Lieutenant late No. 3 Company, 22nd Battalion, vice Dawes, promoted.</p>	<p>Captain Archibald McLean, M. S. No. 5 Company 18th Battalion, from 31st August, 1871.</p>
<p>The Geulph Battery of Garrison Artillery, (No. 1 Company 30th "Wellington" Battalion of Rifles) is hereby struck off the strength off the 30th Battalion and formed into a Field Battery, to be styled the "Wellington Field Battery of Artillery." Guns, waggons, and the necessary equipment will be furnished when the Department of Militia and Defence is in a position to do so.</p>	<p>27th "Lambton" Battalion of Infantry. No. 5 Company, Moore.</p>	<p>LEAVE OF ABSENCE. Leave of Absence is hereby granted to Captain John Holmes, No. 2 Company, 43rd Battalion, from 1st inst., to 1st May, 1872.</p>
<p>To be Captain: Captain Archibald Henry Macdougald, M. S.</p>	<p>To be Ensign: Nathaniel K. Nesbitt, Gentleman, M. S., vice J. Baxter, whose resignation is hereby accepted.</p>	<p>No. 4. CONFIRMATION OF RANK.</p>
<p>To be 1st Lieutenants: 1st Lieutenant David McCrae, M. S. William Nicoll, Gentleman, M. S.</p>	<p>41st "Brockville" Battalion of Rifles. No. 4 Company, Merrickville.</p>	<p>The following officers holding certificates of qualification are hereby confirmed in their respective ranks:— Lt.-Colonel Alexander Sproat, V. B., 1st class, 32nd Battalion, from 30th of June, 1871.</p>
<p>To be 2nd Lieutenant: 2nd Lieutenant Hugh Macdonald, M. S.</p>	<p>To be Captain: Ensign Plomer Young Morricks, V. B. vice Wright, promoted.</p>	<p>Major Robert Lamour, V. B., 1st class, Grand Trunk Brigade from, 30th June, 1871.</p>
<p>Ottawa Brigade of Garrison Artillery. No. 2 Battery, Ottawa.</p>	<p>To be Ensign, provisionally: David Gwynne, Gentleman, vice Merrick, promoted.</p>	<p>Major William C. Bruce, V. B., 1st class 32nd Battalion, from 30th June, 1871.</p>
<p>To be 2nd Lieutenant: Francis Michael, Cotton, Gentleman, M. S., vice J. Cotton promoted.</p>	<p>Cananoque Battery of Garrison Artillery.</p>	<p>Major William Daniels, V. B., 1st class, 32nd Battalion, from 30th June 1871.</p>
<p>No. 7 Battery, Ottawa.</p>	<p>To be 1st Lieutenant, provisionally: Sergeant John Brown Haig, vice McKenzie promoted.</p>	<p>Captain Hugh Stewart, V. B., 2nd class, No. 4 Company, 37th Battalion, from 19th June, 1871.</p>
<p>To be 2nd Lieutenant, provisionally: Emmanuel Tassé, Gentleman.</p>	<p>43rd "Carleton" Battalion of Infantry. No. 1 Company, Hazeldean.</p>	<p>Captain Jacob Upper, V. B., 2nd class, No. 5 Company, 19th Battalion, from 19th June 1871.</p>
<p>20th "Haltou" Battalion of Infantry. No. 2 Company, Stewarttown.</p>	<p>To be Ensign, provisionally: Sergeant Robert Shore, vice Ronald Stewart, whose resignation is hereby accepted.</p>	<p>Captain Robert MacFarlane, V. B., 1st class, No. 1 Company, 23th Battalion, from 30th June, 1871.</p>
<p>To be Lieutenant: Sergeant William Philip Applebe, M. S., vice Robt. Campbell, who is hereby permitted to retire retaining rank.</p>	<p>No. 2 Company, Huntly.</p>	<p>Captain Thomas Peck, V. B. 1st Class, No. 2 Company, 29th Battalion, from 30th June, 1871.</p>
<p>To be Ensign: Sergeant Robert G. Bescoby, M. S., vice G. W. Black, whose resignation is hereby accepted.</p>	<p>To be Ensign, provisionally: George William Monk, Gentleman, vice Nesbitt retired.</p>	<p>Captain George Hespeler, V. B., 1st class No. 5 Company, 29th Battalion, from 30th June, 1871.</p>
<p>22nd Battalion "The Oxford Rifles."</p>	<p>45th "West Durham" Battalion of Infantry. No. 6 Company, Lindsay.</p>	<p>Captain Christopher Robert Barker, V. B., 1st class, No. 2 Company, 32nd Battalion, from 30th June 1871.</p>
<p>To be Quarter-Master: Samuel G. Burgess, Gentleman, vice James B. Rounds, whose resignation is hereby accepted.</p>	<p>To be Lieutenant: Ensign George W. Searle, V. B. vice Ross resigned.</p>	<p>Captain William Washington Winfield, V. B., 2nd Class, No. 5 Company, 30th Battalion from 30th June 1871.</p>
<p>No. 3 Company, Princeton.</p>	<p>To be Ensign provisionally: Color Sergeant David Nesbit Morison, vice Searle, promoted.</p>	<p>Capt. John Hunter, V.B., 2nd class, No. 5 Company, 32nd Battalion, from 30th June, 1871.</p>
<p>To be Captain: Lieutenant Francis Baker Horner, M. S., vice Solon Eakins, who is hereby permitted to retire retaining rank.</p>	<p>48th "Lennox and Addington" Battalion of Infantry. No. 1 Company, Tamworth.</p>	<p>Captain John Kaine, V. B., 2nd class, No. 8 Company, 33rd Battalion, from 30th June, 1871.</p>
<p>No. 4 Company, Ingersoll.</p>	<p>To be Lieutenant, provisionally: Robert Cox, Gentleman, M. S. vice Close, resigned.</p>	<p>Captain Patrick Regan, C.V.B., 1st class, No. 1 Troop N. and D. Squadron, from 5th July, 1871.</p>
<p>To be Captain: Richard Yates Ellis, Esquire, V. B., formerly a Lieutenant in 2nd Battalion, vice Wonham, promoted.</p>	<p>To be Ensign: Asahel H. Scouten, Gentleman, M. S., vice Close, promoted.</p>	<p>Lieutenant Joshua Austin, V. B. 2nd class No. 6 Company, 39th Battalion, from 19th June 1871.</p>
<p>To be Lieutenant, provisionally: George Kingsbury Brown, Gentleman, vice J. Benson, deceased.</p>	<p>No. 2 Company Tamworth.</p>	<p>Lieutenant James Wayling, V. B., 2nd class, No. 7 Company, 12th Battalion, from 19th June, 1871.</p>
<p>To be Ensign, provisionally: Sergeant Edward Barker, vice James Canfield, whose resignation is hereby accepted.</p>	<p>To be Lieutenant, provisionally: Sergeant William Miller, vice Samuel C. McDonnell, left limits. Ensign Henry Alpheus Jones, having left limits, his name is removed from the list of officers in the Active Militia.</p>	<p>Lieutenant John Beattie, V. B., 2nd class, No. 3 Company, 30th Battalion, from 30th June 1871.</p>
<p>26th "Middlesex" Battalion of Infantry.</p>	<p>56th "Grenville" Battalion of Infantry. This Battalion is hereby changed from Infantry to Rifles. Captain Daniel H. Mooney, No. 2 Company, will perform the duties of Paymaster to this Battalion until further orders.</p>	<p>Lieutenant James Kennedy, V. B., 2nd class, No. 6 Company, 39th Battalion, from 30th June, 1871.</p>
<p>To be Major: Captain Thomas Dawes, V. B., from No. 4 Company, vice Attwood, promoted,</p>		<p>Lieutenant David Thomas McConnell, V. B., 2nd class, No. 3 Company, 28th Battalion, from 30th June 1871.</p>

Lieutenant Robert Smith, V. B., 2nd class, No. 5 Company, 30th Battalion, from 30th June 1871.

Lieutenant Alexander Thomas Montgomery, V. B., 2nd class, No. 2 Company, 33rd Battalion, from 30th June, 1871,

Ensign Peter Benjamin Barnard, V. B., 2nd class 13th Battalion, from 19th June 1871.

Ensign William Ogg, V. B., 2nd class No. 7 Company, 13th Battalion, from 19th June, 1871.

Ensign Charles George Dyett, V. B., 2nd class, 13th Battalion, from 19th June 1871.

Ensign James Graham Cooper, V. B., 1st class, No. 5 Company, 32nd Battalion, from 30th June, 1871.

Ensign James S. Gavin, V. B., 2nd class, No. 3 Company, 30th Battalion, from 30th June, 1871.

Ensign Edward Grigg, V. B., 2nd class, No 4 Company, 33rd Battalion, from 30th June, 1871.

Ensign Jacob Crozer, V. B., 2nd class, No. 9 Company, 33rd Battalion, from 30th June, 1871.

Ensign Joseph Beck, V. B., 2nd class No. 2 Company, 33rd Battalion, from 30th June, 1871.

Ensign Robert John Leach, V. B., 2nd class, No. 8 Company, 33rd Battalion, from 30th June 1871.

Ensign John Douglas V. B., 2nd class, No. 6 Company, 33rd Battalion, from 30th June, 1871.

Ensign Talbot McBeth, V. B., 2nd class, No. 3 Company, 7th Battalion, from 30th June 1871.

Ensign John Kyles O'Connor, V. B., 2nd class, No. 1 Company, 7th Battalion, from 30th June, 1871.

Ensign Hugh Nicholl, V. B., 2nd class, No. 2 Company, 20th Battalion, from 30th June 1871.

Ensign Isaac Hubor, V. B., 2nd class, No. 5 Company, 19th Battalion from 30th June, 1871.

Ensign John Cleghorn, V. B., 2nd class, No. 2 Company, 30th Battalion from 30th June, 1871.

Ensign James Colcleugh, V. B., 2nd class, No. 5 Company, 30th Battalion, from 14th June, 1871.

Ensign James McGee Yates, V. B., 2nd class, No. 4 Company, 7th Battalion, from 30th June 1871.

PROVINCE OF QUEBEC.

No. 1 Troop, Montreal Cavalry.

To be Cornet:

Sergeant-Major John Tees, C. S., vice Lockerby, resigned.

CONFIRMATION OF RANK.

The following officers holding certificates of qualification are hereby confirmed in their respective ranks:—

Captain William F. Kay, V. B., 1st class,

Montreal Brigade Garrison Artillery, from 11th July 1871.

Captain Robert Johnson, V. B., 1st class, No. 1 Company, 50th Battalion, from 11th July, 1871.

Captain Robert Sylvestre, V. B., 1st class, No. 3 Company, St. Hyacinthe Provisional Battalion, from 11th July, 1871.

Captain Edwin Scriver, V. B., 2nd class, No. 2 Company, 51st Battalion, from 11th July, 1871.

Lieutenant J. B. A. Rousseau, V. B., 1st class Nicolet Infantry Company, from 11th July, 1871.

Lieutenant John Lucas, V. B., 2nd class, No. 2 Company, 51st Battalion, from 11th July, 1871.

Lieutenant William M. Watson, V. B., 2nd class, No. 6 Company, 50th Battalion, from 11th July, 1871.

Lieutenant James P. Smith, V. B., 2nd class, No. 4 Company, 50th Battalion, from 11th July, 1871.

Lieutenant George Elliott, V. B., 2nd class, No. 5 Company, 51st Battalion, from 11th July 1871.

Lieutenant William Latimer, V. B., 2nd class, No. 2 Company, 52nd Battalion, from 11th July, 1871.

Lieutenant Martin Beck, V. B., 2nd class, No. 5 Company, 60th Battalion, from 11th July, 1871.

Lieutenant James Eathorne, V. B., 2nd class, Thurso Infantry Company, from 11th July, 1871.

Lieutenant Louis Paradis, V. B., 2nd class, Q. M., 23rd Battalion, from 15th July, 1871.

Ensign George Kendall Morton, V. B., 1st class 3rd Battalion, from 11th July, 1871.

Ensign Joseph Deslauriers, V. B., 1st class, 64th Battalion, from 11th July, 1871.

Ensign Edward Whiteway Mudge, V. B., 2nd class, 1st Battalion, from 11th July, 1871.

Ensign Alexander McTavish Watts, V. B., 2nd class, 1st Battalion, from 11th July, 1871.

Ensign Robert Wright Campbell, V. B., 2nd class, 2nd Battalion, from 11th July, 1871.

Ensign John Bethune Abbott, V. B., 2nd class, 3rd Battalion, from 11th July, 1871.

Ensign James Kidd Oswald, V. B., 2nd class 3rd Battalion, from 11th July, 1871.

Ensign John Lawrence Hardman, V. B., 2nd class 3rd Battalion, from 11th July, 1871.

Ensign George Wright, V. B., 2nd class, No. 4 Company, 50th Battalion, from 11th July, 1871.

Ensign John Cairns, V. B., 2nd class, No. 5 Company, 50th Battalion, from 11th July, 1871.

Ensign William H. Gibson, V. B., 2nd class, No. 2 Company, 50th Battalion, from 11th July 1871.

Ensign William Waters, V. B., 2nd class, No. 2 Company 51st Battalion, from 11th July, 1871.

Ensign James Latty, V. B., 2nd class, No. 3 Company, 52nd Battalion, from 11th July, 1871.

Ensign Judson Bockus, V. B., 2nd class, No 5 Company, 60th Battalion, from 11th July, 1871.

Ensign Francois Clovis Bazinet, V. B., 2nd class, No 2 Company 64th Battalion, from 11th July, 1871.

Ensign Joseph N. Camyre, V. B., 2nd class, No. 1 Company, 64th Battalion, from 11th July, 1871.

Ensign J. Ellicott, V. B., 2nd class, 1st Battalion Rifles, G.T.R.B., from 11th July, 1871.

Ensign William Robinson, V. B., 2nd class Como Rifle Company from 11th July 1871.

PROVINCE OF NEW BRUNSWICK.

New Brunswick Brigade of Garrison Artillery.

No. 1 Battery, St. John.

To be 2nd Lieutenant, provisionally: Sergeant John E. Bell.

No. 6 Battery, St. George.

To be 2nd Lieutenant, provisionally: Sergeant Major Joseph McCormack.

CONFIRMATION OF RANK.

The following officers holding certificates of qualification are hereby confirmed in their respective ranks:

Major John L. Marsh, V. B., 1st class, 71st Battalion, from 11th July, 1871.

Major William S. Morris, V. B., 1st class, 71st Battalion, from 11th July, 1871.

Captain and Adjutant Adolphus G. Beckwith, V. B., 1st class, 71st Battalion, from 11th July, 1871.

Captain Isaac F. Adams, V. B., 2nd class, No 2 Company, 67th Battalion, from 10th July, 1871.

Captain John J. Hoyt, V. B., 2nd class No. 3 Company, 67th Battalion, from 10th July, 1871.

Captain Gordon E. Boyer, V. B., 2nd class, No. 4 Company, 67th Battalion, from 10th July, 1871.

Captain Charles Burpee, V. B., 2nd class, No. 5 Company, 67th Battalion, from 10th July, 1871.

Captain Henry Hutton, V. B., 2nd class St. Stephen Infantry Company, from 10th July, 1871.

Captain Jeremiah Staples, V. B., 1st class, No. 2 Company, 67th Battalion, from 11th July, 1871.

Captain Thos. L. Alexander, V. B., 1st class, No. 6 Company, 71st Battalion, from 11th July, 1871.

Captain Robert Davies, V. B., 2nd class, No. 1 Company, 71st Battalion, from 11th July, 1871.

Captain Archibald Lloyd, V. B., 2nd class, Deer Island Infantry Company, from 11th July, 1871.

(Continued on page 606.)



THE  
VOLUNTEER REVIEW  
And Military and Naval Gazette.

VOLUME V.  
1871.

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

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

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

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

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

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**A GENTS.**

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

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

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

**THE VOLUNTEER REVIEW**

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**TO CORRESPONDENTS.**

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

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

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

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

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

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

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The Volunteer Review,  
AND MILITARY AND NAVAL GAZETTE.

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

OTTAWA, MONDAY, SEPTEMBER 18, 1871.

UNDER the caption of "Sir Roundell Palmer and the Royal Warrant," the *Broad Arrow* of the 26th August treats its readers to one of the most extraordinary articles we have ever read in a military journal, and we hope for the honor of Great Britain never to see the like again. The incident which furnished the text for the *Broad Arrow's* extraordinary production was one of those too frequent exhibitions indulged in by the Whig-radicals for the purpose of pleasing their masters—the greasy mob; and probably shewing that contempt for all authority which has characterised English official life since the country was cursed by their rule. On the occasion of the prorogation of Parliament the Yeoman Usher of the Black Rod appeared in the lobby of the House of Commons with Her Majesty's usual summons to attend at the bar of the Peers; at that instant, according to the *Broad Arrow*, "Mr. Cardwell, rising in his place, commenced reading a long letter from Sir Roundell Palmer," that slippery politician endeavouring to excuse himself to his masters because he had shirked the debate on the Royal Warrant and declined

to figure in the subject *tableau vivante* the Ministry and their supporters presented on that occasion. The utter want of respect which Mr. Cardwell exhibited, the total absence of any gentlemanly feeling, not to talk of chivalry, would lead one to suppose that his conduct, fit only for a Yankee boor, would be severely criticised and himself held up to the ridicule deserved by such an *unmanly whelp*. No such thing; the whole melancholy exhibition throws the *Broad Arrow* into ecstasies and it is an undecided point whether the vulgar counter-jumper is not the superior of Cromwell or Mirabeau. To an ordinary mind the connection between the parties is the most remote possible. Cromwell, though a hypocritical scoundrel, was a brave soldier and as much of a statesman as such a character could be. Mirabeau was a disgraceful villain, steeped to the lips in iniquity, the leading agitator who precipitated the French Revolution with its appalling crimes and excesses, and as the *Broad Arrow* cannot possibly mean to connect Cardwell with Cromwell, it must have been intended to show that he was an accurate representation of the other ruffian; this view is borne out by the context, "with such a vindication of the action of the Government in his hands we are not at all surprised that Mr. Cardwell kept her Majesty's messenger waiting outside the half-opened door, probably no less aghast at the act of audacity than the old Marquis de Breze when he was sent with a certain royal message to which Mirabeau returned an answer which sent a shudder through Europe." The Jefferson Brick of the *Broad Arrow* must be a queer genius, but if the people of England are so far gone as to permit this style of thing, it is high time that the colonists should look out for their future. Whig Radicals, rebels and communists may succeed in overturning the throne of England, upsetting society, and establishing a republic with Mirabeau-Cardwell, a Bradlaugh or an Olger at its head, but here in Canada the instant the crown ceases to govern in Britain, that instant we cut the connection, and can assure the *Broad Arrow* that no Huntingdon brewer, Lincolnshire cotton-spinner, Hampshire tailor, Yorkshire drover or Cockney cobbler shall reign as President of a republic one and indivisible, or chairman of a committee of safety over the Dominion of Canada. The erection of Cromwell's statue in Palace Yard will hardly counterbalance the loss of Canada, and if it is to be taken as a "singular accident of the moment, the incident may be regarded as a little too significant. It classes properly with such portents as the falling down of a rusty old sword or helmet from its nail over the hall door, &c., &c.," with an allusion to Mrs. Radcliff's novels, blue lights and howling dogs. We say that the knell of Britain's greatness has been struck and that too by hands sworn to uphold it. Cromwell's marble statue, like Eliza Pogram's,

may have winked its sinister eye or Jefferson Brick thought it had done so, but we humbly submit that the pettifogging opinion of a shuffling lawyer, an opinion by the way he had not the manliness to support in his place in the House of Commons, was no fit occasion for a reckless and profligate minister to offer an insult to the sovereign of the British Empire, and if the House of Commons had not been totally wanting in self-respect, such a course would not have been permitted. That our readers may judge of the utter worthlessness of the occasion we give the only extract the *Broad Arrow* has seen fit to publish of this memorable letter:

"I have always thought and said that the issuing of such a warrant was within the undoubted power of the Crown; though to do so without having sufficient assurance that Parliament would provide the necessary compensation for the officers, who would otherwise suffer by such an exercise of royal power, would not be just, and, therefore, would not be consistent with the spirit of the Constitution, which vests all such powers in the Crown, in the confidence, and for the purpose, that right, not wrong, should be done. I should have been glad if it had been generally and clearly understood from the beginning that, subject to the sense of Parliament being ascertained with reference to the point of compensation, the form of procedure would be that which was eventually adopted, because it is certainly an evil that the adoption of one Constitutional mode of procedure, rather than another, should appear to arise from an adverse vote of the House of Lords. But I consider that the votes of the Commons had practically settled the question of compensation, as it was impossible that the Lords should exercise their power merely to prevent justice being done to the officers of the army; and, this being so, as the permanent continuance of the purchase system had evidently become impossible, and as any unnecessary delay in putting an end to it must have been most injurious to the organization of the Army, and most unjust to those officers who might want to sell out during the period of transition, it did and does still appear to me that the course which the Government took (after what I must always consider the ill-advised resolution of the House of Lords) was, as you express it, the least objectionable course which could be taken under the whole circumstances of the case."

It is evidently a lawyer's letter in which the whole question is befogged for the purpose of shielding the writer's tergiversation. This very fellow, Cardwell, whose scoundrelly act is lauded by the *Broad Arrow*, deserves to be impeached for malfeasance of office, he has destroyed the army as his colleague Childers has the navy, and yet a military journal can be found to sing *Te Deum* of triumph because the Russian insulted his sovereign, for that is the sole point in the long maudlin article on the subject noticed. We were sceptical hitherto on the question of the spread of anarchical opinions and principles in England, but when the military organs of the country exhibit a marked tendency in that direction, it would be folly of the worst kind to neglect the warning. As the crown alone binds us to

Great Britain, it is our duty to support it as far as in our power, but if the people of that country wish to place the dregs of society at their head, we have neither part nor lot in the matter, and will take measures to secure ourselves under that constitutional monarchy so much in accordance with our feelings, interests and aspirations, even though we should be obliged to transfer it from the banks of the Thames to the banks of the Ottawa.

The United States *Army and Navy Journal* has benefitted military science in no ordinary degree by giving publicity to the experience gained during the late internecine war. "The Lessons of the Decade" was one of the most valuable practical papers of the age on the uses of cavalry on this continent and so ably has the author handled his subject that it will be many a year before any other text book is wanting. The *Army and Navy Journal* has issued a supplement with the 9th of September number, containing a very valuable paper with the title of "A few thoughts on the Artillery; its condition and requirements," by an artillery officer.

As it is evident a great revolution is impending in the artillery service, we are most anxious to obtain the opinions of experienced officers on the management of the most important weapon of modern warfare, especially because our own service is in its very infancy and hardly has an officer whose opinion would be of any practical value. The constitution of the artillery and ordnance corps in the United States is displayed in the paper under consideration and the recommendation for an amalgamation of the services is one which commends itself to every person conversant with the subject. In our own service an artillery corps can be hardly said to have an existence, we have a few field batteries, good in their way but of very little account, and a lot of infantry clothed in artillery uniform and dignified with the name of garrison artillery, but not one in one hundred of the rank and file could handle a gun, and not more than one in ten of the officers could give instructions for the most simple manoeuvres therewith. As for an ordnance corps it does not appear to have yet been dreamed of. Under the circumstances, therefore, all knowledge which will throw light on the proper organization of an artillery service is highly acceptable, as we are not tied to existing services or traditions, and can, therefore, adopt what is best suited to our social condition and requirements.

The principles which should govern the organization of our artillery service has been pointed out in an article in the *VOLUNTEER REVIEW* of the 4th inst., and it is confirmed by the author of "A few thoughts on Artillery," when he says that "batteries lean far more heavily on the infantry for support than of old," the whole subject is one of surpassing interest to the Canadian army.

The stupid blunders Englishmen make when talking or writing of the people of the United States has received an amusing illustration; Sir Safford Northcote in detesting his conduct as a Joint High Commissioner during the debate on the Washington Treaty in the House of Commons, spoke of the affection of the people of the United States for England. This has evoked the following effusion, said to be from the pen of the notorious Yankee worshipper, Goldwin Smith:

"Was it affection for England that led the House of Representatives to vote an address to the Femans? Was it affection for England that led the President to receive a Fenian deputation? Was it affection for England that made the people of the United States raise a yell of malignant exultation at the prospect of a war between England and Russia? Is it affection for England that makes them welcome with delight any news of English disaster or humiliation? Is it affection that leads the editors of American newspapers to instruct their European correspondents to supply them perpetually with every sort of calumny against Great Britain? Is it affection that induces every public speaker and lecturer in the United States to drag in, without regard to relevancy, anti-British sentiments, which never fail to be greeted with a responsive cheer? Is it affection that causes the American Government to hold language and assume an attitude towards England upon every occasion entirely different from the language which it holds and the attitude which it would think of assuming towards any other nation? Is it affection that renders the reputation of having insulted England the most precious capital an American demagogue can possess? Is it affection that endears to the heart of the American nation every reminiscence, every relic, of former quarrels with England and former victories, real or reputed, and fills American school histories with bitter narratives of ancient hostilities and slanderous allusions to Great Britain and its institutions."

It appears the Oxford Professor realized the idea that "distance lends enchantment to the view," and that a close acquaintance exhibits the landscape in all its hideous deformity, politically, socially and morally; the lesson has been a hard and terrible one, and although the exponent of Manchester policy has done incalculable injury both to Canada and Great Britain by his false theories yet we cannot but pity the man for subjecting himself to such a humiliating alternative; the only amend he can make is to frankly confess his error and endeavor to undo his work.

The following good story has been going the rounds of our English Exchanges. It shows the necessity of soldiers being constantly on the alert and on no occasion leaving a chance for surprise; it also points out what might be effected in actual warfare by sleepless vigilance and energy. To add piquancy to the joke it is said that the Hertford Volunteers addressed their victims with the Solicitor-General's stereotyped phrase so often used in the Tichborne case, "would you be surprised to learn that you are captured."

Captain Cass, of the 9th Herts' (Ware) Corps determined some days ago to give the men under his charge an opportunity of gaining an insight into camp duties by holding an encampment for one night on the grounds surrounding his residence at Presdales, Ware. Accordingly, on Tuesday evening, the Ware Volunteers pitched their tents at the appointed spot, and, after enjoying a good supper at the expense of their captain, sentries were posted, and every thing being made perfectly secure, those men not on duty turned in to rest, while the officers, including Adjutant Giffard, retired to Captain Cass's house. The Hertford Volunteers, having heard of the encampment, determined if possible to "steal a march," on their Ware brethren in arms. For this purpose they mustered between 10 and 11 o'clock, and, having been supplied with 10 rounds of blank cartridge, they proceeded on their expedition about 60 strong under the command of Captain Commandant Hawkes. Creeping through the grass and corn, soaking wet with dew, and screened by every available bit of cover, the attacking force divided into four detachments approached the camp from different directions, and succeeded in eluding the sentries and getting within a few yards of the camp before their presence was discovered. A signal was then given to call out the guard, and the whole of the Ware Volunteers alarmed by the fire of their enemies, were soon on the alert and turned out in a body, but only to be completely surrounded and captured *en masse*; for, not having been supplied with ammunition, they were unable to resist. The captors gave the *comp de grace* to their expedition by a charge and a cheer. By this time the officers of the Ware corps, alarmed by the firing, came on to the ground in hot haste to see what it all meant when they too were quickly captured and their swords demanded. The surprise and chagrin of the Ware officers and men may be better imagined than described. However, all heartily enjoyed the joke; and, after mutual congratulations, the Hertford Volunteers returned home, much pleased with the success of their bloodless victory, and leaving their Ware brethren to keep a sharper look out for the rest of the night.

The United States government have had a revenue steamer built at Buffalo; it is an iron vessel named the *Gallatin* and was successfully launched on the 2nd September. The propeller employed is unique; the following description thereof from the *Buffalo Courier* will be interesting:—

"The *Gallatin* will have machinery similar to what is described below: The stern of the boat to which the machinery is now applied is cut away underneath about as much as for the ordinary screw. The latter has a screw nearly horizontal, the shaft of the Fowler wheel is perpendicular in the stern and the wheel works on a horizontal plane. This one has three arms, each with its adjustable blade. Experiments were made with four and two, but three were found to be most economical. The wheel is 4½ feet in diameter. The extremity of each arm is inserted by a movable joint in the center of a thin, strong steel blade, standing perpendicular. The blades are 28 inches in depth, 12 inches at the top and 10 at the bottom, and slightly rounded at the counters. The blades stand with their sides toward the centre shaft. Above the arms there is an eccentric on the shaft, which is held fast as the wheel revolves. From the

ring or strap around the eccentric strong rods extend to the outer edges of the blades. Now, as the shaft revolves, the blades as they pass around the circle, change their set so to speak—the edge of a blade to which the eccentric rod is attached moves from and toward the shaft. As a blade moves forward it acts upon the water much as a man's hand does when he is swimming. It may be said to hook or hull upon the water and pull the boat forward. As the blade goes to the rear its angle upon the arm or radius is changed, and in passing around the rear of the shaft the blade drives the water to the rear, pushing the boat forward. In the revolution there are two points at which the blade is parallel with the keel and exerts no power.

We have described the boat as moving straight forward upon the line of the keel. The eccentric is governed by a wheel on deck, just like the ordinary steering wheel. If it be desired to change the course of the vessel, the eccentric is shifted. This shifts the set of the blades, and the line of force exerted is put at any desired angle with the keel. In an instant with a whirl of the wheel, the power is exerted at right angles with the keel, and the boat whirls round. Or without a word or signal to the Engineer this power is completely reversed and the wheel is pulling straight astern. In a few seconds the boat is going astern. There is no reversing gear on the engine. The power can be exerted in any direction—that is at any angle with the keel—with an easy turn of the wheel, which two fingers can govern. There is no rudder on the boat. The steering is done by shifting the direction of the power. The Ericsson screw works in a plane vertical to and at right angles with the keel. The Fowler wheel works in horizontal plane. The latter can adjust the breadth and depth of its blades, so as to exert the same power with half the draft. It places the blades below the keel, and at the same time further from the bottom than the screw works.

There has been issued to the Medical Staff of the Canadian Army a field medicine chest of the most compact and handy description; it is a neatly japanned box one foot four inches long, by nine inches deep and the same wide, a broad leather strap is attached at the ends, passing under the bottom and buckling over the top, enabling the dresser or hospital sergeant to carry it in his hand; it contains the following assortment:

- |                     |                      |
|---------------------|----------------------|
| Calomel.            | Calico bandages.     |
| Chloroform.         | Flannel do           |
| Diarrhea mixture.   | do                   |
| Ether Sulph.        | Linen sheeting.      |
| Fullers Earth.      | Calico.              |
| Morph. Acet.        | Lint.                |
| Pil. Cathartic Co.  | Gutta Percha tissue. |
| " Coloc Co.         | Oiled Silk.          |
| " Opii 1 gr.        | Cotton Wool.         |
| " Opii ½ gr.        | Adhesive Plaster.    |
| Plumb Acet.         | Sponges.             |
| Potass Cholo.       | Needles.             |
| Puly Acacia.        | Thread.              |
| " Creta Co. c opii. | Tourniquet.          |
| " Ipecac Co.        | Tape.                |
| " Jalap Co.         | Scissors.            |
| Spts. Ammon Arom.   | Minim Measure.       |
| Tinct. Opii.        | Scales and Weights.  |
| " Zingib.           | Spatula.             |
| Zinci Sulph.        | Encaustic Syringe.   |
|                     | Surgeons Tow.        |

It is to be hoped that our gallant medical

officers will be satisfied with this provision, and to show that they ought to be, the following article from the *Canada Medical Journal* for June, page 533, speaks of what is rather irreverently called the "Medical Spice Box."

"Many of our readers are aware that the Government of Canada deemed it expedient to form camps in different parts of the Dominion, and a special sum was voted for militia purposes. We believe that as a rule the experiment has succeeded, and altho' it is hard to please everybody, yet the larger mass of the Volunteers are satisfied, and convinced that everything was done to make them comfortable while under canvas. We speak from personal knowledge, as we ourselves were on duty at the camp at L'Annapolis. The object we have in writing is to call attention to the Medical Field Companion, or whatever it may be called, which was issued to each Regiment. In our opinion it contained all that is requisite for service of the kind undertaken by the Volunteers.

"We have heard of some grumbling and one daily paper compared it to a spice box, and styled the gentleman who was entrusted with the getting up of the box, the Old Woman of Montreal. This as a *jeu d'esprit* is all very well, but it only shows the utter ignorance of the writer.

"According to the regulations issued by authority, every Volunteer before going into the field should be subjected to medical inspection. The object of this being to reject all who are physically incapable of bearing the fatigues of a campaign; and who would be an encumbrance to an army on the march. Another requirement being to send into hospital all men who may be taken seriously ill, and who would be necessarily neglected if allowed to remain in camp.

"With regard to the contents of the 'Medical Spice Box,' they consist of those articles which certainly have been in the Pharmacopoeia from time immemorial, but are all that are requisite for sudden attacks of illness. Furthermore, the Medical Spice Box is more complete than the "Medical Field Companion," used by the British Army in the field, and we think that those members of the profession who are desirous of having modern inventions added, such as corn plasters, toilet powder, and such like articles, forget that they would encumber their baggage with useless material, and run the risk of becoming the laughing stock of many hardy old veterans who are to be found attached to all our Volunteer Battalions. We certainly think that the 'Old Woman of Montreal' deserves the thanks of the medical staff of the militia, as perhaps it is not generally known that that gentleman was instructed to use great economy, and get up a cheap but useful box."

It would be well if those people who take upon themselves the task of vindicating the rights of the Canadian soldier, should first know what they are really writing about. Compared with any other army in existence it is the best found and most highly paid, and we must take care that it is not too much coddled by obtrusive friends who are seeking their own particular interests at the expense of the country.

The Adjutant-General left Ottawa on Thursday, at noon, for the purpose of inspecting the autumn camps.

Lieut.-Col. Macpherson, D.A.G., return

ed from Halifax on Thursday. He states the Dominion Rifle Match to be a great success; the full report thereof will appear in our next issue.

NEWS OF THE WEEK.

The most acceptable news to the Canadian people is the assurance of the complete restoration of their beloved sovereign to perfect health.

The *Racer*, H. M. training ship, has been run ashore at Ryde, Isle of Wight, but has been floated off. Another specimen of naval management and efficiency under Whig-Radical control. The supersession of all the officers remotely or otherwise connected with the stranding of the *Aguincourt* shows the length to which the administration will go; their predecessors murdered Byng to hide their own rascality, and the only supersession necessary is to send Goschen and all his colleagues about their business; in fact, as long as Manchester manages the navy so long will those disgraceful blunders exist.

The *Repulse* ironclad, has also grounded at Yarmouth.

There is trouble amongst the artisans, colliers and other labor operatives in England, they are beginning to find out that W. E. Gladstone and John Bright has been fooling them. A strike is in progress at Newcastle in favor of nine hours labor for a day's work, and for higher wages, the same trouble is looming up in Monmouthshire. The whole demands are simply just and should be conceded, but we anticipate that the Whig-Radicals will try to put down the movement by force or fraud. The moral taught is that emigration is a state necessity which by lessening the supply of labor will increase the demand. Far more capital must be lost to the country by those strikes than can be saved to the employers; instead of the so-called liberals trying to make the land question that on which the whole social evils of England hinges, they should, if honest, legislate on the relations of labor and capital, as applied to manufacture and commerce; if the poor man is deprived of any right it is in relation thereto and nothing else.

It is reported that the entire ship building interest of Hull has been transferred to Admiral Sir Spencer Robinson and Mr. Reid C.B., the first late Controller of the Navy, and the latter the celebrated Chief Constructor, both obliged to leave by the grocer turned Admiral-in-Chief Childers, just previous to the loss of the *Captain*.

In France tranquility can be hardly said to be restored; they have a committee called a government, with M. Thiers, as chair man at its head; the House of Assembly have just passed a bill nominating a committee of 25 of its members to watch and control the proceedings of the Government during recess which is to continue from 17th Sept. to 4th Dec. Nice that, and

highly indicative of the way republicans understand the duties of the Executive. The creed is every man a rogue, illustrative of the proclivities of the majority.

Rossel the Communist General has been sentenced to death.

The law for the disarmament of the National Guard has been put in force.

Any one who expected that M Thiers would make a dignified or efficient head of the state will be grievously disappointed; his last message to the Assembly, is a ludicrous specimen of senile imbecility, being received with shouts of laughter.

The evacuation of the forts about Paris has commenced. That at Charenton will be cleared of Germans this week.

The Mont Conis Tunnel has been successfully opened on the 14th September and trains are now passing through without delay.

It has been determined at Vienna and Berlin to suppress the International Society and finally settle the Schleswig question.

The emperor of Austria has expressed his disapproval of the attitude of his bishops on the Infallibility question.

The city frauds in New York and the plucky conduct of some Yankee potentate, minister or consul in compelling two Britishers to apologise to him are the subjects of the hour in the United States.

The Washington authorities have taken a dislike to Madam Catacary, the wife or mistress of the Russian Ambassador, and the shoddy aristocratic dames are moving for his recall; recent advices say he will be sent out of the country. A pretty fair specimen of republican humbug; the woman was divorced some 25 years ago, and that is what constitutes the doubt on our minds as to her status, but as it has become an institution in the model republic it should not move the leather cutters court circle at Washington so much, as she is doubtless morally as pure as nineteen-twentieths of those who refuse to visit her, and whose virtuous indignation is roused to the boiling point by the fact that she can exclude the snobs from the sunshine of the Archduke's presence.

It is also stated that the United States Government will not pursue their victorious career in Corea.

The Dominion Rifle Match has come off at Halifax with great *clat*.

A series of camps for autumnal manoeuvres are being organized.

The Indian Commissioner has completed another treaty with Indians at Lake Manitoba, by which 25,000,000 acres of the richest land in the world has been thrown open for settlement.

The unexampled prosperity of the Dominion is clearly traceable to the stability of the constitutional, monarchial institutions under which it has been organized, its commercial freedom and resistance to foreign interference in its affairs; keeping those principles steadily in view with a well devised scheme of organization, a desideratum yet to be achieved, the next decade will see Canada double her present population,

At 7 o'clock, a.m., on Friday the Ottawa Brigade of Artillery paraded at the Bull Shed in heavy marching order, preparatory to leaving for Fort Henry, Kingston, there to put in their annual sixteen days' drill. The Brigade mustered in full strength.

Lieut.-Col. Forrest, Commanding. Staff—Major Ross, Lieut. Cotton, Acting Adjutant, Paymaster Crombie, Quartermaster Armstrong.

N.C. Officers' Staff—Sergt. Major Harper, Quartermaster Sergt. Peacock, O. R. Clerk Bucke, Hospital Sergeant Kenly.

No. 1 Battery—Capt. Egleson, Lieut. Harris. Full strength, 55 men. Ottawa.

No. 2 Battery—Captain Cotton, Lieut. Cotton. 45 men. Ottawa.

No. 3 Battery—Capt Cummings, Lieut. Walker. Full strength, 55 men. Gloucester.

No. 4 Battery—Capt. Cluff, Lieut. Grant. Full strength, 55 men. Ottawa.

No. 5 Battery—Capt. Hopper, Lieut. Boyce. 48 men. Nepean.

No. 6 Battery—Capt. Graham, Lieut. Wood. 45 men. Ottawa.

No. 7 Battery—Capt. DeBoucherville, Lieuts Tacho and Tasse. 45 men. Ottawa.



SEALED TENDERS, addressed to the undersigned, and endorsed "Tender for Central Tower," will be received at this Office until Wednesday the 27th day of September inst., at noon, for the carpenter and joiners', galvanized iron, plumbers' and painters' works; also for wrought and cast iron work required for finish to the Central Tower, Parliament Buildings, Ottawa.

Plans and Specifications, and Model, can be seen at this Office, where all necessary information can be obtained.

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

By order,

F. BRAUN, Secretary

Department of Public Works, Ottawa, 8th Sept., 1871.

37-31a.



SEALED TENDERS, addressed to the undersigned, and endorsed "Tender for a Bridge," will be received at this office until Friday, the 29th day of September inst., at noon, for the construction of two Swing Bridges for the enlarged portion of the Grenville Canal.

Plans and Specifications can be seen on application at this Office, or at the Lachine Canal Office, Montreal, and at the Engineer's Office on the work at Grenville, where printed forms of Tender may also be obtained.

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

By order,

F. BRAUN, Secretary.

Department of Public Works, } Ottawa, 8th Sept., 1871. }

37-31a.



SEALED TENDERS, addressed to the undersigned, endorsed "Tender for Lock Gates," will be received at this Office until FRIDAY 29th SEPTEMBER instant, for the construction and insertion of SIX PAIRS of LOCK GATES for the proposed enlarged Locks Nos. 9, 10 and 11, on the GRENVILLE CANAL.

Plans and Specifications can be seen on application at this Office or at the Lachine Canal Office, Montreal, and at the Engineer's Office, on the Works at Grenville, where printed Forms of Tender may also be obtained.

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

By Order,

F. BRAUN, Secretary.

Department of Public Works, Ottawa, 8th Sept., 1871.

37-31a.

## VANISHED HOPES.

The following lines, found written on the back of a five hundred dollar Confederate note are too good to be lost:—

Representing nothing, on God's earth now,  
And naught in the water below it,  
As a pledge of the nation that's dead and gone,  
Keep it, dear friend, and show it—

Show it to those who will lend an ear  
To the tale this paper can tell,  
Of liberty born of the patriot's dream  
Of the storm-cradled nation that fell.

Too poor to possess the precious ore,  
And too much of a stranger to borrow,  
We issue to-day our promise to pay,  
And hope to redeem on the morrow.

The days rolled on, and weeks became years,  
But our coffers were empty still;  
Coin was so rare that the Treasury quaked  
If a dollar should drop in the till.

But the faith that was in us was strong indeed,  
And our poverty well discerned;  
And these little checks represented the pay  
That our suffering volunteers earned.

We knew it had hardly a value in gold,  
Yet as gold our soldiers received it;  
It gazed in our eyes with a promise to pay,  
And each patriot soldier believed it.

But our boys thought little of price or pay,  
Or bills that were overdue;  
We know if it brought us bread to-day,  
'Twas the best our poor country could do.

Keep it it tells our history over,  
From the birth of its dream to the last;  
Modest and born of the angel Hope,  
Like the hope of success it passed.

## "ANNALS OF CANADA FOR 1838."

## FROM PELEE ISLAND TO AMHERSTBURG ON THE ICE.

## AN ENCOUNTER WITH BRIGANDS AND THEIR PLUCKY CAPTURE.

(From the Montreal Gazette, of Feb. 9, 1833).

On the 4th of March, while Colonel Prince of Sandwich, Prideux Girty, Esq. of Gosfield and Mr. Haggarty, of the River Puce, in Maidstone, were returning home in a sleigh from Point au Pelee Island, at the attack of which as we have already stated they had been present on the preceding day; and had got within eight or nine miles of Amherstburg, the first of these gentlemen discovering two objects on the ice, at a distance of about four miles, which he suspected to be spies coming from the direction of Gibraltar, in Michigan. On approaching the Canadian shore these objects were distinctly perceived to be two men; and Mr. Girty who knows every path in this country, at once suggested that they were enemies coming to reconnoitre a particular marsh, which it is stated affords a quick passage from Lake Erie directly in rear of the town of Amherstburg. At this time the men approached within a short distance of the Canadian shore; but seeing the party in the sleigh, they suddenly turned off in a southerly direction. A pursuit was then determined upon; but Mr. Girty's horse being excessively fatigued, it was deemed advisable to push on to Mr. Anderson's, at Hartley Point, and there procure fresh horses. At this moment, however, they met two gentlemen going down to Gosfield, each in a single horse sleigh; and Mr. Girty being extremely unwell from severe cold, was prevailed upon by Colonel Prince to remain in his sleigh, while he and Mr. Haggarty drove off in the single sleighs to intercept and seize the suspected parties. When they got within fifteen rods of them, Colonel Prince stopped his sleigh, and leaving his pistols and tomahawk to the care of the driver, he proceeded with his favorite deer gun, and advancing within fifty yards of the suspected persons ordered them to halt. They complied with the order, and

on being asked who they were they replied that they were American citizens. Colonel Prince immediately recognized the brigand "Brigadier-General" Sutherland, and approaching within a rod of himself and his companion demanded their swords. The General hesitated to comply with the request whereupon Colonel Prince rushed in upon him and disarmed him without resistance. At this time Mr. Haggarty came up and agreeable to the orders of Colonel Prince, approached the fellow traveller of Sutherland, demanding his sword, which he delivered up with great civility. This individual proved to be "Captain" Spencer, and assumed the rank of aide-de-camp to Sutherland. This took place, it is proper to observe, within a mile and a half of the Canada shore, and upwards of four miles from that of Michigan. The prisoners were put into the sleighs and conveyed to Amherstburg\*. In his despatch to the officer commanding the forces in Upper Canada, announcing this circumstance, Colonel Maitland stated, that he thought Sutherland, when taken, must have been endeavoring to make his way to Point au Pelee Island though he pretended to know nothing of the action which had taken place the preceding day. On the following day both prisoners were sent to Toronto, under an escort, commanded by Capt. Rudyer, of that city.

On the 13th of March Sutherland was put upon his trial at Toronto, before a court martial, composed of militia officers, in pursuance of an act passed by the Provincial Legislature of Canada, entitled, "An act to protect the inhabitants of this province from the lawless aggressions of the subjects of foreign countries, at peace with Her Majesty." The deportment of Sutherland on this occasion is said to have been calm and collected. He represented himself to have been a lawyer. He is a tall and muscular man, of about five feet, eleven inches in height, with bold and strongly marked features, a full quick light grey eye, dark sallow complexion, and black hair; but his countenance, did not appear to us when we saw him, to have been illuminated with a ray of that wildly fierce and independent spirit which betokens the ruthless brigand. He was dressed, on his trial in a sort of a half military blanket frock coat, similar to the surtouts worn by the Indians, having dark blue buttons, collar and cuffs, grey pantaloons, with seams of dark blue. He was furnished with a copy of the charges against him, and was allowed to consult counsel, who were not permitted to plead for him. On the opening of the court, on the second day of the trial, it was discovered that during the preceding night the prisoner attempted to bleed himself to death by opening veins in his arms and feet, and had consequently been so much exhausted as to be unable to appear in court. After a week's adjournment, Sutherland had so far recovered as to be able to proceed with his trial; and after the evidence for the prosecution had closed, he entered upon his defence. This he read at great length but called no witnesses, confining his case wholly to mere points of law. The court having thereupon deliberated, transmitted their sentence to the Lieut. Governor for his approval, and in a few days it was found that Sutherland was condemned to be transported for life to some of Her Majesty's penal settlements. In the meantime he was reported to have made very important disclosures with respect to the plots and projects of both the

\*These facts are derived from evidence adduced on Sutherland's trial.

American brigands and Canadian rebels; but such disclosures, if at all made, could only amount to the facts which have since transpired, and which reflect the deepest disgrace on the United States as a civilized country and independent nation, assuming a rank as such. A short time afterwards Sutherland, in company with some of his late brethren in arms, and now fellow-conducts, was conveyed from Toronto to Quebec where he still remains a State prisoner. It appears upon a consideration of his case by Her Majesty's Government, that instead of carrying the sentence of this leader of brigands into execution, orders were given to permit him to return to the United States upon giving security in the sum of two thousand pounds that he should never again return to Canada. As it might be supposed Sutherland has hitherto been unable to find such security, and he still remains confined in the citadel of Quebec a friendless and hopeless prisoner.

(He subsequently escaped from the citadel.—Ed. VOL. REV.)

## THE "NARROW GAUGE DENOUNCED."

We suppose that railroads of the so-called narrow gauge—that is, three feet and less—may be used with economy for some special kinds of transportation, such as coal stone, and the other metals, and for passengers on short local routes, where there is small travel. But the pretensions set up for these railroads as superior for large travel and for transportation, and the large extent to which these are swallowed, and money is being invested in them, and the fallacious arguments by which they are promoted, tend to make these narrow gauge railways the most stupendous mechanical imposture of this age.

Any one with common knowledge of mechanical principles and of railroad matters, may confidently challenge all the promoters of those narrow gauge schemes upon the proposition that there is not one argument in favor of the superior economy of railways of two or three feet gauge, over those of four feet eight and a half inches, that is not included in the argument that it does not cost so much to carry on a small business as a large one, or that transportation by a one horse waggon is more economical than by a two horse waggon. Of course it is more economical if you have no more than the load of a one-horse waggon. And that is all there is of the economical principles of narrow gauge railroads.

Among the reasons urged in their favor, which are palpable fallacies in mechanics, are the following.

That steeper grades can be used, thus saving in the original cost of grading.

The shorter curves can be used, thus saving in construction, and adapting them more to the natural surface.

That the saving in grading is near the proportion of the reduction in width of track.

That in the cars there is less dead weight in proportion to paying weight.

That engines can pull more in proportion to weight or cost.

That engines or cars cost less in ratio to capacity.

That finally, there is saving in the cost of construction and running that is not gained by a reduction in capacity.

But all these claims and more are put forth, and are urged with arguments that are mechanical fallacies. And so far as there is a pretence of actual demonstration, it is upon premises that are false. It is asserted that the expense of building and



equipping railroads is in proportion to the cube of their gauges. Thus the cost of a rail way 5 feet gauge would be 15 $\frac{1}{2}$  times as much as one of 2 feet. Small cars on four wheels are compared with large cars on four wheel or six wheel trucks, and by this a saving in dead weight is made to appear. But railroad progress has cast aside the cars of four wheels, and has found economy in the trucks at the expence of the greater weight. Narrow gauge passenger cars are made, which are so low that a man can stand upright only in the centre, with seats and aisles cramped and divested of those conveniences which are furnished in the large cars, and with we know not what loss of strength and durability; and upon this a calculation is made that the cars are lighter in proportion to the number of passengers.

All this is imposture, because it is on false premises, and because the same saving can be made on the full gauge railways at the same sacrifice of comfort, durability, and running gear. Our railroad progress has gone through the small gauge, and has discarded all these features for greater space, comfort, luxury, the necessary offices for women and children, running gear that gives easier motion to the car and is easier to the track, and lastly still more spacious sleeping and dining cars. There is hardly an economical feature in the narrow gauge theory that is not a reversion in all the railroad progress than has grown upon practical experience. There is not one that cannot be applied with less sacrifice on the usual gauge than on the gauge of two or three feet.

Some of the most important of these narrow gauge economies in cars, engines and tracks, depend upon reducing the speed. The same line of economy is open to the roads of the usual gauge.—They have passed through that stage.—The public demands a high speed, and engines and cars and track, must have power and weight and strength in proportion. If the travelling public will be content to go back to a rate of ten or fifteen miles an hour with cars not more than six feet in height at the sides, with seats on as narrow a gauge as the track, with all the aisles and spaces contracted to the utmost divested of heating apparatus and the necessary offices and stripped of the compound running gear for easing the motion of the cars, they can have the economy on the wide as on the narrow gauge roads. Finally there is nothing in the narrow gauge economies save the theories, which every practical man knows to be false, namely, that the ratio of expence in doing a small business is less than in doing a large one.—*Cincinnati Gazette.*

### THE INGRATITUDE OF HISTORY.

When the Prince of Wales paid us a visit, in 1860, we received him with all due honors and on his departure, presented him with a noble specimen of the dog for which the Island is noted, having first named the animal "Cabot." Doubtless this was done out of respect to the memory of Sebastian Cabot, the great seaman who discovered Newfoundland, though it must be admitted the compliment was rather equivocal. Not a single cape, bay, creek, headland, or mountain here is named after Cabot—a man whose fame is second only to that of Columbus, and who in 1497 first lifted the veil that shrouded this land from the gaze of the civilized

world, just five years after the great Genoese navigator had landed at San Salvador. We have only followed the example of England in our ingratitude towards Sebastian Cabot. No monument to his memory adorns England's Pantheon—Westminster Abbey—and no one knows where rests the dust of the bold navigator who first braved the stormy billows of the North Atlantic in search of new lands, and first secured for Britain, by right or discovery, that hold upon the New World from which such mighty results have flowed. Newfoundland was the first American land on which the Anglo-Saxon planted his foot, and was also the spot where England tried her first experiment in colonization. Sebastian Cabot, carrying letters patent from Henry VII., sighted the shores of the Island in June 1497, and pushing onward, he discovered the coast of Labrador; then turning south he made the coast of Nova Scotia, and sailed along the Atlantic shore of the continent as far south as Florida. He thus anticipated Columbus and Amerigo Vespucci in the discovery of the Continent of America; for it was not till eighteen months later that the great Columbus landed at Veragua, without, however, being aware that he then touched the shores of a new continent for the first time. And yet, in the whole of the New World there is not a single spot that bears the name of Cabot, or reminds us, by its designation, of the glory of his achievement. He got little in life but hard knocks and rude buffetings, like most of earth's great ones who labor while others enter into their labors. It is on record that the avaricious Henry VII. rewarded him for his great discovery with the magnanimous present of £10. To be sure Milton got only half that amount for writing "Paradise Lost," and "Don Quixote" was written in a prison. And what a mockery of earthly fame is implied in the fact that when nearly four centuries later, a scion of the Royal House of England, who in all probability, will yet occupy the throne on which Henry sat, visits the shores, the people present him with a Newfoundland dog having the name of "Cabot" engraved on his collar! The names of Pompey and Caesar, before which once "the world grew pale," are now borne by the poor, grinning, thoughtless "nigger"; and should the dust of Alexander "stop a hole to keep the wind away," according to Shakespeare's supposition, it is scarcely a more levelling fact than the dog "Cabot" trotting at the heels of the heir-apparent to the throne of England.

### GROWTH OF CANADA.

The Canada of thirty years ago had a population of only 1,000,000, while the Canada of to-day has a population estimated at considerable over 5,000,000; the exports of Canada twenty years ago were then four millions, while those of the Canada of to-day are more than fifteen times that amount, the imports then were only some four or five millions, while those of to-day reach well up towards eighty in the scale of millions. Five years ago, Canada meant some three hundred and fifty thousand square miles of inland territory, on the 20th day of July, 1871, the name became the synonym of a dominion which scorns to estimate its area by thousands of square miles, but rushes far away up in the millions, and yet stretches out her hands to grasp for more. Not many years ago Canada had scarcely a vessel of any description afloat on navigable waters, to-day her commercial fleet stands fourth among those of the world, and threatens at

no distant day to take the second, it not the first place, while she already claims the proud distinction of having the largest shipping house of any nation.

### FOREIGN NAVAL AND MILITARY ITEMS.

Sachin Kalo has been fixed upon as the future Russian naval station in the Black Sea, and fifteen guns of the heaviest calibre have been ordered to Sebastopol and Kertch.

In the Austrian delegation, on the 12th instant, the Minister of War stated that he had effected all possible savings, but the equipment of 800,000 men, required by the new army law, necessitated in increasing expenditure. He announced that at the present time, he was in a position to place 650,000 men on a war footing.

It is stated in an essay on the applications of photography, in the *Edinburg Review*, that the maps which the Prussian soldiers were so liberally supplied, and which enabled them to overrun France with such facility, were produced by a process, which some years ago, Count Moltke had sent over officers to learn in England.

In the British army an officer promoted from the ranks must serve an aggregate period of thirty years in all grades, of which at least fifteen years shall have been a commissioned officer, at the expiration of which period the officer has an unqualified right to claim retired full pay, with the exception of subalterns who have no right granted them.

Since the return of the French prisoners from Germany there has been a surplus of officers in the army, in consequence of the officers coming home sooner than the men. There are now 6,000 too many. The war minister, accordingly offers any cavalry officer who may like to apply for it a year's leave of absence without pay.

The Young gentlemen of the London Naval and Military Club got on "the ram page" recently, refused to pass the accounts of the committee of management grossly insulted a professional auditor who had passed upon them, and finally voted a resolution involving a charge of fraud upon the committee, who thereupon all eighteen in number, resigned in a body.

A splendid story is told of Marshal McMahon when a colonel. During a parade he had an altercation with an officer in the ranks, who refused to obey him.—McMahon finally threatened the offender, and the latter drawing a pistol, took deliberate aim and fired. Fortunately the cap snapped. Without the slightest sign of fear, cool and impassable, McMahon said, "Give that man fifteen days in the guard house—for having his arms out of order."

It is related of the Duke of Wellington that once when he remained to "take sacrament" at the parish church, a very poor old man had gone up the opposite aisle, and reaching the communion table knelt down by the side of the Duke. Some one, a pew owner probably, came and touched the poor old man on the shoulder, and whispered to him to move further away, or rise and wait till the Duke had received the bread and wine. But the eagle eye and the quick ear of the great commander caught the meaning by touch and whisper. He clasped the old man's hand and held him to prevent his rising, and in a reverential undertone but most distinctly said, "Do not move—we are all equal here."

Captain Charles Simpson, V.B., 2nd class, Gagetown Infantry Company, from 12th July, 1871.

Lieutenant Charles White, V.B., 2nd class, No. 2 Company, 67th Battalion, from 10th July, 1871.

Lieutenant Robert Kirkpatrick, V.B., 2nd class, No. 3 Company, 67th Battalion, from 10th July, 1871.

Lieutenant Isa McNinch, V.B., 2nd class, No. 4 Company, 67th Battalion, from 10th July, 1871.

Lieutenant John Stewart, V.B., 2nd class, St. Stephen Infantry Company, from 10th July, 1871.

Lieutenant James F. Richardson, V.B., 2nd class, No. 6 Company, 67th Battalion, from 11th July, 1871.

Lieutenant William A. Barker, V.B., 2nd class, No. 2 Company, 71st Battalion from 11th July, 1871.

Ensign Henry William Bourne, V.B., 2nd class, No. 1 Company, 67th Battalion, from 10th July 1871.

Ensign William Wallace Hemphill, V.B., 2nd class, No. 3 Company, 67th Battalion, from 10th July, 1871.

Ensign Charles Ferguson, V.B., 2nd class, No. 5 Company, 66th Battalion, from 10th July, 1871.

Ensign John McWilliams, V.B., 2nd class, St. Stephen Infantry Company, from 10th July, 1871.

Ensign Charles W. Hart, V.B., 2nd class, No. 4 Company, 71st Battalion, from 11th July, 1871.

Ensign William T. Howe, V.B., 2nd class, No. 4 Company, 71st Battalion, from 11th July 1871.

Ensign Christopher Johnston, V.B., 2nd class, No. 5 Company, 71st Battalion, from 11th July 1871.

Ensign John Alonzo Bowes, V.B., 2nd class, No. 5 Company, 74th Battalion, from 11th July, 1871.

#### PROVINCE OF NOVA SCOTIA.

75th "Lunenburg" Battalion of Infantry.

No. 1 Company, Lunenburg.

To be Captain :

Ensign James W. King, M.S., vice W. M. Duff, left limits.

To be Lieutenant, provisionally :

George A. Ross, Gentleman, vice H. M. Jost, left limits.

To be Ensign, provisionally :

Joseph H. Selig, Gentleman, vice J. W. King, promoted,

No. 4.

#### CERTIFICATES, BOARDS OF EXAMINERS.

The following Officers and others have passed their examination before and have been granted certificates by Boards of Examiners :

#### PROVINCE OF ONTARIO.

*At Kingston.*

##### FIRST CLASS (Cavalry.)

Major James Wood, 2nd Troop, Frontenac Squadron.

Captain Patrick Regan, 1st Troop, Northumberland and Durham Squadron.

*At Niagara.*

##### FIRST CLASS CERTIFICATES.

Captain and Adjutant Edwin Lee Heath, 39th Battalion.

Captain John William Selby, No. 7 Company, 12th Battalion.

Captain James Bennett, 2nd Battalion.

Captain Michael O'Donovan, No. 1 Company 34th Battalion.

Lieutenant David Lynch Scott, No. 3 Company, 36th Battalion.

Lieutenant Joseph White, No. 6 Company, 34th Battalion.

Ernest Stuart Jones, Gentleman, 38th Battalion.

George J. U. Story, Gentleman, 34th Battalion.

##### SECOND CLASS CERTIFICATES.

Captain Hugh Stewart, No. 4 Company, 37th Battalion.

Captain Jacob Upper, No. 5 Company, 19th Battalion.

Lieutenant Joshua Austin, No. 6 Company, 39th Battalion.

Lieutenant James Wayling, No. 7 Company, 12th Battalion.

Ensign Peter Benjamin Barnard, 13th Battalion.

Ensign William Ogg, No. 7 Company, 13th Battalion.

Ensign Charles George Dyett, 13th Battalion.

Thomas Bryne, Gentleman, 34th Battalion.

*At Godrich.*

##### FIRST CLASS CERTIFICATES.

Lt.-Colonel Alexander Sproat, 32nd Battalion.

Major Robert Lamour, Grand Trunk Railway Brigade, 3rd Battalion.

Major William C. Bruce, 32nd Battalion.

Major William Daniels, 32nd Battalion.

Captain Robert MacFarlane, No. 1 Company, 28th Battalion.

Captain Richard Sydney McNight, No. 3 Company, 28th Battalion.

Captain Robert Campbell, No. 1 Company 29th Battalion.

Captain Thomas Peck, No. 2 Company, 29th Battalion.

Captain George Hespeler, No. 5 Company, 29th Battalion.

Captain Christopher Robert Barker, No. 2 Company, 32nd Battalion.

Captain William Forbes Murray, No. 4 Company, 33rd Battalion.

Captain Thomas Dawes, No. 4 Company, 26th Battalion.

Ensign James Graham Cooper, No. 5 Company, 32nd Battalion.

#### SECOND CLASS CERTIFICATES.

Major W. W. Conner, 33rd Battalion.

Captain George Hespeler, No. 5 Company 29th Battalion.

Captain Thomas Peck, No. 2 Company, 29th Battalion.

Captain William Washington Winfield, No. 5 Company, 30th Battalion.

Captain John Hunter, No. 5 Company, 32nd Battalion.

Captain John Kaine, No. 8 Company, 33rd Battalion.

Lieutenant John Beattie, No. 3 Company, 30th Battalion.

Lieutenant James Kennedy, No. 6 Company, 30th Battalion.

Lieutenant David Thomass McConnell, No. 3 Company, 28th Battalion.

Lieutenant Charles Wilson, No. 3 Company, 33rd Battalion.

Lieutenant Robert Smith, No. 5 Company 30th Battalion.

Lieutenant Alexander Thomas Montgomery, No. 2 Company, 33rd Battalion.

Ensign S. Garvin, No. 2 Company 30th Battalion.

Ensign Edward Grigg, No. 4 Company, 33rd Battalion.

Ensign Jacob Crozer, No. 9 Company 33rd Battalion.

Ensign Joseph Beck No. 2 Company, 33rd Battalion.

Ensign Robert John Leach, No. 8 Company, 33 Battalion.

Ensign John Douglass, No. 6 Company, 32nd Battalion.

Ensign Thomas Talbot McBeth, No. 3 Company 7th Battalion.

Ensign John Kyles O'Conner, No. 1 Company, 7th Battalion.

Ensign Hugh Nichol, No. 2 Company, 28th Battalion.

Ensign Isaac Huber, No. 5 Company, 28th Battalion.

Ensign James Cleghorn, No. 2 Company, 30th Battalion.

Ensign James Colclough, No. 5 Company, 30th Battalion.

Ensign James McGee Yates, No. 4 Company, 7th Battalion.

Sergeant Major William Parks, 29th Battalion.

Sergeant Major George D. Porter, 30th Battalion.

Sergeant George Paynter, No. 2 Company, 28th Battalion.

William Julius Passmore, Gentleman, 28th Battalion.

Richard Henry Terry McMillan, Gentleman, 29th Bat.

James Philip Phin, Gentleman, 19th Battalion.

James D. Clark, Gentleman, 32nd Battalion.

William Wallace White, Gentleman, 30th Battalion.

Charles Albert Richards, Gentleman 32nd Battalion.

William C. Moffat, Gentleman, 32nd Battalion.  
Benjamin Hazlehurst, Gentleman, 33rd Battalion.

PROVINCE OF QUEBEC.

*At Laprairie Camp.*

FIRST CLASS CERTIFICATES.

Captain Williams F. Kay, Brigade Garrison Artillery.  
Captain John M. Crawford, 3rd Battalion.  
Captain Isaac Gardner, No. 3. Company, 50th Battalion.  
Captain Robert Johnson, No. 1 Company, 59th Battalion.  
Captain R. Lucas, No. 5 Company, 51st Battalion.  
Captain Louis Raymond Baker, No. 1 Company, 64th Battalion.  
Captain Robert Sylvestre, No. 3 Company, St. Hyacinthe Provisional Battalion.  
Lieutenant Sullivan David, 6th Battalion.  
Lieutenant J. B. A. Rosseau, Infantry Company, Nicolet.  
Lieutenant Francois Xavier Gagnier, Infantry Company, St. Martin.  
Ensign George Kendall Morton, 3rd Battalion.  
Ensign Calvin Colbourn Perkins, No. 3 Company, 52nd Battalion.  
Sergeant Major John A. Hawley, 60th Battalion.  
S. G. Martel, Gentleman, Provisional Battalion of St. Hyacinthe.

SECOND CLASS CERTIFICATES.

Captain Edwin Scrivner, No. 2 Company, 51st Battalion.  
Lieutenant John Lucas, No. 7 Company, 50th Battalion.  
Lieutenant William M. Watson, No. 6 Company, 50th Battalion.  
Lieutenant James P. Smith, No. 4 Company, 50th Battalion.  
Lieutenant George Elliott, No. 5 Company, 51st Battalion.  
Lieutenant William Latimer, No. 2 Company, 52nd Battalion.  
Lieutenant Martin Beck, No. 5 Company, 60th Battalion.  
Lieutenant James Eathorne, Infantry Company, Thurso.  
Ensign Edward Whiteway Mudge, 1st Battalion.  
Ensign Alexander McTavish Watts, 1st Battalion.  
Ensign Robert Wright Campbell, 3rd Battalion.  
Ensign John Bethune Abbott, 3rd Battalion.  
Ensign James Kidd Oswald 3rd Battalion.  
Ensign John Lawrence Hardman, 3rd Battalion.  
Ensign George Wright, No. 4 Company, 50th Battalion.  
Ensign John Cairns, No. 5 Company, 50th Battalion.  
Ensign William H. Gibson, No. 6 Company, 50th Battalion.

Ensign William Waters, No. 2 Company, 51st Battalion.  
Ensign James Latty, No. 3 Company, 52nd Battalion.  
Ensign Judson Bockus, No. 5 Company, 60th Battalion.  
Ensign Frs. Glovis Bazinet, No. 2 Company, 64th Battalion.  
Ensign Joseph N. Camyré, No. 1 Company, 64th Battalion.  
Ensign J. Ellicott, 1st Battalion, G. T. Rifles.  
Ensign William Robinson, Rifle Company, Como.  
Sergeant John Henderson, 50th Battalion.  
Z. Manny, Gentleman, 64th Battalion.  
P. Boyer, Gentleman, 64th Battalion.  
D. D. Dennis, Gentleman, 64th Battalion.  
F. French, Gentleman, 1st Battalion, G. T. Rifles.

*At Levis Camp.*

FIRST CLASS CERTIFICATES.

Captain Arthur Evanturel, No. 6 Company, 9th Battalion.  
Captain Henri De la Grave, No. 3 Company, 9th Battalion.  
Captain Charles Cauchy, 17th Battalion.  
Captain Louis Napoleon Labreque, 23rd Battalion.  
Captain Damaso Paradis, 23rd Battalion.  
Captain Thomas Gendron, No. 2 Company, Portneuf Provisional Battalion.  
Lieutenant Alfred Lefrancois, 17th Battalion.  
Lieutenant Jules Gullet, 17th Battalion.  
Ensign Philippe Bourassa, 17th Battalion.  
Ensign George Roy, Quebec Provisional Battalion.  
Lieutenant and Quarter-Master Louis Paradis, 23rd Battalion.

PROVINCE OF NEW BRUNSWICK.

*At Fredericton.*

FIRST CLASS CERTIFICATES.

Major Charles W. Raymond, 67th Battalion.  
Major John L. Marsh, 71st Battalion.  
Major William S. Morris, 71st Battalion.  
Captain and Adjutant Adolphus G. Beckwith, 71st Battalion.  
Captain Richard B. Ketchum, No. 1 Company, 67th Battalion.  
Captain Jeremiah Staples, No. 2 Company, 71st Battalion.  
Captain Thomas L. Alexander, No. 6 Company, 71st Battalion.  
Captain D. McLeod Vince, No. 6 Company, 67th Battalion.

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Major Charles W. Raymond, 67th Battalion.  
Major John L. Marsh, 71st Battalion.  
Captain and Adjutant Adolphus G. Beckwith, 71st Battalion.  
Captain Richard B. Ketchum, No. 1 Company, 67th Battalion.  
Captain Isaac F. Adams, No. 2 Company, 67th Battalion.

Captain John F. Hoyt, No. 2 Company, 67th Battalion.  
Captain Gordon E. Boyer, No. 4 Company, 67th Battalion.  
Captain Charles Burpee, No. 5 Company, 67th Battalion.  
Captain Robert Davies, No. 1 Company, 71st Battalion.  
Captain Jeremiah Staples, No. 2 Company, 71st Battalion.  
Captain Archibald Lloyd, "Deer Island Infantry Company."  
Captain Henry Hutton. "St. Stephen Infantry Company."  
Captain Charles Simpson, "Gagetown Infantry Company."  
Lieutenant Charles White, No. 2 Company, 67th Battalion.  
Lieutenant Robert Kirkpatrick, No. 3 Company, 67th Battalion.  
Lieutenant H. McNinch, No. 4 Company, 67th Battalion.  
Lieutenant James F. Richardson, No. 6 Company, 67th Battalion.  
Lieutenant William A. Barker, No. 2 Company, 71st Battalion.  
Lieutenant John Stewart, "St. Stephen Infantry Company."  
Ensign Henry William Bourne, No. 1 Company, 67th Battalion.  
Ensign William Wallace Hemphill, No. 3 Company, 67th Battalion.  
Ensign Charles Ferguson, No. 5 Company, 67th Battalion.  
Ensign Charles W. Hart, No. 1 Company, 71st Battalion.  
Ensign William T. Howe, No. 4 Company, 71st Battalion.  
Ensign Christopher Johnston, No. 5 Company, 71st Battalion.  
Ensign John Alonzo Rowes, No. 5 Company, 74th Battalion.  
Ensign John McWilliams, "St. Stephen Infantry Company."  
Sergeant Major H. B. Smith, 67th Battalion.  
Leonard R. Harding, Gentleman, 67th Battalion.  
Jerred Boone, Gentleman, 71st Battalion.  
By command of His Excellency the Governor General.  
P. ROBERTSON-ROSS, Colonel,  
Adjutant General of Militia,  
Canada.

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