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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. IX.

OTTAWA, (CANADA,) TUESDAY, MAY 18, 1875.

No. 20.

### The Volunteer Review

is published EVERY TUESDAY MORNING, at OTTAWA, Dominion of Canada, by DAWSON KERR, Proprietor, to whom all Business Correspondences should be addressed. **TERMS—TWO DOLLARS** per annum, strictly in advance.

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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.

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The number of independent contributors to the WEEKLY SUN is one of the most important features of the paper. It is our aim to have a large number of contributors, and we are glad to receive contributions from all sources. The subjects of every kind and of every character are regularly called for by the paper.

The price of the WEEKLY SUN is \$1.00 a year for a sheet of 24 pages, and the price of the paper and printing is included in the price.

Any person who may wish to subscribe to the WEEKLY SUN, or to purchase a copy of the paper, may do so by sending the price to the publishers, who will send the paper to the subscriber. The price of the paper is \$1.00 a year, and the price of the paper and printing is included in the price.

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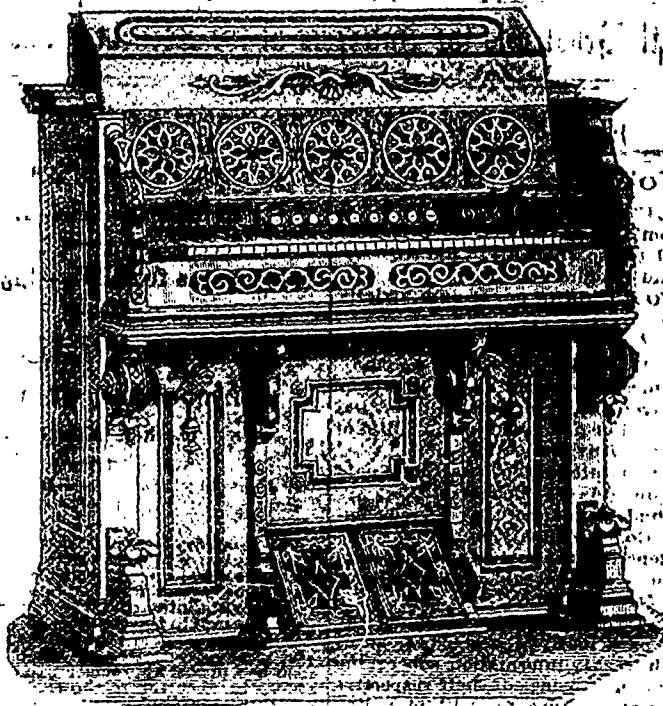
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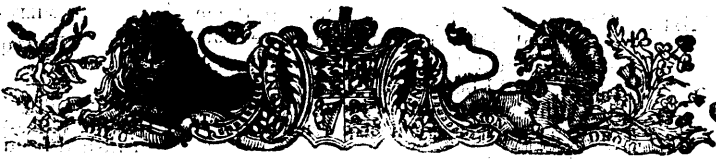
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# The Volunteer Review

## AND MILITARY AND NAVAL GAZETTE.

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

VOL. IX. OTTAWA, (CANADA,) TUESDAY, MAY 18, 1875. No. 20.

### NEWS OF THE WEEK.

Their Excellencies, Lord and Lady Dufferin left Ottawa, by the 2:10 on Thursday afternoon, *en route* for England. A guard of honor of 100 men from the Foot Guards was present, and a large number of the Staff Officers and Citizens. Among others, we noticed the Premier, Sir John MacDonalld, Hon. Dr. Tupper, the Hon. Messrs. Vail Laird, Burpee and Scott. After their Excellencies had taken farewell of their many friends, the train moved off, the band of the Guards playing the National Anthem, and the crowd cheering lustily. Subsequently, the band struck up "Auld Lang Syne," when the ladies brought their handkerchiefs into requisition, and the Guards tossed around their busbys on the tops of their rifles. His Excellency all this time stood on the platform at the rear of the palace car (especially furnished by the obliging managing director of the road, Mr. H. Reynolds) and waved his hat to the multitude.

The Ottawa Brigade of Garrison Artillery, together with the Ontario Field Battery, go into camp at Brockville on the 22nd prox.

An old cavalry man of Napoleon's died at Port Burwell on the 30th of April. He was a Bohemian by birth, and is said to have been 102 years old last Christmas. He has resided at the Port for the past seventeen years.

The steamer *St. Lawrence*, from Portsmouth 24th April, arrived at Halifax on Saturday morning, bringing about 400 soldiers, being a detachment from the Royal Artillery, Royal Engineers, 60th Rifles and 78th Regiment.

The assessed value of real and personal property in Ottawa for the year 1875 is \$11,800,000, being an increase of \$2,000,000 over last year.

A couple of United States Post office officials visited Ottawa last week to enquire into the Money Order system of this country, who expressed themselves well pleased with it and have prevailed on the Postmaster General to allow Mr. P. Lesureur, the chief of the money order branch, to proceed to Washington to give the postal authorities there the benefits of his experience and to aid in devising a plan by which the money order system of both countries can be made to harmonize together.

The new mode of working ships' guns recently adopted in England is a little expensive. It is said that \$40,000 has been paid to the firm of Sir W. Armstrong for the hydraulic machinery supplied to the *Thunderer's* guns.

The City Council on the 11th inst. passed a By-law to grant \$100,000 to the Canada Central Railway Company.

Sir Hugh Allan is reported to have received a favorable offer for the Detroit and Milwaukee bonds he was endeavoring to negotiate in London.

On Thursday evening the Governor General's Foot Guards were paraded for drill in the Parliament square, accompanied by their excellent band, preparatory to the Grand Muster on Her Majesty's birthday. The firing with blank cartridge was exceedingly well done, particularly the *feu de joie*. The regiment, after about two hours drill, marched off the square headed by the band, which played a lively air. The men wore their summer uniform and presented a very martial appearance. A large number of spectators assembled in the square to witness their manœuvres.

His Honor John Crawford, the Lieutenant Governor of Ontario, died at a quarter to eleven on Thursday night, at the Government House, Toronto, after an illness of several weeks. He will likely be succeeded in the office of Lieutenant Governor by the Hon. George Brown.

Three American barges freighted with lumber, were wrecked in the Grenville rapids on Friday morning last. They were smashed to atoms on the rocks and the lumber scattered in every direction. No lives lost.

The American Bible Society held its annual meeting this evening and elected managers. The annual report gives receipts \$577,569; payments were \$533,714; copies issued 926,900; total for fifty nine years, 31,898,332.

Great Britain has applied for double the room allotted her in the Philadelphia Centennial Exhibition buildings.

The race for 5,000 sovereigns between *Gallop* and *Stray Shot* at New Market, one mile and seventeen yards, was won by *Gallop*.

Garibaldi suffers so greatly from rheumatism as to be obliged to use crutches, but his chest is as strong, his voice as clear, and his eye as keen as ever.

The *Post* maintains that the late war rumors were not groundless. Germany alarmed by the rapidity of the French military reorganization, had arranged everything and was on the point of marching against France, but the danger is averted for the moment.

Extensive floods are reported in the Province of Victoria.

The Czar of all the Russia has paid a visit to the Emperor of Germany, to consult with him on the present political State of Europe. In regard to this visit the *London Times* in a leading editorial says: "We believe the Czar is resolved to hold most decided language in favor of the maintenance of peace, and the use of every effort to put a stop to the present alarm. A few days will probably bring fourth official disclaimers of recent reports. It is possible that it will be said that there is nothing to justify French apprehensions, but there should be no mistake on this point. As long as present conditions remain there must be uneasiness, even danger. An unforeseen incident, an outbreak of jealousy, may precipitate a rupture. The Czar is unable to guarantee that France will not attack Germany within a few years. Gigantic armaments are a mutual menace while they exist. It is beyond the power of even Imperial peace makers to allay apprehensions."

At a meeting recently held in Sydney, New South Wales, a resolution was adopted urging on the Home Government the expediency of annexing the Island of New Guinea.

An official telegram has been received at the Russian legation from Berlin stating that the Emperor leaves Berlin entirely convinced of the conciliating dispositions which exist there, and which assure the maintenance of peace.

Prince Bismark energetically disavows all responsibility for the reports of the Alarmists, and has assured Prince Gortschakoff that Germany has in no way menaced Belgium's independence.

The *Times* say there could hardly be a more critical situation than that which existed in Berlin upon the arrival of the Emperor of Russia. The German Government may be able to declare that an hostile movement was never officially entertained, but a few days since there was serious danger that warlike counsels would prevail. We may suppose Prince Gortschakoff expressed determination to treat as an enemy the first state disturbing the peace. In spite of England's attitude of reserve, we believe the Government thought it a national duty in the recent crisis to express its opinion very decisively in regard to the maintenance of peace. A communication was amicably received and a most satisfactory reply returned. France has expressed its acknowledgment of England's friendly attitude.

The *Daily News* reports that the Czar has mentioned his desire to confer with M. Thiers unofficially in relation to European affairs. The *Daily Telegraph* is informed that Russia has given England friendly and satisfactory assurances in regard to Central Asia.

Annual Report on the State of the Militia for 1874.

(Continued from Page 220.)

APPENDIX NO. 1.

MILITARY DISTRICT, NO. 8.

List of prizes for the annual competition of the New Brunswick Brigade Garrison Artillery for 1874:—

- The Lieutenant Governor, money prize,
- The Provincial Secretary, money prize,
- The Mayor of St. John, money prize,
- The Deputy Adjutant General, Military District No. 8, money prize,
- Mrs. Jago, silver cup and money prize,
- The Officers of Artillery, silver can and money prize,
- Lieut. Colonel Thurgar, silver medal and money prize,
- J. D. Robertson, Esq., merschaum pipe, valued \$25,
- Hilyard & Ruddick, box champagne,
- William Breeze, Esq., box claret.

S. K. FOSTER, Lt. Colonel, &c.

(D)

SAINT JOHN, N. B.,  
Dec. 17th, 1874.

SIR,—On the 21st day of August last, in the absence of Lieut. Colonel Jago, I had the pleasure of being present with you, at your annual inspection of the Field Battery of Artillery, under the command of Captain and Brevet Major Call, in camp for its annual drill, a short distance from the Town of Newcastle.

As that was the first time I had seen the battery, and having been informed that a large number of its present numbers were recruits, and that nearly all the horses were new at the guns, I was quite unprepared for such an exhibition of proficiency in drill as I saw presented. The various field movements were executed in splendid style, and would have been highly creditable to officers and men of much greater experience.

Major Call is an excellent officer, and with the aid of such competent subalterns as Lieutenants Mitchell, Smith and Ramsay, with Surgeon Benson, and such a superior class of non commissioned officers and men, the battery must hold a high position in the Active Militia of the Dominion.

Accompanied by Brigade Major McCulley, I attended the shot and shell practice at a point about two miles above Newcastle; the practice was very good, as will be seen by the accompanying report. Several handsome prizes, given by the officers and friends of the battery, were competed for, and the Brigade Major and myself were permitted to add to the list.

I made a careful inspection of the guns, limber wagons and stores, and found all in good condition; but the gun carriages, limbers and wagons, are in want of two good coats of paint.

At the request of Major Call, I examined a piece of ground which had been granted by the magistrates of the county, on which a drill shed and the battery accommodations could be erected at a moderate expense. The site is an excellent one, and as the battery is well worthy of every assistance from the Government, I would strongly recommend the subject to its most favorable consideration.

If the Government would supply the battery with riding saddles for the lead and centre off horses, and the new pattern gun carriage, such has those supplied to the

Woodstock Field Battery, the gun detachment would all be mounted, and a reduction of eight wheel horses, and one line of carriages, would be made.

A sufficient amount of ammunition, for all ordinary purposes, can be carried in the gun limber boxes.

In conclusion permit me to say that, to the teaching of Sergeant Hughes, late of the Royal Artillery, is the battery very largely, if not wholly, indebted for its present state of efficiency.

Respectfully submitted,

S. K. FOSTER, Lieut. Col.

Com. N. B. B. G. A.

The Deputy Adj. Gen. of Militia,  
Military District No. 8.

(E)

SIR,—Having been appointed Musketry Instructor to the volunteers assembled in "Camp Tilley," near the Town of St. Andrews, in July, 1874, I beg to submit the following report:—

The firing commenced on Thursday, the 2nd day of July, at the local rifle range, situate on the shores of St. Andrews Bay, and was conducted strictly in accordance with the regulations laid down for the guidance of the instructor. Four sets of targets had been provided, and the butts completed and rendered secure to the markers, under my own supervision.

Two companies from the 67th and 71st Battalion, respectively, paraded each morning for target practice, and on arriving at the range, were divided into two squads, when the firing commenced at 200 yards, and continued, without intermission, at the various ranges 200, 400, and 600 yards, until the total 15 rounds, five rounds at each target, had been completed. This generally occurred about noon day, when two additional companies arrived on the ground, and in like manner finished the prescribed practice, thus completing four companies daily.

As the practice continued from day to day, I could not fail to observe that those companies which had greatest opportunities for position and aiming drill, invariably obtained the highest figure of merit, and I can thus speak confidently of the benefits to be derived from said drill. It was my custom to address each company briefly, on arriving at the ground, in regard to the general principles of rifle shooting, and in addition to this I found that by personally instructing each marksman as he came to the firing point, very good results were obtained, and without, in the least, impeding the practice.

The appended recapitulation will show the figure of merit for the brigade, for each battalion, as well as for each company, with such further results of the target practice at "Camp Tilley" as, I trust, may prove satisfactory.

I find by comparing this detailed statement with that of "Camp Woodstock," held on July 1872, the average figure of merit stand thus:—

Camp Tilley.....16 35  
Camp Woodstock.....10 53

I am happy to report that no accident, even of the slightest kind, occurred during the practice of the brigade.

In closing my report, I beg to state my appreciation of the very valuable aid received from the Assistant Instructor, Sergeant John McMullin.

I have the honor to remain,  
Your obedient servant,

THOS. H. HOGG,  
Musketry Instructor, "Camp Tilley."  
To Lt. Col. Maunsell, Deputy Adj. Gen.  
Province of New Brunswick.

MILITARY DISTRICT, NO. 9.

HEADQUARTERS, HALIFAX, N. S.

December 21st, 1874.

SIR,—I have the honor to inform you that the quota of Active Militia required to be furnished from the district under my command, was fixed at 4,284. Under the present regulations reducing the effective strength of corps, the total nominal strength of the force, were the respective corps complete to their established strength as authorized, would be 237 officers, and 3,180 men.

The total actual strength of the force which mustered at the annual drill for 1874-75, was 212 officers, and 2,572 men.

Corps of the established strength of 37 officers and 480 men have been relieved from training this season.

Corps of the established strength of 4 officers and 80 men have been absent from training this season.

The Active Militia in this district consist of the following corps which, at the time of the annual training, turned out as under:—

	Officers.	Men.
Kings County Troop Cavalry.....	5	40
Halifax Light Brigade.....	5	79
1st Brigade Halifax Garrison Art'y	20	243
2nd do do.....	17	226
Lunenburg Bat'y (not trained)...	00	00
Mahone Bay Battery.....	2	39
Ugby Battery.....	2	34
63rd Rifles (Halifax).....	20	229
66th Battalion (Halifax).....	28	328
68th Battalion (Kings County)....	31	350
69th Battalion (Annapolis).....	28	364
72nd Battalion (Annapolis).....	22	240
75th Battalion (Lunenburg)—the company not trained.....	17	192
78th Battalion Highlanders (not trained).....	00	00
Victoria Provisional Battalion....	10	210
Cumberland Provisional Battalion (not trained).....	00	00

The annual drill was performed in accordance with General Orders (14) of 3rd June, 1874, and (15) of 12th June, 1874, as in document A and B herewith enclosed.

Annual inspection reports are also enclosed.

I have honor to be, Sir,

Your most obedt. servant,

J. WIMBURN LAURIE, Col.

Deputy Adj. Gen. Commanding  
Military District No. 9.

The Deputy Adj. Gen. Militia,  
Ottawa.

(A.)

The Halifax Brigade consisting of—  
Halifax Light Battery.—Capt. Graham,  
1st Brigade Halifax Garrison Artillery.—  
Lt. Col. Mitchell,  
2nd Brigade Halifax Garrison Artillery.—  
Lt. Col. MacPherson,  
63rd Rifles.—Lt. Col. Pallister,  
66th Infantry.—Lt. Col. Bremner,  
performed their annual training at brigade headquarters. Owing to various circumstances no brigade drill was performed during the present year, but the force attended one evening brigade parade.

The Light Battery practiced at 1,700 yards range, with their six pounder Armstrongs. The target, a half barrel with flag staff, was shot away early in the day, and as there was none available to replace it, the remainder of the practice was continued on the raft on which it had been placed. It would



in future be advisable to supply a relay of targets for the practice of this battery.

One of the Halifax Harbor Batteries was kindly placed at my disposal by the Lieut. General commanding the troops for the annual shot and shell practice of the Brigade of Garrison Artillery, and the majority of the batteries performed the regular practice; but, through some misunderstanding, the guns in the battery were dismantled preparatory to re-armament, before the whole of the batteries had gone through this practice.

The rifle target practice of the several corps was, in each case performed as usual under the immediate supervision of a field officer.

The several corps composing this brigade were inspected by me regimentally. I was thus enabled to devote more time to the details of inspection than if they had been inspected in brigade.

The appearance of both of these corps is becoming more and more soldierly, both in uniforms, appointments and general turnout.

The commanders of corps are zealous and efficient, and they are well seconded by their officers, and great credit is due to them and to all ranks for the results attained.

The battalion drill was very creditably performed, but more practice in skirmishing is required.

AYLESFORD CAMP.

The 68th, 69th, 72nd Battalions and Kentville Troop of Cavalry performed their training in brigade camp at Aylesford, during September, under the command of Lt. Col. Milsom. I inspected them the day after their arrival in camp, and again at the conclusion of the training.

Owing to the non issue of forge caps to the corps of Infantry, the appearance of the men was not so soldierly as it should have been, all sorts of head gear being worn, and there were a good many young lads in the ranks. It is right I should mention that Lt. Col. Starratt and the officers and men of the 69th show a good deal of esprit de corps, taking great pride both in turnout and in drill.

These corps worked very fairly in brigade, both in battalion movements and in skirmishing.

The Kentville Troop of Cavalry deserve especial credit for their turnout. Captain, Ryan and his officers and men must have worked unremittingly, and this corps showed the advantage of having an instructor who had been well trained in the regular army.

The 75th Battalion trained in regimental camp at Mahone Bay, and the Mahone Bay Battery of Garrison Artillery encamped with and was attached to this battalion. As this battalion has no trained Adjutant, Lieut. Colonel Milsom himself superintended and took charge of the instruction, and the results of the training under such a thoroughly competent instructor were most surprising; the progress made by, and steadiness of the men were most creditable to them, and to Lt. Col. Milsom who took so much pains with them.

The Victoria Provisional Battalion trained in regimental camp at Baddeck, Cape-Berton, and was inspected by the Honorable the Minister of Militia, who expressed himself well pleased with the appearance and training.

I spent some days in the camp and was much gratified with the willingness and desire to learn of the men, and generally with the zelson the part of the officers; but as many of the men only speak Gaelic and do not understand English, it is necessary to

interpret all orders and explanations to them, and the progress is, therefore, not so rapid.

The Digby Battery of Garrison Artillery was inspected by Lieut. Colonel Milsom. He reports the men attentive, and that the shot and shell practice was fairly performed.

The Lunenburg Battery of Garrison Artillery, and No. 2 Company, 75th Battalion, were absent from camp at Mahone Bay, although duly warned to attend.

The 78th Highlanders and Cumberland Provisional Battalion were relieved from annual training this season, under instruction from headquarters.

(B)

Arms.

The arms in possession of the several corps were, with very few exceptions, issued in 1869; they have therefore been five years in use, and should now receive a thorough overhaul by a competent armourer; a recommendation to this effect was forwarded by me in October, 1872, after consultation with Lieut. Col. French.

Accoutrements.

The city corps keep belts and pouches in a very soldierly manner, and some rural battalions deserve great credit for their attempt to pipe clay belts and polish pouches, but in camp the conveniences for this work are scant, and the whole proceeding is so novel to officers and men, that it is a matter of great difficulty to accomplish satisfactory results, and as the present pattern of accoutrements has a very slovenly appearance if not properly cleaned, it is worthy of serious consideration whether accoutrements more suitable to the circumstances of the Dominion forces and the training of the corps, when called on to perform, should not be supplied.

Uniform.

The cloth tunics supplied will certainly wear twice as long as the serge trowsers, and I would again urge that trowsers should be supplied every two and tunics every four years; and further, that a reasonable money allowance should be made to men or corps that make their clothing last beyond the regulation time, as an inducement to the officers and men to keep the clothing in good order.

The forge cap at present issued is most unsatisfactory; it does not cover the head from the sun or rain, and as generally worn is slovenly in appearance—it is discarded the moment parade is over, and a straw hat or something with brim or shade substituted—a neat cap with peak would be a great improvement.

Training.

I would refer to my remarks in last years report on the subject of instructors for corps, and the best means of carrying out the training, and I would especially dwell on the urgent need of affording preliminary drill to officers and noncommissioned officers previous to the mustering of the battalions that train in camp. At present the men do not derive the full benefit they should from the time they give to drill, as the officers on whom the instruction devolves (even when previously trained), are quite out of practice at the commencement of the training, and the non commissioned officers know no more than the men, consequently, although they wear badges and draw higher pay, they exercise but little authority or influence, and are of little help at the training.

J. WINNIEG LAUNE, Colonel, Deputy Adjut. Gen. Com. Mil'y. Dist. No. 6.

MILITARY DISTRICT NO. 10.

HEADQUARTERS, WINNIEG,

December, 20, 1874.

Sir,—Since my last annual report considerable changes have taken place in the Militia force in this Province, one Troop of Cavalry and six Companies of Rifles having been struck off the establishment of the District, leaving a total of fifteen officers and 295 non commissioned officers and men, as the quota at present authorized.

Of the companies thus removed they existed only as paper companies, with one exception; of those still maintained, their equipment and organization remains in the same condition as at my last report.

Strength and Enumeration of Local Corps.

The authorized strength of the local corps in this District, is as follows:—

	Officers.	Men.
"Headingley" Mounted Rifles.....	3	55
"Winnipeg" Field Battery.....	3	75
"Lisgar" Rifle Company.....	3	55
"Mapleton" " ".....	3	55
"Poplar Point" " ".....	3	55
Total.....	15	295

Of these corps, the only one which has been enabled up to the present date to perform the drill for the present financial year, has been the Winnipeg Field Battery, which paraded for the inspection after twelve days of consecutive drill, with the following strength viz:—

Officers.	N. C. & Men.
2	52

The Headingley Mounted Rifles Corps has not as yet been supplied with clothing or equipments, and has, therefore, not been inspected.

The three Rifle Companies above enumerated, showed at my last inspection subsequent to my annual report an actual strength on parade of 7 officers and 129 non commissioned officers and men.

The inspection of the Winnipeg Field Battery was most satisfactory; although but partially equipped and uniformed, the general appearance of the corps, and the steadiness of the men in the ranks was soldierly like.

I respectfully request that for the ensuing year that authorization for pay for horses for the annual drill be granted for this corps and that it be fully equipped and uniformed.

Recommendation as to the Establishment of the Active Militia Force.

I have hardly any suggestions to make relative to the Active Force of the Province, beyond those embodied in my report of the 2nd of last January, nor have I found any reason to change my views relative to the suggestions which are therein, and in previous reports from time to time, I have had the honor to present to your notice on the subject.

I would, however, remark that I think the time has now arrived when it would be feasible to organize several corps in various parts of the Province, which would be maintained efficiently.

School of Instruction for the Province.

The want of a School of Instruction, and the distance of this from the other Provinces where schools are established, is a difficulty which I respectfully suggest might be obviated by establishing a school here, in connection with the Militia force.

tion with the force on service, where certificates could be obtained; no expenditure of any great amount need be involved in this method beyond the pay of the Adjutant and Sergeant Instructor, to be taken from the force on service. The duties of Commandant of the School could be assumed without extra pay, by the Deputy Adjutant General of the District. The school need only be open for a limited period during the year.

(Should the suggestion be entertained, I shall have the honor, if desired, of reporting fully on this subject.

*Dominion Forces on Service in the North West.*

A reduction lately effected in the force on service here; has of course considerably altered the establishment of the corps comprising it, and it stands at present as follows:

Battery of Artillery.....	10	4x
Provisional Battalion of Infantry ..	10	140

being a total of two hundred of all ranks.

The terms on which the reduction was effected, viz: a gratuity of two months net pay, and a sum of money equivalent to the cost of transport to the headquarters of the District of their enlistment, was so acceptable to the men, that nearly double the number of men authorized volunteered for discharge, the preference was, therefore, given to men of the longest service, and, of these, to those of best character.

*Expedition to Q'Appelle Lakes.*

Apart from the ordinary services of the troops this year, an expedition to the lakes of the Q'Appelle on the occasion of an important treaty with the Creco and Ojibbewa tribes, is of some military interest, not only from the fact that a point in the interior was reached much farther to the westward than has ever previously been attained by any of Her Majesty's Forces, but that the expedition demonstrated the fact that Infantry can with facility and rapidly be marched over the plains without any large supporting bodies of cavalry, or heavy wagon trains, as in all cases of expeditions in the United States.

As the marching is creditable to the troops employed, and the experience gained is likely to be of utility in the future, I embody a brief account of this expedition.

On the 13th of August last, notification was given me by the Honorable Mr. Laird, Minister of Interior, that a party (previously authorized from headquarters) would be required to proceed to Fort Q'Appelle with the least possible delay, to be present at the treaty above referred to.

On the 17th, transport for provisions, &c., having been in the meantime selected, the detachment marched from Winnipeg, the strength and composition being as follows:

Officers—Staff 2, Artillery 1, In'y 5...	8	Total.
N.C.O. & Men—Artillery 12, In'y 93..	105	
	113	
Scouts (half breeds) mounted.....	4	
	117	

The officers comprising the party were, Lieut. Col. Osborne Smith, C. M. G., commanding; Surgeon A. Codd, Dominion Forces, Lt. Colton, Dominion Artillery, acting as transport officer, Ensign G.W. Street, Provisional Battalion, acting Adjutant, Cap-

tains A. Macdonald and W. M. Herchmer, Lt. J. Allan, and Ensign de Cazes, of the Provisional Battalion.

The whole been divided into two companies.

One seven pounder mountain howitzer was taken with the party, dismounted, and stowed in a cart.

Beyond the camp equipage and provisions, (the latter of which had to be calculated to last for the march to Q'Appelle, the halt there, and the return as far as Fort Ellice, where I had arranged that supplies should meet us on our return, transport had to be provided for ammunition and mountain howitzer; the total transport employed, including chargers of mounted officers, being twelve double wagons, fifteen carts, and forty six horses. Of these, three wagons and seven horses were the property, of the Militia Department, the remainder were hired.

A small drove of beef cattle accompanied the party, by this means transport was economized, and fresh meat was procurable constantly.

The scale of rations was as follows, daily per man:—

	Lbs.
Biscuit when served out .....	1 1/2
Flour .....	1 1/2
Fresh meat .....	1 1/2
Bacon .....	1

Tea 1 oz., sugar 2 oz., beans, desiccated vegetables, pepper, salt and baking powder, in sufficiency. On occasions of heavy marches, or bad weather, an extra half or quarter ration of one or more articles was given.

The paucity of transport rendered it impracticable to carry more than a limited supply of oats, and for twenty eight days the horses were, without exception, on grass feed.

Tents, in the prescribed proportion were carried with the detachment. Besides the ordinary field kits, each man was supplied with two pairs of moccasins.

Sixty rounds of ammunition (small arm) per man, and first reserve, was taken with the detachment, and a reserve of five thousand rounds sent to Fort Ellice. Forty rounds of common case was carried for the howitzer.

On the line of march the men were only compelled to carry their rifles, waistbelts, ball bags, canteen, bayonet and haversack.

The route on the march to Q'Appelle, which, in consideration of the question of wood and water, and grass feed for the horses, I thought best to take, was the comparatively little used trail south of the Assiniboine, which is crossed by fording that river at a place called the Grand Rapids, about one hundred and forty miles from Winnipeg, from this crossing the trail takes to the southward of Fort Ellice, and strikes the Q'Appelle Valley fifty six miles to the east of Fort Q'Appelle; this point was reached by the detachment on the fifth of September. Here we were joined by His Honor Lieut. Governor Morris, and the Honorable Mr. Laird, Commissioners for the treaty, and on the eighth we arrived at the place of destination.

During the negotiations for the treaty, and until the payments to the Indians were completed, the troops remained camped on the banks of the Q'Appelle river, about a quarter of a mile from the Hudson Bay Co.'s Fort.

During these ten days the duties were severe, as in addition to the camp and horse guards, a guard was maintained on the quarters of the Commissioners at the Fort, and a daily guard furnished, which remained under

arms at the treaty marquee during negotiations.

On the 18th of September we left Fort Q'Appelle, crossed the Assiniboine River, and Valley on the 24th, and arrived at Winnipeg on the 5th of October, thus making the entire actual distance of three hundred and thirty miles, in sixteen days and a half, inclusive of a day nearly entirely occupied by taking on supplies, and crossing the river at Fort Ellice, being at average of twenty miles and one third a day, at a rate of one mile in 17 1/2 minutes.

Notwithstanding the rapid marching, the troops so far from being affected by fatigue appeared to gain daily in health and marching power.

No horses were lost or injured on the march.

No accident occurred. Crises and irregularities were entirely absent.

The hearty support and cooperation of the officers was all that a commanding officer could desire, and I respectfully trust that the names of those employed may be favorably noted.

I beg especially to bring to the notice of the Major General commanding, the names of Lieutenant Colton of the Dominion Artillery, and Ensign Street of the Provisional Battalion, the former of those officers as Transport Officer, and the latter as Acting Adjutant were of the greatest assistance to me throughout.

The experience of this, the first march, I believe, on record, of British troops on the prairies, shows that infantry, even with the very improvised transport we had, can be expeditiously and economically moved from point to point. No horses, except as was done in this instance, should be used that are not either country bred or thoroughly acclimatized, whose oats cannot be procured, or losses as disastrous as those experienced in a late expedition by a civil force, are certain to be met with.

Marching on the prairies and the plains is exceptionally difficult. In wet weather the adhesive nature of the soil and dry grass blades is very trying; in dry weather the soles of the boots get so polished in marching over grass, that the wearer slips as though on ice, at all times the hard wiry grass cuts through the toe of the boot, as though with a knife. The best of "ammunition" boots should alone be issued, with the toes capped with fine sheet copper—an ample supply of moose moccasins should be taken with the quartermaster's stores.

The largest ration (in reason) that can be carried, should be allowed to the men.

No spirits should be taken, but a large ration of tea should be given.

In the spring and autumn, when feathered game is generally abundant, scouts, officers not on duty, and a few men who are fair shots should be encouraged to start a little in advance, though keeping sight of the column, and shoot—by this means it is estimated that from two, to two and a half tons of pinnated grouse (prairie hen), geese and wild ducks were killed during the Q'Appelle march, and proved a valuable addition to the fare of the men.

A keg of water should be carried in every cart or wagon.

Two horsed wagons, not loaded over sixteen hundred weight, appear best suited to prairie travel for troops—mules, of which we had two or three teams, are bad in soft or boggy ground.

The great difficulty of finding the requisites of wood, water and grass feed at the same place at convenient distances to equalize the days march, is always present; but

if mounted, officers choose to exert themselves by a little galloping, these can often be found a mile or two to the right or left of the beaten trail, even when the scouts declare they do not exist.

Some stringent legislative regulation should pass, even extending to corporal punishment, in cases of grossly mischievous conduct on the part of hired teamsters. Willfully destroying, wheeled transport, or driving off horses to a distance from camp, may not only delay a march, but be disastrous to the party.

A large proportion, if not all, of the officers should be mounted; on the return march from Q. Appelle several of the officers procured ponies, and from their being mounted were of great utility in choosing camping places.

Where feed is not good, horses are most apt to stray; and hobbling, although to be avoided as much as possible, should on such occasions be resorted to.

A drove of beef cattle proportioned to strength of party, and chances of replenishing, is the most advantageous method of "carrying" meat. Salt, to corn unused proportions, after killing, for following days consumption, should be taken. Bacon and smoked shoulders are preferable on grounds of economy of transport, to pick the barrels and bring up dead weight and useless.

Drums and files or bugles should always be taken for marching on prairie land; nothing is so monotonous or fatiguing as a wide expanse of plain, unbroken often by tree or shrub, to march over; when men and horses are "fading down," a cheery march from the band lifts them along surprisingly. It is well worth while to devote transport for band instruments, and to let the handsmen occasionally exchange their arms for them.

The "Bell Tent," of Dominion Militia pattern with high wall is, I consider, the best for troops on a prairie march, as better resisting the force of a storm, and giving more accommodation in proportion to weight than any other.

A communication from His Honor the Lieutenant Governor, on the part of himself and Commissioners, was forwarded on the return of the troops, thanking them for their services; a copy of this has already been forwarded by me to headquarters.

*Guard in Aid of the Civil Power.*

On the 17th November, 1874, I was served with a requisition for a guard in aid of the civil power, in consequence of an apprehended attack on the garrison in Winnipeg; this guard has since that date been maintained.

*Health of the Troops in Garrison.*

Although typhoid fever at one season of the year was very prevalent in Winnipeg and the vicinity, the general health of the troops has been good during the past year.

I have the honor to be, Sir,  
Your obedient servant,  
W. OSBORNE SMITH, Lt. Col.  
Deputy Adjutant General.  
Mil'y. Dist. No. 10, Com.  
Dominion Forces in North West.  
The Deputy Adj. Gen. Headquarters,  
Ottawa.  
(To be Continued.)

The yield of the wheat crop in South Australia is 10,000,000 bushels, leaving a surplus of 183,000 tons for export. Cholera prevails in the city of Barada; it has not yet appeared in the camp of the British soldiers.

**The Military Aspect of the Channel Tunnel.**

It is almost startling to find that a scheme which, a very few years or even months ago, was generally looked upon as purely chimerical, has been taken up by the leading engineers and financiers of the day. The Rothschilds, Sir J. Hawkshaw, M. de Lesseps, M. Michel Chevalier, and many others, have now deliberately adopted the proposed Channel Tunnel as being feasible, both from the engineering and financial points of view. In the presence of such authorities as these we have named, it would be unbecoming to suggest difficulties, which have been, doubtless, well weighed and discussed by those who are so well qualified to pass an opinion on the subject. We are told that we may expect the realization of a scheme, compared with which the wonders of the Arabian Nights pass into the shade and we are content to accept what is offered to us in silent admiration. The first step towards the commencement of the work has been actually taken by the presentation of a bill in the French Assembly, declaring that the proposed tunnel is a *projet d'utilité publique*, which gives the promoters compulsory powers in the acquisition of land. Very large sums of money have been subscribed for preliminary experiments in both countries and if, all goes well, in some three years or even less from the present time, it will be possible for a passenger to enter a saloon at Chiffing Cross and not put his foot to ground until he descends from his carriage some seven hours after, in the *Gare of the Chemin de Fer du Nord* at Paris. There is, indeed, one possibility which may defeat all the calculations which have been made. There may be a "fault" or solution, of continuity in the chalk stratum in which it is intended to excavate the tunnel; and in such a case the scheme would almost certainly have to be abandoned. But geologists have given it as their emphatic opinion that the chalk formation is, in all likelihood, continued unbroken under the bed of the Channel, and a few experiments will soon set the doubt at rest.

It is not our purpose, within the limits of the present article, to describe the proposed tunnel which has in fact, received as far as possible its full need of notice in the pages of our daily contemporaries. We feel, however, that one most important question connected with the scheme must not be passed over in silence. What is the military aspect of such a tunnel? We are certainly no alarmists. We would not delay the completion of the scheme for a single hour. But we think it a matter of the highest importance that England should enter upon the undertaking with her eyes open, and should secure for herself such guarantees as are possible under the circumstances. Surely it is a matter of no small import that the "silver streak" to the existence of which, not one but a hundred writers have ascribed England's long-lasting greatness, should be about to be practically annihilated. This is not a French but an English question, considered from the point of view in which we are now placing it. It might be said that the military danger is the same to France as to England. Never was there a greater fallacy. Our insular position enables us to dispense with a huge standing army; if we destroy our insularity we should have to make ourselves a great military power in order to be on equal terms with France,

and until that is done we should not be on a par with our neighbour at the other end of the tunnel. By its establishments we lose our peculiar idiosyncrasy, we are no longer the *Pucelle* of Europe; France, on the other hand, acquires only another frontier to guard, and that one of but limited extent.

Our professional readers will at once detect the fallacy of the idea that by putting a tap, so to speak, in the roof of the tunnel near Dover, a French invading army might be conveniently drowned after the pattern of Pharoah and his host. The tunnel would bear a good deal of resemblance to a bridge; and a bridge we need not to say is nearly as often a snare as a safeguard in war. It seems as if it would always be easy to blow up a bridge before the enemy could approach it. Or, as only a certain number can pass over at a time, it seems nearly a matter of certainty to be able to crush the few who make their appearance on the other side. Yet every skilful general knows that if only he can get a sufficient number of men—and they need be but few—across, so as to form a *l'île-de-pon*; he will have gained an enormous advantage over his adversaries. The Channel tunnel would for all practical purposes be a bridge between the two countries. We do not assert that the parallel is complete, but for all practical arguments it may be assumed to be a sufficiently accurate comparison. It is by no means a stretch of imagination to suppose that a *rust* might place the *l'île-de-pon* at the British end of the tunnel in the hands of a small but resolute detachment of an invading army. Half-an-hour of such an occupation would be sufficient to bring up fresh forces, and England would have lost all the advantages with which nature has endowed her when she established her in the Atlantic as a sea-girt isle.

Yet we do not for a moment think that any such arguments as those which we have been considering would be a sufficient justification for Englishmen to throw impediments in the way of one of the most insignificant schemes ever presented to the world. To refuse to acquiesce in the tunnel and help it on to the utmost of our power would be to attempt to stem the tide of civilization. On the other hand, it is our duty to take every possible guarantee for our own protection. It will be necessary that our end of the tunnel should be garrisoned; and that it should be esteemed a strategic point of the first importance. We only dwell now with emphasis on two points: we must not allow the scheme to be carried through without a thorough investigation of its military aspect, and we must, resolve, to carry out, at any cost, the suggestions of strategic science in guarding our insular interests. For the rest, the whole question of regards those who embark in the undertaking may be summed up in the words—Will it pay? Opinions on this point have been expressed suggestive of the idea that the passenger traffic will not be sufficient to afford even a small fraction of interest on the necessarily immense outlay; but it has probably been forgotten that a large portion of the goods now passing between the Continent and England in British ships would, by passing through the tunnel, save the sea carriage and not increase the land carriage. This would be no more to the benefit of our shipping interest than the establishment of railways was considered to be to the advantage of the old coaching interest, but the revolution likely to be created in the route of trade would be of small importance, compared to the military consequences in a possible concourse of events.—*Broad Arrow.*



## CONTENTS OF No. 10, VOL. IX.

<b>FOURTY:—</b>	
The Shore of the River.....	230
<b>EDITORIAL:—</b>	
The New Adjutant General.....	222
Major Brackenbury's Lecture.....	222
Competitive Examination.....	222
Royal United Service Institution's Report.....	223
Reconstruction of the British Army.....	224
Torpedo Experiments.....	224
General Selby Smyth.....	224
News of the Week.....	217
<b>CORRESPONDENCE:—</b>	
Passed Cadet.....	225
<b>SELECTIONS:—</b>	
Annual Report on the State of the Militia.....	218
Canada and its Railways.....	221
Volunteer Rank.....	225
The Intelligence Duties of the Staff Abroad.....	226
and at Home.....	226
The Administration of the Army.....	228
From Montreal to Fort Garry.....	228
<b>MILITARY GENERAL ORDERS.....</b>	<b>220</b>



## The Volunteer Review,

AND

### MILITARY AND NAVAL GAZETTE

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

OTTAWA, TUESDAY, MAY 18, 1875.

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

LIEUT. J. B. VINTER, of Victoria, and Captain H. V. EDMONDS, of New Westminster, are our authorized Agents for British Columbia.

We republished the following valuable article from the *Dorsel Free Press* (England) of 29th January, entitled, "The Allan Line and Emigration to Canada and the United States"—as a notice of which every Canadian might feel proud. The great services which Sir HUGH ALLAN has rendered to Canada are well known and fully appreciated by the people—they have been worthily recognised by our Sovereign, and we coincide with our contemporary as to the place the name will occupy in the history of our country. But we view the services rendered quite as much in the light of the future as of the past or present. The ALLAN'S have rendered services to the Empire as well as to Canada—those twenty one powerful steamers with 56,000 tons, are equal to the same number of first rate line of battle ships, and in the event of war, or rather in the revolution which must be effected in the organisation and working of the merchant service of the Empire, they would add very materially to the actual fighting strength of the British Navy by simply arming them with such heavy artillery as they could carry without detriment to the commercial capacity. The discipline

of those vessels is better than that of the British Navy—officers and men not inferior—and nothing is wanting but training in artillery practice to make them as formidable war vessels as any afloat. As speed is an essential feature in modern Naval warfare, the vessels that can manage to make eleven miles per hour as the ordinary run across the Atlantic, and if necessary, can increase that to fifteen, are as a class, A. 1. in the Naval resources of Great Britain.

In addition, the same firm of Merchant Princes have a squadron of thirteen sailing vessels of an aggregate tonnage of 13,789 tons which of themselves would form no despicable force if Great Britain will do what we suppose must be the eventual solution of the problems affecting her Mercantile Marine, and her Naval Supremacy—that is, make the Mercantile Navy provide its own defensive power—restore it to its true place as the Reserve of the Royal Navy, or more properly its complement, and discard the delusion as well as humbug of "peaceable commercial enterprise." The conservation of the commercial relations of Great Britain now costs over ten million pounds sterling per annum; if involved in a war, which is imminent, the commerce of the country would be totally unprotected, as the whole of the fighting power now possessed should be concentrated for the defence of the British Isles, and even JOHN BROWN would hold up both hands to prevent a repetition of the *Alabama* episode. Had the United States armed its merchant fleet it would not have lost its carrying trade:

#### THE ALLAN LINE AND EMIGRATION TO CANADA AND THE UNITED STATES.

When the history of Canada is written; when her rise, her progress, and her civilisation is recorded, the name of Allan will stand out as one of the most honourable in the roll of the friends of the Dominion. From the Red River to the mouth of the St. Lawrence, from Manitoba to Maine, away along the Bay of Islands, in St. John's, Nova Scotia, New Brunswick, Baltimore, and even as far as the James River, the Allan line carries commerce in its wake. Yes, when the history of the Dominion of Canada comes to be written, it will be seen how much its magnificent position before the world has been owing to the British connection, and how entirely it has been owing to men like Sir Hugh Allan, who has passed a lifetime in the conception and prosecution of enterprises calculated to promote and develop the Canadian Confederacy. No other men have done so much for Canada as the Allans; it is to them that Quebec and Montreal may ascribe a great deal of their present commercial prosperity. The province of Quebec has the advantages of maritime and interior navigation unsurpassed on the continent, and possesses nearly two-thirds of the territory of the Dominion; and her progress from 1820, when Mr. Alexander Allan, of Glasgow, had his fleet of sailing vessels running between the Clyde and the St. Lawrence, has expanded with the growth and development of the Montreal Ocean Steamship Company. As this is the only company whose rise is indelibly blended with that of Canada, and, more especially, that of the province of Quebec, it may not be out of place here to state that the port of Quebec

is only 2,649 geographical miles from Liverpool by the Straits of Belle Isle, and 2,808 miles by Cape Race; whilst Boston is 2,895 miles, and New York 3,095. From the instant the waters of the St. Lawrence are breasted, the dangers of navigation cease to be as great as on the open sea, and of this navigation there is 826 miles—viz., from Belle Isle to Quebec. The great advantage of the St. Lawrence, or river route, over the rival routes of the United States, is the all important one of shorter distance—a fact which must always have great weight in deciding emigrants to give a preference to the Canadian steamers. Of this fact one may become readily convinced upon reflecting that once arrived at Quebec, the emigrant finds himself in the heart or centre of the continent, in a temperate and salubrious climate, and thence by steamboat or rail may direct his steps to whatever point of Canada he likes, or the Far West, thus shortening his distance, avoiding hundreds of miles of travelling, which, did he land at any of the ports in the United States, he would have to undertake to reach this destination.

As an instance of the great development of the Canadian trade, we may remark that up to the year 1840 about a dozen sailing vessels of from 400 to 500 tons register were sufficient to conduct all the trade that then existed. Now the Allan Company alone possesses 21 first class steamers, with a gross tonnage of 56,000 tons, the bulk of which are engaged in the Canadian trade. From the year 1840 to 1850 the sailing fleet of the Allan Company was increased according to the advance of the Canadian trade, the requirements of which were attentively watched by the late Mr. Bryce Allan, Mr. James Allan, Mr. Alexander Allan, Mr. Andrew Allan, and Mr. Hugh Allan (now Sir Hugh Allan). Nearly all the captains in the service have been, literally speaking, born in it, and consequently have a thorough knowledge of the trade.

Towards 1850 the various provinces now forming the Canadian Dominion awoke from a long lethargy, and, no doubt, inspired by what was passing in the United States, determined to enter with earnestness into the struggle for recognition as a power in the world. The leading men of Canada, the major portion of whom were Scotch either by birth or descent, began to turn their minds to the opening up of the country by railways, canals, and the establishment of a more regular and rapid communication with the mother country. The enormous stream of emigration which was then flowing from the old to the new world attracted their attention, and to some extent, naturally aroused their jealousy. They were not the men to rest quietly on their oars without making an attempt to discover whether there were not hundreds and thousands of Englishmen, Irishmen, and Scotchmen who, while they were desirous to emigrate, looked with more favour on the United States than Canada. It was, therefore, against many and difficult obstacles that Messrs. Allan established a line of steamships to promote and accommodate the growing trade between Great Britain and the Dominion of Canada, and also for the purpose of carrying the mails. At this period the sailing fleet of the Allan Company numbered 15 vessels; but in the year 1853 two fine iron screw steamships were added to the fleet. These were the *Indian* and the *Canadian*, of 1,500 tons register and 250 nominal horse power each. These vessels were intended to trade regularly between Liverpool and Quebec and Montreal. In the beginning of 1857, the fleet having been increased by the

steamers North American and Anglo Saxon, the Allan Company entered into arrangements with the Canadian Government for a fortnightly service of mail steamers between Liverpool and Quebec in the summer, and Portland (Maine) in the winter months; and since that date the company has carried the Canadian mails under contract with the Government of Canada. In 1859, however, the original contract was extended to a weekly instead of a fortnightly sailing, which continues up to the present date—the steamers leaving Liverpool every Thursday, calling at Movillo on the following day for the supplementary British mails. In addition to this service, the Allan Company a few years ago entered into a fresh contract with the Canadian Government for the carriage of the mails between Liverpool and Halifax, Nova Scotia and St. John's, Newfoundland. In 1859 the trade between Liverpool and Canada had so far increased that the Messrs. Allan were obliged to add four new steamers to their fleet; and from that year up to the present time their line of steamships has increased until it stands now as follows:—Sardinian, Circassian, Scandinavian, Moravian, Hibernian, Nova Scotian, Manitoban, Australian, Phœnician, Acadian, Polynesian, Sarmatian, Prussian, Peruvian, Caspian, Canadian, Waldensian, Nestorian, Corinthian, St. Patrick, and Newfoundland, the latter being a wooden vessel of 900 tons, constructed especially for carrying the mails between Halifax and Newfoundland during three months of the year, when the ice makes the navigation between these two places both difficult and tedious for the regular mail steamers employed in this service. In connection with the construction of their steamers we may state that Messrs. Allan were the first company to adopt the spar or flush deck to their steamers, and in doing this they were opposed strongly by the Board of Trade, who would not allow them any concessions in the way of measurement for harbour dues, &c., and thus put them at the great disadvantage of placing superior ships at an extra cost upon the Transatlantic line of traffic, without the slightest recognition of the circumstances in their favour. But when the unfortunate London went down in the Bay of Biscay the death-knell of the open deck system was tolled, and the Board of Trade itself was literally "pooped," and it was compelled by the inexorable logic of facts to take cognizance of the value of Messrs. Allan's improvement by making over to them the necessary concessions in the way of a reduction of measurement. Now, with but few exceptions, all the recently constructed steamers employed in the Atlantic trade have the spar deck, than which nothing conduces more to the safety and comfort of the passengers—as, even in the heaviest weather, a vessel with a spar deck is, as a rule, dry. The Hibernian, which was constructed in 1861, was the first "covered-in" vessel of the Allan fleet. With reference to some of these vessels we may remark that the Nova Scotian, Manitoban, Hibernian, and one or two others are engaged in what is now a fortnightly service between Liverpool and Halifax, and Baltimore, and passengers for the Western States often choose Baltimore as their route, by way of the Baltimore and Ohio Railroad.

As we have before stated, it is with the Dominion of Canada that the name of the Allan Company is inseparably linked, and no notice of this company would be complete which failed to give a special prominence to the connection which Messrs. Allan have had with emigration to Canada. It is only since the period of confederation that the central and provincial Governments have

been at any trouble to encourage immigration. Up to the present time the very essence of the work of promoting immigration has been carried on by Messrs. Allan themselves, who have over 1,500 agencies established throughout Great Britain and Ireland, every one of which is a centre of information about work and living in Canada.

In a pamphlet issued by the department of agriculture at Ottawa, we find the following:—"The commercial importance of the provinces comprising the Dominion of Canada is well established, and every effort to develop their resources and extend their trade has been attended with the most satisfactory results. The Canadian system of inland navigation is the most extensive and perfect in the world. The vast territorial extent, the mineral wealth, fertility of soil, unparalleled fisheries, and extensive forests of the combined provinces are becoming understood and valued abroad. No mountain barriers, with the exception of the Rocky Mountains on the Pacific side of the continent (and Canada possesses the most favourable passes through these) interfere to divert the currents of trade in their flow to the markets of the world. With almost boundless fields of coal in Nova Scotia, on the Pacific coast, and in the North West territory, with a climate most favourable to the development of human energy, it is impossible for the mind to assign a limit to the future growth of the Dominion of Canada. The united revenues of the Provinces exceed those of any of the third-rate Powers of Europe. Their railroad extent exceeds the aggregate of Russia, Denmark, Norway, Sweden, Holland, Portugal, Turkey, Switzerland, Egypt, and Brazil; whilst their length of telegraph wires exceeds the aggregate of many of the nations of Europe. This status has not been won without a struggle—not a struggle for liberty against the oppressors—but it has been the struggle in changing the wilderness into productive fields, and in procuring and maintaining free institutions and self government. Each early pioneer of the wilderness who heaved out a home for himself and his family has transmitted the fields thus won from the unbroken forest to posterity; and it is the aggregation of these fields that forms the settlements everywhere traversing the provinces, while the slow but steady progress of changing the wilderness into smiling fields still goes on. The means of water communication which the dominion possesses through each of the provinces, tending as it eventually does, however remote, to the seaboard, afford a ready line of transport for all the products of the interior, and thus will allow of intercourse and trade relations with foreign nations through ports and harbours of her own. Thus, flour manufactured in the western limits of Ontario, the mineral products of Lake Superior, the peltries of the north-west, and the timber of Upper Ottawa, can find their way to Quebec, and thence to Europe.

This is no brilliantly coloured statement; there is not a word in the above which has not foundation, on fact, and which cannot be borne out by hundreds of thousands. The Earl of Dufferin, the present Governor General of Canada, recently, in speaking of the emigration to the province of Ontario, said that he believed emigration was a benefit to those that go, and to those that remain, at the same time that it is the most effectual and legitimate weapon with which labour can contend with capital. "Of course," said the noble lord, "it is not desirable that I should take the responsibility of saying anything which would expose me hereafter to the reproach of having drawn a false pic-

ture or given delusive information in regard to the prospects and opportunities afforded by Canada to the intending settler. The subject is a serious one—so much depends upon the individual training, capacity, health, conduct, and antecedents of each emigrant, that no one without an intimate and special knowledge of the subject would be justified in authoritatively enlarging upon it; but this, at all events, I may say, wherever I have gone I have found numberless persons who came to Canada without anything and have since risen to competence and wealth; that I have met no one who did not gladly acknowledge himself better off than on his first arrival; and that amongst thousands of persons with whom I have been brought into contact, no matter what their race or nationality, none ever seemed to regret that they had come here. Probably the agricultural labourer who comes to the country from Norfolk and Dorsetshire will have to work a great deal harder than he ever worked in his life before; but if his work is harder, he will find a sweetener to his toil of which he could never have dreamt in the old country; namely, the prospect of independence, of a roof over his head for which he shall pay no rent, and of ripening cornfields round his homestead which own no master but himself. Let a man be sober, healthy, and industrious; let him come out at a proper time of the year; let him be content with small beginnings, and not afraid of hard work, and I can scarcely conceive how he should fail in his career."

These are certainly encouraging words, and coming from such an authority, cannot fail to further the tide of emigration to Canada, and call forth the utmost resources of Messrs. Allan's fleet of steamers. Our readers will, no doubt, remember the discussion which took place a few years ago concerning the steerage passage accommodation and it was then that the Allan Company were in the proud position of being able to successfully vindicate their right to be considered as the leaders in the arrangements for the comfort of steerage passengers, as they have been in regard to spar decks, and other matters of vital importance. It was then found that they alone of all the lines carried stewardesses for female steerage passengers, and also that they alone insisted upon an absolute and complete separation of the sexes, married as well as single. The Allan Company have separate compartments for the females, and, from personal experience, the isolation is so complete that it is impossible for any infraction of decorum to take place. Indeed; the women are as much apart as if they were in a separate house. Nothing that money can procure has been neglected to make the steamers of the Allan fleet unexceptionable as passenger vessels, as they combine the most commodious accommodation with every modern appliance to ensure speed combined with safety. All the Allan steamers have been constructed with an exclusive regard to the elements of strength and solidity; but that these are not inconsistent with extreme beauty of model will be admitted by any one who has examined the Circassian, Sarmatian, and Polynesian. These steamers are not classed at Lloyd's, nor with the Liverpool underwriters, the company having their own standards of strength, equipment, &c., which, however, are very much in excess of the requirements of Lloyd's.

It may not be out of place to call attention to some recent and very important alterations which Messrs. Allan have effected in several of their steamships—but more particularly to the immense improvements which have taken place in the Peruvian and

Moravian. Several months since these two vessels were placed in the hands of Messrs. Laird Brothers, of Birkenhead, for the purpose of being newly engined and enlarged. These alterations have now been completed; and when we state that the improvements cost nearly £100,000 in each vessel, our readers can form some idea of the nature of the work accomplished by Messrs. Laird. The Moravian and Peruvian as they now stand are two of the finest and best equipped steamships, in every respect, that cross the Atlantic.

We may state here that during the Crimean war two of Messrs. Allan's steamers, viz., the Indian and Canadian, were employed in the transport service, in conveying British troops from Portsmouth and French troops from Marseilles; whilst last year the Sarmatian and the Manitoban were employed in a similar service in connection with the Ashantee Campaign.

The company have now in course of completion in the yard of Messrs. Robert Steele and Co., of Greenock, the Sardinian, the largest vessel of their fleet. She is 4,200 burthen, 675 nominal horse power, and will be commanded by Captain J. E. Dutton; and it is intended to place her on the route some time next month. It may not be out of place here to remark that the passage from Liverpool, Glasgow, Londonderry, or Queenstown—the steamers going to Halifax and Baltimore calling at Queenstown on the outward and homeward voyages—by the Allan mail line occupies only about ten days on the average, though the Polynesian on her maiden voyage from Moville to Quebec made the run in 7 days 13 hours and 55 minutes. It appears that all passengers not having sufficient means of their own to carry them to their destination from Quebec are forwarded free by the Canadian Government to those places where immediate employment can be found. Notwithstanding that there has been a considerable falling off in the total emigration from Great Britain and the Continent of Europe during the past year, it is remarkable that so far as Canada is concerned she has not been affected to any extent by the causes which checked emigration to other countries, inasmuch as all who have emigrated to the Dominion during 1874 have succeeded beyond their expectations. During the past year the vessels of the Allan Company have been remarkably free from diseases of a contagious character, not a single death having to be recorded; in fact the most perfect satisfaction appears to have been given to all the passengers who have crossed the Atlantic in vessels belonging to this company. The Government of Canada, in its report in connection with the various emigration agencies for the last two or three years, speaks in the highest possible terms of the value of Messrs. Allan's work in this respect, and alludes in the most eulogistic manner to the obligations the Canadian Emigration Commissioners in this country and Ireland were under to the company.

The following is a list of the steamers belonging to the Montreal Ocean Steamship Company:—

Ships.	Tons.	Ships.	Tons.
Sardinian	4200	Sarmatian	3647
Circassian	3212	Prussian	2794
Scandinavian	2340	Peruvian	3270
Moravian	3400	Caspian	2728
Hibernian	2752	Canadian	2401
Nova-Scotian	3505	Waldensian	2456
Manitoban	2395	Nestorian	2466
Austrian	2458	Corinthian	1517
Phoenician	2356	St. Patrick	1500
Acadian	1500	Newfoundland	900
Polynesian	3985		

The following is a list of the Allan line of iron sailing ships:—

Ships.	Net Register Tonnage.
Streatham	1704
Scuttlabane	1363
Ravensraig	1229
City of Montreal	1187
Pomona	1097
Chippewa	1096
Eumaidis	1095
Cairngorm	1016
Abeona	980
Glenbervie	790
Gleniffer	790
Medora	781
Cherokee	652
Total	13,789.

Making a total tonnage of somewhere about 70,000 tons.

The above vessels are for the most part engaged in trading between the Mersey and the St. Lawrence, and between Glasgow and Quebec and Montreal. At periods when the Canadian freight market is dull some of these vessels are despatched to other ports. During the eight months when the navigation is open these vessels make regularly three voyages, but in 1871 the Gleniffer made four voyages during the eight months. The shortest passage made by this vessel, which possesses great sailing powers, was in 15 days from Quebec to Greenock.—*Shipping and Commercial Express.*

*Broad Arrow*, of 6th February, has an article on the "The Military Aspect of the Channel Tunnel," which will be found in another page. Our readers are aware that a project having the approval of the Great European Engineers for constructing a tunnel under the British Channel from somewhere near Dover on the English, to some point near Calais on the French coast. It would appear that the only difficulty in the way, would be the question of cost, and the only unsolved problem that of utility.

As far as the latter is concerned, it would no doubt, facilitate commercial transport and relations; but there is a question as to whether the general travelling public would, for a generation at least, train themselves to the novel sensation of travelling under water for some thirty miles without the risks of an aqueous eruption, or other no less dangerous accidents. This point of the case has been put in commenting on the scheme by the *Colonist*, and it is needless to comment itself to our readers.

"The case is doubtless very different with Tunnels through Mountains, or even under Rivers—most people have a idea that Oceanic power is irresistible, and any one standing on the pier at Dover during a lively Nor'-Wester will realise to a considerable extent what the popular idea would be—still the horrors of the passage may in some measure neutralise the terrors of risk, the danger being drowned in a tide like a puncheon, and it is certain the business portion of the community will take all risks; therefore, those that assume it to be a paying concern either directly or indirectly may not be far out. In dealing with its military aspects we cannot accept the view *Broad Arrow* has

taken, or look on it as a danger at all in case of war—it is only like a bridge in being the trap for the invader as it must be a comparatively easy matter to close it up or flood it—neither of which operations are possible with the generality of bridges.

Even if it was a danger the spirit of Commerce would compel the British Government to ignore it, as has been done in our own case by the change of railway gauges, so that in the event of war we have by this mechanical operation weakened our own power by what would be equivalent to us as 100,000 soldiers, and adding to our possible adversary's means of offence in a much more than corresponding ratio—a dozen tunnels under the "silver streak" would not place Great Britain in a tithe of the danger this simple operation has exposed her principal dependency to.

## DOMINION OF CANADA.



### MILITIA GENERAL ORDERS.

#### HEAD QUARTERS,

OTTAWA, 14th May, 1875.

GENERAL ORDERS (11).

NO. 1.

#### MILITIA STAFF.

Lieutenant Colonel Charles King, Brigade Major 3rd Brigade Division, Province of Quebec, is hereby permitted to retire retaining his rank of Lieutenant Colonel.

Major the Honorable Matthew Aylmer, Brigade Major 2nd Brigade Division, Province of Quebec, will take over the duties of 3rd Brigade Division in addition to the 2nd Brigade Division, until further orders.

Major De la Cherois T. Irwin, Assistant Inspector of Artillery and Warlike Stores, and Commandant of "A" Battery, School of Gunnery, to have the rank of Lieutenant Colonel in the Militia.

#### ACTIVE MILITIA.

#### PROVINCE OF ONTARIO.

Toronto Field Battery of Artillery.

1st Lieutenant Charles Wright, G. S., is hereby permitted to retire retaining rank.

Napanee Battery of Garrison Artillery.

To be 2nd Lieutenant:

Sergeant Benjamin Seymour Abrams, G. S., vice Henry promoted.

13th Battalion of Infantry.

To be Ensign, provisionally:

Sergeant Angus Peter Spohn, vice Murphy, promoted.

**20th "Halton" Battalion of Rifles.**  
 Lieutenant and Adjutant John Katting, V. B., to have the rank of Captain.  
 Paymaster Harvey M. Switzer and Quarter Master Robert Swanton Appelbe to have respectively the Honorary rank of Captain.  
 No. 7 Company, Milton.

To be Captain:  
 Lieutenant William Panton, M. S., vice Thomas Rixon who is hereby permitted to retire retaining rank.  
 To be Lieutenant:  
 Ensign James Wetenhall Robinson, M.S., vice Panton, promoted.

**26th "Middlesex" Battalion of Infantry.**  
 St. John's, Arva, Company.  
 No. 8 Company (St. John's, Arva) of 7th Battalion is hereby detached from that Battalion and attached to 26th Battalion as No. 8 Company thereof.

**42nd "Brookville" Battalion of Infantry.**  
 No. 1 Company, Almonte.  
 To be Lieutenant provisionally:  
 John King Gale, Gentleman, vice Rosamond, retired.  
 The resignation of Ensign Dugald McEwen is hereby accepted.

**45th "West Durham" Battalion of Infantry.**  
 No. 2 Company.  
 The Head Quarters of this Company are hereby transferred from Oroquieta to Fenelon Falls.  
 To be Captain:  
 John Wesley Kennedy, Esquire, M. S., vice Joseph Lyle Tucker, who is hereby placed on the retired list, retaining rank.

To be Lieutenant:  
 A. A. McDonald, Gentleman, M.S., vice Robert Moment, out of limits.  
 Ensign William Ferguson, being out of limits, his name is hereby removed from the list of officers of the Active Militia.

**48th "Lennox and Addington" Battalion of Infantry.**  
 To be Assistant Surgeon:  
 William E. Fraleigh, Esquire, M. D., late Captain of No. 5 Company, vice John H. Clement, left limits.  
 No. 5 Company, Enterprise.

To be Captain:  
 Lieutenant Albert Amey, M. S., vice Fraleigh, appointed Assistant Surgeon.

PROVINCE OF QUEBEC.

**Montreal Brigade of Garrison Artillery.**  
 To be 1st Lieutenant:  
 2nd Lieutenant John Pangman, G.S., vice Dickson Anderson, left limits.  
 To be 2nd Lieutenant, provisionally:  
 W. J. Binning, Gentleman, vice Pangman, promoted.  
 To be Quarter-Master:  
 Donald MacDonald, Gentleman, vice William McCoy, left limits.

**65th Battalion or "Mount Royal Rifles."**  
 No. 1 Company, Montreal.  
 The resignation of Captain Auguste L. DeLisle is hereby accepted.

**55th "Megantic" Light Infantry Battalion.**  
 No. 6 Company, St. Sylestre.  
 To be Lieutenant:  
 Francis Carroll, Gentleman, M.S., vice Anderson, left limits.

**St. Hyacinthe Provisional Battalion of Infantry.**  
 Major Romuald St. Jacques, M.S., is hereby permitted to retire retaining rank.

CONFIRMATION OF RANK.

Captain George Sully, V.B., 3rd Battalion, from 12th April, 1875.  
 Lieutenant Archibald Allan, V. B., 3rd Battalion, from 12th April, 1875.  
 Lieutenant John Alexander Walker, V.B., 3rd Battalion, from 12th April, 1875.

PROVINCE OF NEW-BRUNSWICK.

**Newcastle Field Battery of Artillery.**  
 The services of 2nd Lieutenant James White, junior, as an officer in the Active Militia, are hereby dispensed with for having failed to obey orders.

CONFIRMATION OF RANK.

Captain Isaac Slawson Carvel, M.S., No. 10 Company, 67th Battalion, from 21st April, 1875.

CERTIFICATES GRANTED.

SCHOOLS OF GUNNERY.  
 PROVINCE OF ONTARIO.  
 FIRST CLASS "SHORT COURSE" CERTIFICATES.  
 Sergeant Thomas Lynch, Woodstock (New Brunswick,) Field Battery.

SCHOOLS OF MILITARY INSTRUCTION.  
 PROVINCE OF NEW BRUNSWICK.  
 FIRST CLASS CERTIFICATES.  
 Regimental Division. Names.  
 Carleton. — Lieutenant John T. Fletcher, 67th Battalion.

SECOND CLASS CERTIFICATES.  
 Regimental Divisions. Names.  
 Carleton. — Captain Isaac Slawson Carvel, 67th Battalion.  
 do. — Color Sergeant Herbert Newton Boyer, 67th Battalion.

do. — Private Asa Elias Peterson, 67th Battalion.  
 do. — Private John Franklin Williams, 67th Battalion.  
 do. — Private George Ripley Smith, 67th Battalion.

York. — Private William R.H. Graham, 71st Battalion.  
 do. — Private Jacob Byron Grant, 71st Battalion.  
 do. — Private Edmond B. Tweedale, 71st Battalion.  
 do. — Color Sergeant Fred. Bird, 71st Battalion.  
 do. — Private Harry Murray Morris, 71st Battalion.  
 do. — Private William Lawrence, 71st Battalion.  
 do. — Private Thomas Miller, 71st Battalion.  
 1st Saint John. — William Levinge, Gentleman.  
 2nd Saint John. — Corporal Daniel O'Connell, 62nd Battalion.  
 do. — Gunner Hawkey John White, No. 10 Battery Garrison, Artillery.  
 Charlottes. — Wallace Broad, Gentleman.  
 Queens. — John Newton Ferguson, 71st Battalion.  
 Kings. — James Arthur Orr, 74th Battalion.

PROVINCE OF NOVA SCOTIA.

SECOND CLASS CERTIFICATES.  
 Regimental Divisions. Names.  
 Halifax City. — Private P. Anderson, 66th Battalion.  
 do. — Private Edward J. Gorham, 63rd Battalion.  
 do. — Gunner Oswald Hamann, 2nd Halifax Brigade Garrison Artillery.  
 do. — Private J. Mathew, 56th Battalion.  
 do. — Corporal James McKendry, 1st Halifax Brigade Garrison Artillery.  
 do. — Sergeant William McKennie, 1st Halifax Brigade Garrison Artillery.

BOARD OF EXAMINERS.

PROVINCE OF QUEBEC.  
 SECOND CLASS CERTIFICATES.  
 Capt. George Sully, 3rd Battalion "Victoria Rifles," Montreal.  
 Lieut. Archibald Allan, 3rd Battalion "Victoria Rifles," Montreal.  
 Lieut. John Alex. Walker, 3rd Battalion "Victoria Rifles," Montreal.  
 By Command,  
 WALKER POWELL, Colonel,  
 Adjutant General of Militia, Canada.

## LENORE.

BY E. A. POE.

Ah! broken is the golden bowl! the spirit flown forever!  
 Let the bell toll! a saintly soul floats on the Stygian river;  
 And, Guy de Vore, hast thou no tear?—weep now, or never more!  
 See, on yon drear and rigid bier low lies thy love Lenore!  
 Come, let the burial rite be read, the funeral song sung;  
 An anthem for the queenliest dead that ever died so young—  
 A dirge for her, the doubly dead, in that she died so young.  
 "Wretches! ye loved her for her wealth, and hated her for her pride,  
 And when she fell in feeble health ye blessed her, that she died!  
 How shall the ritual, then, be read—the requiem how being sung.  
 By you—by yours, the evil eye—by yours, the slanderous tongue,  
 That did to death the innocence that died, and died so young?"  
*Peccaminus*; but brave not thus; and let a Sabbath song  
 Go up to God so solemnly, the dead may feel no wrong;  
 The sweet Lenora hath "gone before" with Hope, that flew beside,  
 Leaving the wild for the dear child that should have been thy bride;  
 For her, the fair and debonaire, that now so lonely lies,  
 The life upon her yellow hair, but not within her eyes—  
 The life still there upon her hair, the death upon her eyes.  
 "Avaunt! to-night my heart is light. No dirge will I upraise,  
 But wait the angel on her flight with a psalm of old days.  
 Let no bell toll; lest her sweet soul, amid its hallowed mirth,  
 Should catch the note as it doth float up from the damn'd earth.  
 To friends above, from friends below, the indignant ghost is riven;  
 From hall unto a high estate far up within the heaven;  
 From grief and groan to a golden throne beside the King of Heaven."

## The Intelligence Duties of the Staff Abroad and at Home.

By Major C. B. BRACKENBURY, R.A.,  
D.A.Q.M.G.(Continued from page 228)  
Central Bureau.

Count Moltke has two adjutants who, with a secretary and staff of clerks, conduct the whole of the correspondence of the Great General Staff. The first adjutant makes a daily report to his chief on the progress of business and has charge of all personal affairs.

## A.—The Three Sections.

The business of the Three Sections is to collect from all available sources the latest information concerning European Armies, to follow all their changes in organization and to keep up to date systematized information concerning them. They are also bound to issue periodical descriptions of those armies for the use of the General Staff.

The First Section has charge of what is called the Eastern theatre of War, comprising Austria, Russia, Denmark, the Turkish Empire, Greece, Asia.

The Second Section has charge of the Central theatre of War, comprising Germany, Italy, Switzerland.

The Third Section has charge of the Western theatre of War, comprising France, Great Britain, Belgium, the Netherlands, Spain, Portugal and America.

Colonies go with the countries to which they belong.

You will observe that the Three Sections devote their attention especially to foreign armies.

## B.—Railway Section.

Collects and arranges systematically all information on railways at home and abroad,

especially with regard to their capacity for carrying troops. Upon this information the section works out.—

First. Instructions for the transport of troops and munitions of war.

Second. Plans for transport of the German forces under different suppositions so that that the German Army may, in the event of war, be concentrated upon any point likely to be threatened, with the greatest possible speed.

Third. Examination of all projects for new railways.

A short railway line has lately been constructed near Berlin, with the avowed object of practising during peace the military use or destruction of railways during war. Different time tables are compiled by this section and kept up to date, so that, at the moment of war, there is not the slightest doubt as to the day or the hour when particular corps, or parts of corps will arrive at the destined point of concentration. But, like all German military institutions, the work of the Railway Section is so prepared as to be elastic. In 1870, the sudden declaration of war by the French led to the supposition that they could concentrate there. Subsequently the inaction of the French enabled some of the German troops to be carried on by the trains which had first been ordered first to halt on the hither side of the Rhine. The Railway battalion is under this section.

## C.—Section for Military History.

It is unnecessary to point out the practical value of the study of military history. Fully impressed with its importance a section of the Great General Staff devotes itself to the accumulation and arrangement of historical records, and the preparation of excellent histories of great wars. The annals of Prussia have of late been so rich in materials that the Historical Section has been kept hard at work upon the wars of our own time.

## D.—Geographical Statistical Section.

The duties of this section are to collect and arrange all information of military value bearing on the topography and statistics of foreign nations, as well as the statistics of Germany. It works in close connection with the Topographical Section, out of which it was developed a few years ago. As the Three Sections devote their attention to armies, so does the Geographical Statistical Section study all other matters of military value relating to foreign countries. The European powers are treated "exhaustively," and you know what exhaustively means when spoken by a German. Non European nations, such as America and the British colonies, are treated in less detail, but all the principal facts concerning them are recorded. I have reason to know that attention has lately been paid to India. The section is also employed in correcting foreign maps and marking interesting details upon them. For this purpose it has a photographic establishment.

## E and F.—Topographical and Land Triangulation.

These two sections are about to be amalgamated, as they carry out the same great work—the survey of the country—with special regard to military requirements. The Land Triangulation undertakes the most scientific part of the business, such as the cadastral survey. The Topographical Section works out the details and prepares the maps. Being myself a gunner, I may perhaps be permitted to remark that the most scientific part of the survey is carried out by artillerymen.

## G.—Intelligence Office.

This remarkable institution was organized as a distinct permanent section of the General Staff in 1863, the year before the Danish War. All the information obtained by the other sections is handed over to it, systematically arranged and ready for use so that it is, in peace, the one office which knows everything, and can answer all questions which Count Moltke may ask. It receives; besides, a considerable amount of secret intelligence even during peace. When we remember that service in the Army is universal in Prussia, and that a large proportion of the German merchants, clerks, and other employes working in other countries have been "one year volunteers," we cannot but be struck by the immense facilities for gaining military information possessed by this highly organized and warlike nation.

At the outbreak of war, the principal Intelligence Office remains at Berlin, and uses all means of getting information. Officers, Police, the Diplomatic Corps, spies paid or otherwise, are employed; and money is freely spent for the one great end.

An Intelligence Office is also formed at the headquarters of each Army and Corps, under the superintendence of the chief of the Staff, who details one of his Staff Officers for the special duty. These minor Intelligence Offices are all in communication with the chief office at Berlin, and thus any information, wherever reported, is by means of the telegraph, made instantaneously useful to all.

## H.—The Map Room.

In the Map Room are stored original surveys and a quantity of maps for distribution. This section also registers all map work produced by the General Staff, and is in charge of the accounts and financial business generally.

## I.—Travels of Officers.

In the early part of each year the various chiefs of sections report to Count Moltke what points in the information under their respective charges require addition or elucidation. Acting on their reports, Count Moltke sends Officers to travel, giving them definite instructions as to the information required, and the day on which it must be furnished. And the reports find their way to the Intelligence Office.

The Staff Journeys as they were called, form a great feature of the work. Under the charge of Count Moltke, the Officers of the Great General Staff proceed once in the year to a particular district of the country where they act in all respects as the staff of an army engaged day after day. They have to make reconnaissance and reports, to design manoeuvres, issue orders to imaginary corps and divisions, select quarters or bivouacs, and generally perform all duties of the Staff in the field.

The members of the Great General Staff are available for work in any of the sections, as are also the young Officers attached, after their course at the War Academy, or sent up by the Colonels. Thus, at a critical period of their lives the aspirants for staff employment are brought in contact with the leading military spirits of their country, and with the great master of modern war. The work of these young Officers consists of preparation of memoirs on geographical or statistical subjects, solution of strategical and tactical problems, descriptions of foreign armies, and historical essays. In fact, the information already acquired is placed at their disposal, to be dealt with by them as Staff Officers would



have to deal with it. The best papers are laid before Count Moltke by the chiefs of sections, and some of them are published in the "Militär Wochen Blatt." Publication is considered to be one of the special duties of the Staff and arrangements for the purpose are made with military publishers at Berlin. Thus a constant stream of information flows from the Great General Staff to the Army and the country.

When war is declared the main part of the Great General Staff joins the Army, the Officers being used to form the Royal Headquarters Staff and the Staff of Armies. They are used, in fact, wherever their services are likely to be most useful. Half the *Neben Etat* remains at Berlin, and keeps the machine from rusting, but the chief work of the Department is over, because that for which it was preparing has come.

Such is the organization of the establishment corresponding with the newly formed Intelligence Branch in England. We will now pass to the Austrian.

#### AUSTRIA.

The whole of the Austrian Staff, whether at headquarters or with the troops in districts, is considered available for Intelligence work, and is employed upon it. But the staff in districts, like our own, has much routine work to do, and there is now a strong cry heard from them for relief from this burden. They ask that it may be transferred, as in the Prussian service, to a separate body of adjutants. In fact, though the terms may differ, they desire to approach a system in some respects not unlike our own: The duties of their Adjutants would be closely similar to those of our Adjutant General's Department, and their General Staff would then correspond with our Quartermaster-General's Department, especially since the latter has now an Intelligence Branch.

Time would fail us to describe the changes and experiments which have been made in the organization of the Austrian Staff since 1866. Suffice it to say, that the authorities leaped at one bound from that dangerous institution, a closed Staff whose Officers did no regimental duty and never commanded troops, to one in which the Staff had no advantage at all in promotion, but rose exactly as regimental Officers rose. The whole scheme is now undergoing revision, and it is almost certain that the Prussian and English principle, of insisting that Staff Officers shall take a turn of regimental duty, will be adopted, and to this will be added, in order to draw the best Officers to the Staff, the further Prussian principle that Staff Officers shall gain considerably in promotion, so that they may have a greater chance of high command in the field.

The Austrian Department corresponding with the Prussian Great General Staff dates, in its present form, from 1871, and is thus organized:—

- A. Directors' Division.
- B. Military Description of the Empire.
- C. Military Description of Foreign Countries.
- D. Railway, Telegraph, Post, and Steam-boat Division.
- E. Military History Division.
- F. Statistics of Foreign Armies.

In these divisions are employed 68 permanent Officers, besides clerks and Half-pay Officers, whom the Chief of the Staff has permission to employ, bringing their pay up to full pay for the time of their employment.

In addition to these strictly intelligence divisions, there are two staff departments,

much of whose work is of special use for purposes of information. They are the *Military Archives*, divided into three sections. 1. The Archives. 2. The Library. 3. The Topographical Department, and the *Military Geographical Institute*, which is charged with the survey of the country and the production of maps.

If we are to include the Officers employed in these two departments, the total would be raised from 68 to 154, but we will omit them, because much of their work is for general military and even civil purposes, only let us remember that the staff can always count upon them.

#### A.—Directors' Division.

Conducts the correspondence, acts as a registry, deals with personal questions, and staff regulations. It has always a certain number of extra Officers attached to it, employed in reading and making remarks upon reports which have been sent in. The Director is thus enabled to decide upon the qualifications of Officers employed on reconnaissances or kindred work.

#### B.—Military Description of the Empire.

#### C.—Ditto ditto of Foreign Countries.

These two divisions may be taken together, because they are likely to be amalgamated, and because the character of their work is the same.

Hitherto, "The Empire" and "Foreign Countries" have been divided, for the purposes of study, in two different manners. The Empire into seven "Fields of operation," Foreign countries (in Europe) into four "Theatres of War." The same or almost the same system has been pursued in arranging the information regarding them; and the result is a mass of printed matter highly valuable, but difficult to fit together.

It is now in contemplation to amalgamate the two divisions, and to co-ordinate the "Fields of Operation" and "Theatres of War," so that home and foreign territory may be treated as one for military purposes. This seems a practical idea, for it is certain that when war is declared, frontiers disappear from purely military calculations and are replaced by natural features of country which may be either within or without the political confines of the State.

The Austrian military description of country is most elaborate, and contains all that can possibly be wanted for the most exhaustive studies. The form in which it is kept is valuable for the office or the barrack-room, but some Officers complain that the books are not strictly pocket books, and could not conveniently be carried in the field.

The information required for war is brought together and arranged on two different but allied principles, and printed in octavo.

- 1st. General description of theatres of war, giving the peculiarities of countries, their topography, wealth, inhabitants, politics, and even languages; affording, in fact, all the information required for making great strategical decisions.
- 2nd. Description of the routes along which armies will probably march. These give all the information required by troops in movement, and are the results of the logistical studies of the Austrian Staff. Detailed reports on fortresses or strategical points are added, together with a topographical and statistical summary.

To gather this information, all available means must be used. For instance, in Austria all Government Departments receiving

intelligence which bears on the military strength or resources of other nations are bound to send it at once to the Minister of War for the use of the Staff. Thus from one Minister the Staff hears of the development of a mercantile marine, or the opening of a new port, from another of the growth of some important industry.

Almost the whole of Europe has been thus studied, and the works are printed for use in time of war. There are distinct books for the two different "descriptions."

Corresponding with the books mentioned above are two sets of maps—Operation Maps and Route Maps.

The Operation Maps are produced by photographing the standard maps, and printing them very pale. This faint delineation of country is then worked over by hand, the useful features being accentuated and the rest left indistinct. They illustrate the first set of books.

The Route maps are prepared on a large scale, and then reduced. A small photographic copy is contained in each volume of the "Route Description" books. From these maps are removed all features not bearing upon the science of marches. Roads, railways, bridges, camping grounds, &c., are specially marked. The roads all over Europe are divided into day's marches, each of which has a number and corresponds with a certain page of the "Route Description," where it is to be found, under the same number, a military description of the road and neighbouring positions.

All the maps and descriptions are kept up to date—those referring to the Empire by the Staff of Generals in districts, those embracing foreign countries by the Headquarters Staff, partly from material collected by the various "Divisions" Staff, partly from the reports of Officers who are constantly travelling to collect and verify information.

The 2nd and 3rd Divisions have published a number of works which take a high place among military standard literature.

#### D.—Railway, Telegraph, Post and Steam-boat Division.

Precisely similar in the character of its work to the Prussian Railway Section but; as is shown by its title, its studies have a more extended scope.

#### E.—Military History.

Similar to the Prussian Historical Section. It has produced some works of the highest value for military students.

#### F.—Statistics of Foreign Affairs.

This division has to collect and classify information relating to foreign armies, and further, to diffuse such information as widely as possible throughout the Austrian Army.

Newspapers and other periodicals are daily read through and marked, so as to call attention of the other divisions and departments in the War Office, through which the papers circulate, to any paragraphs specially interesting to them.

Cuttings are made from the papers and pasted in books, together with manuscript notes from reports of Military Attachés, &c., on the same subjects. Thus, is the latest information on any subject of more than average interest is required, it is ready to hand at once. The work of this division is excellent.

Maps of foreign countries are kept with the territorial districts marked upon them, and states giving the actual strength of the armies kept up to date are attached to the maps.

From these states and from other information the division compiles a work,\* the title of which may be transported as "Comparative estimate of the War Strength of European Powers, by land and Sea." It is not confidential, and is sold in Vienna for about eighteenpence. Other works on foreign armies have been compiled in the division.

\* "Vergleichende Darstellung Wehrverhältnisse in Europa zu Land und zur See." 1874.

(To be Continued.)

### CORRESPONDENCE.

The Editor does not hold himself responsible for individual expressions of opinion in communications address to the VOLUNTEER REVIEW.

(FROM OUR OWN CORRESPONDENT.)

Montreal, 14th May, 1875.

Our good city is now full of life and bustle, and the wharves fast filling up with shipping—Colonel Labranche has laid before the authorities a plan and model of a swimming Bath similar in some particulars to those used for the "Ecole de Natation" on the Seine at Paris. Sergeant John Porter, acting as Cornet to the No. 1 Troop Montreal Hussars, will now doubtless be gazetted to the substantive rank; but, in conformity to the G. O. as fixed for the annual drill for 1875-76, will not be entitled to receive pay for the approaching twelve days drill—this is honor without profit! but all members of the troop will be rejoiced to hear that this very efficient N. C. Officer is at last, to receive his well merited promotion. Why is the term Cornet still retained in the Volunteer force? Some time since it was abolished in the regular army, and sub-Lieutenant, substituted. It is understood that the drill for this year of the City Corps will not be performed in camp, owing to the difficulty of obtaining leave from employers. The inhabitants of Laprairie and its environs will lose considerable profits this year, from the fact that it is not proposed to hold a Brigade Camp there, although the ground is admirably adapted for Brigade movements, and the locality healthy. The farmers and others residing near the old camp-ground brought forward too many claims for alleged damage done to their fences and out standing crops, to please the authorities last year, many of such claims being vexatious, and of a frivolous nature and made only to pocket a few dollars. Colonel Lovelace of the Volunteer Cavalry is said to be about receiving the full value of a grant of land he held in Bulgaria, when in the Ottoman Service and acting British Consul at Vienna or Yassi-Bazar. The forthcoming publication by Colonel John Dyde of "A Long and Eventful Life" will contain many interesting events connected with this City and the Dominion in general. The annual meeting of the Quebec Provincial Rifle Association was held at the Mechanics' Hall on the 6th instant, there was a full attendance of members; a report of the proceedings

has probably reached you ere this. In conclusion, I must remark, that the VOLUNTEER REVIEW, so long before the Volunteer force, appears to be increasing in popularity yearly; no Volunteer officer ought to be without it, inasmuch that the information it contains, is of much import to those officers, N. C. Officers and members of the Dominion Army, who really like their profession and are desirous of improving themselves by the perusal of the well written articles on all military subjects, embracing those particularly by Colonel Fletcher on the "Defence of Canada;" the reports of Colonel Strange on Artillery matters; the *Broad Arrow*, and *United Service Gazette* on the Regular Army and Volunteers of Great Britain &c., &c. X.

HALIFAX, 10th May, 1875.

To the Editor of the VOLUNTEER REVIEW.

DEAR SIR,—It is to be hoped that Shrapnel's excellent suggestions, regarding a suitable head dress for the Canadian Army, will receive the consideration they so well deserve. In conversation with several officers of the force, they have one and all approved of the adoption of a helmet; indeed, I believe one commanding officer actually receives from London a pattern of helmet, but the material of which was considered too light for our climate. However, that is a fault very easily remedied by having them of felt. The proposition that all branches of the service should have helmets of the same shape, is a very good one; but I do not see the utility of having them of different colours. Let all be of the same colour, (black) and distinguished by, say, *Cavalry*, a flowing red or black horse hair plume. *Artillery*, the present goat hair plume and grenade as worn on busby. *Engineer corps*, (when formed) a small plume to be worn in front. *Infantry and Rifles* with spikes, but without plumes, and a universal badge in silver or bronze, surmounted by a crown or bugle. The Cavalry and Artillery to have their own badges in front of helmet. This I think would be as handsome and neat a head dress as could be devised, and could be worn either in full or undress; in the latter case without plumes. As concerns clothing, would it not be better for all Infantry to be clothed in scarlet, for why should there be any distinction in the dress, when there is none in the arms? In conclusion I would remark that considering the number of curious questions that have lately been asked in the Review, one would suppose there was a scarcity of Field Exercise and Queen's Regulations in the localities in which the writers reside.

Yours truly,

ROCKET.

P.S.—Your editorial note at the foot of Lance's communication of 4th inst., is not quite correct. Major Macdonald still retains the position and performs the duties of his rank in the 66th Battalion, the officers of

which would be truly sorry to lose the services of such an efficient officer. Therefore, I think with Lance, the Major would best consult the wishes of his comrades by resigning the Paymastership. R.

To the Editor of the VOLUNTEER REVIEW.

DEAR SIR,—It would appear from the Review's correspondents letters there is some discussion going on as to the proper *chapeau* for the cavalry arm of the Dominion. Whatever the decision arrived at, it is to be hoped our *chevalier* will eschew aught so absurdly ludicrous—and in a trained soldierly positively burlesque—as the slouched hat. The picturesqueness of the Historic Brigand's or Bravo's costume, is surely neither a criterion nor model for disciplined cavalry to adopt. Cheerfully admitting the gallantry with which the Confederates fought in some such head gear; yet, in hastily raised levies, it is probable expediency precluded choice. Young men, in a thousand instances, have been lured from their peaceful occupations, to "Ride a bold Dragoon" by the glitter and smartness of cavalry equipment, and the officer who does not recognize this weakness, if you will, in the dress he would propose for his men, must find his ranks but slowly repleted, and can know little of human nature, especially as it is developed in men of military instincts. From the stern teaching of a little experience, the writer may be permitted to observe that, with the exception of the classical Greek helmet, nothing is more becoming for a horseman than the old Busby. It will resist cold, and if not black in colour will absorb very little heat. In the Bevoac outlaying picquet, it is invaluable; constituting no despicable pillow, when folded upon a stone or billet of wood, and is easily shaken into shape again after rough usage.

The writer would take the liberty to endorse the view "Light Infantry" takes of the subject under discussion; and the spirit with which he spurns—if the expression be permissible—imitative subservency to a foreign power.

I am, dear Sir, respectfully,

SABREUR.

11th May, 1875.

HALIFAX, 11th May, 1875.

To the Editor of the VOLUNTEER REVIEW.

DEAR SIR,—Let "Lance" rest content with Paymaster Macdonald's present position, for it is very well known who is to get the appointment when the Paymaster resigns. Besides, Lance should be satisfied with the pickings he is already getting from the public chest.

Yours &c.,

ALBIN.

REMITTANCES RECEIVED ON SUBSCRIPTIONS TO THE VOLUNTEER REVIEW UP TO SATURDAY THE 15th INST. —

Albion, O.—Major J. D. Gammill, Oct. 75.	\$3.75
Acton West, O.—Major W. Allan, to April 76.	4.00
Fredericton, N. B.—Lt. Col. G. A. Mansell,	1.00
D. A. G., to Feb. 1875.	2.00
Halloway, O.—M. Lewis Marsh, to Jan. 1874.	2.00
Sault Ste Marie, O.—Capt. J. Wilson, Jan. 76.	2.00
Windham Centre, O.—Capt. R. Green, Jan. 76.	4.00

REVIEWS.

The Westminster Review for April, 1875, has been received from The Leonard Scott Publishing Co., No. 41 Barclay Street, N.Y. Contents as follows:—The African Slave Trade; Pliny's Letters; The "Natural" Philosophy of History; Our Position in India; Recent Political Memoirs; Savage Life: the Western Tribes of North America; Merchant Shipping Legislation, Contemporary Literature.

We have received the May number of the Dominion Monthly, published by John Dougal & Son, Montreal. It has a portrait of Darwin, and embraces a variety of original and select reading articles on various subjects of interest.

The Pennard Plow is a neatly got up quantity of 16 pages, published in New York. The articles are cleverly written and is looked up to as an authority on all agricultural matters.

Lord Henry Lennox gives an account in the Times of his voyage in the Besarmer from Hull to Gravesend. The weather and the sea were rough, but there was, Lord Henry says, an almost total absence of pitching, and nothing like heavy or violent rolling. The machinery for working the suspended saloon was not altogether in order, but it appeared to Lord Henry that its success, if not quite all that could be desired, was more than could have been fairly expected at the very first sea trial. "I am quite convinced," his lordship says, "that in this ship a very great step in advance has been made towards remedying the discomforts of the present Channel passage." The ship left Gravesend at half past nine on Friday morning last week, for Millwall Docks.

According to the Tricistic Observer the United States ship Tuscarora is about to take the soundings necessary for the establishment of a submarine telegraphic line between America and Japan. The Tuscarora will be relieved at Honolulu by two other American war vessels. Our transatlantic cousins are determined to leave no stone unturned to compete with England for influence in the far East. Du reste, the expedition to which we allude will have important scientific results, as it is intended to employ the latest invention in taking the soundings. The system to be adopted is Ammen's, which is said to be an improvement on that of Thompson.

A new pattern of cavalry saddle and trap, ping has recently been adopted in the Italian Army. The saddle-tree remains as before, and is of the usual form; but the stirrups are hung some centimetres further forward. The pommel is abolished and pads are placed under the flaps, so as to obviate the necessity of a cloth under the saddle. There is no crupper; and saddle cloth, leather bags, and the old pouch are done away with. The valise is also abolished, and the necessary baggage is distributed between the front two pouches of oiled cloth, covered with sheepskin, and fitted to the back part of the saddle. The tube in which the carbine is carried is on the left side of the rider. This saddle, which may certainly be commended on the score of lightness and simplicity, is the result of experiments which have been made during the last two years, under the superintendence of a committee. We take our description of it from the pages of the Italia Militare.

Mr. Hardy's explanation about the necessary delay in procuring the "Plymouth and Gibraltar shields," as they used to be called, was completely satisfactory. If only two firms are manufacturing them we need not wonder that they should have almost passed out of public recollection before they have found their way into the mouths of the combatants for which they are intended. Plymouth and Pembroke sea forts are now all fitted—the new forts we mean—with these shields, some of which have been tested as to their power of remaining in situ during the firing of heavy guns, with very satisfactory results, so that what Mr. Hardy calls the "tedious" process of fitting them in has been undoubtedly effective. By the end of the present month 800 heavy guns will have been provided, but will these suffice to arm land and sea forts as well? The land forts, as we know, can wait a while, but we rather think they have suffered from a waiting policy rather too long. Some of them have yet to be tested under the discharge of heavy ordnance.

Some time ago lost ladies who passed the London University examination for women, entered themselves in the chambers of well known barristers for the purpose of studying law. It was said at the time that their labour would be fruitless. It seems, however, that the ladies are likely, as the result of their studies, to obtain profitable employment. One of them, whose term of study is closed, has been engaged by a firm of solicitors as a "consulting counsel."

Whitehall, N. Y., May 15th.—A large fire occurred at Rutland, Vt., this morning. The opera house and stores of Dana & Crompton, Stanley & Co., and others, were destroyed. Loss, \$75,000, partly insured.

Department of Militia and Defence.

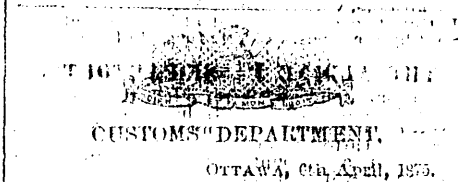
TENDERS will be received until the 15th day of June, 1875, for the supply of such Cloth of Canadian Manufacture as may be required for Uniform Clothing for the Militia, during the current year, the cloth to be regulation colours, viz: Oxford Mixture; Scarlet, Green and Blue; and to be furnished in such proportions as may be required.

Patterns may be seen, and further information will be given on application.

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

W. POWELL, Colonel, Adjutant-General.

Ottawa, April 80th, 1875.



NOTICE is hereby given that His Excellency, the Governor-General, by an Order in Council bearing date the 3rd inst., and under the authority vested in him by the 4th section of the 31st Victoria, Cap. 6, has been pleased to order and direct that the following article be transferred to the list of goods, which may be imported into Canada free of duty, viz:—

"Ground Gypsum for agricultural purposes." By command, J. H. JOHNSON, Commissioner of Customs. April 15, 1875.

REPRINTS

BRITISH PERIODICALS.

The political ferment among the European nations, the strife between Church and State, the discussion of Science in its relation to Theology, and the constant publication of new works on these and kindred topics, will give unusual interest to the leading foreign Reviews during 1875. No where else can the inquiring reader find in a condensed form, the facts and arguments necessary to guide him to a correct conclusion.

The Leonard Scott Publishing Co., 41 BARCLAY STREET, NEW YORK,

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London Quarterly Review, (Conservative.)
Westminster Review, (Liberal.)
British Quarterly Review, (Evangelical.)

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New Subscribers (applying early) for the year 1875 may have, without charge, the number for the last quarter of 1874 of such periodicals as they may subscribe for.

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