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The Volunteer Review

AND MILITARY AND NAVAL GAZETTE.

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

VOL. V.

OTTAWA, CANADA, MONDAY, JANUARY 9, 1871.

No. 2.

HER MAJESTY'S SHIP "CAPTAIN."

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

(From the *British Annual*.)

[CONTINUED.]

On reopening the Court, Captain S. BRANDRETH, Her Majesty's ship, *Lord Warden*, and Flag Captain to Sir A. Milne at the time of the *Captain's* loss, one of the members of the court, was sworn and examined relative to any additional facts bearing upon the *Captain's* loss beyond the evidence already before the court. He said,—I do not think I can bring forward any new point of evidence for the consideration of the court. I was on deck about a quarter after twelve the morning the *Captain* went down. We had a severe squall which split our foresail and foretopmast staysail. The sea was confused, but not heavy, as stated in the log, until about 1.35, when the squalls were heavier. If the *Captain* had furled her sails and used steam she would have been afloat now. Have you sufficient knowledge of the *Captain* to be able to state to the Court whether her appliances for battening down in bad weather were sufficient?—No, I have not.

By Captain Hancock: I should say it would be very doubtful whether the *Captain* would have been safe now if her topsails had been down on the cap before twelve o'clock.

By Captain Rice: There was no ship in sight from the *Lord Warden* at the time of the squall, and, therefore, no signal was made from her as flagship, to the fleet to reef. At 10.30, when the fleet was in sight, I considered the ships were under easy sail for the night, and, possibly, might have to reef without being signalled.

Lieutenant HOARE, R.N., examined: I was Flag Lieutenant to Sir Alexander Milne, and accompanied the Admiral and Captain on board on the day before she was lost. I had some conversation with Captain Burgoyne, Commander Sheepshanks, Lieutenant Purdon, and Sub-Lieutenant Gordon relative to the ship. My conversation with Captain Burgoyne was limited to general questions as to the comforts and capabilities of the ship under sail. I inferred from the remarks he made that the ship, although having no great speed under sail, was remarkably steady, and in every way was perfectly comfortable. Our conversation did not touch on the ship's stability under canvas. My conversation with Commander Sheepshanks I do not think I could accurately distinguish from that which I had with the

other officers on board whom I conversed with, but my questions in all instances tended very much to the same point. The general impression left upon my mind by these conversations was that the *Captain* was heavily masted, the hurricane deck was rather limited for general work, the ship was very steady, the yards braced up sharper than those of an ordinary ship. One question I put to Commander Sheepshanks as to the ship's capability of beating to windward, after a trial that had just been made, was answered by him to the effect that he thought she could do nothing in beating to windward, but that they all on board had perfect confidence in the ship and the excellence of her sea-going qualities.

Mr. W. B. ROBINSON, Master Shipwright and Chief Engineer of the Portsmouth Dockyard, examined: The weight on board the *Captain* when she sailed on the 10th of May was 2615 tons, and provision was made for a complement of 500 men.

By the President: Forward the draught of water was 24ft. 3in., and aft 25ft. 9in.; height of freeboard at fore turret, 6ft. 4½in., ditto, at after turret, 6ft. 3½in.

President: Was any report made which was signed by her captain as to the official completion of her fittings?—Yes, a copy of which I hand in.

President: Was the ship inclined at Portsmouth Dockyard for the purpose of ascertaining her common centre of gravity by experiment?—Yes. (A lengthy written legal opinion was here read to the witness, the many words in which told the witness that he need say nothing which he might consider detrimental to public policy.)

President: Are you aware who made the subsequent calculations from those experiments?—I am not.

In reply to questions put by the President, Mr. Robinson read to the Court an elaborately prepared essay on shipbuilding, especially with relation to "centres of buoyancy," "water centres," and "centres of gravity," as bearing upon the cause of the capsizing and foundering of the *Captain*. The paper, rapidly read by Mr. Robinson, occupied 55 minutes in delivery, and was illustrated by 16 large diagrams. The paper was then delivered in to the Court, and appended to the minutes of the proceedings. He stated further that the theories of calculations for ascertaining displacements had been well established for many years and proved by experience, and that the performance of vessels of war as a rule agree with the calculations made of them.

President: Glance over the letter handed to you, and the diagram accompanying it,

and say whether you suppose the diagram correctly represents the stability of the *Captain*, provided the calculations upon which it is based are correct?—On the supposition that the calculations are correct, yes.

President: Assuming the diagram to be a correct representation of the stability of the *Captain*, I find the angle at which her edges would be immersed to be 14 degrees, and the angle of *maximum* stability 6 degrees more. The ship loses stability altogether at 40 degrees. Do you consider such a ship fit to be sent to sea under sail?—Yes, if properly masted and handled, but from the little I know accurately of the elements of the *Captain*, I am of opinion she was overmasted, and made too much like a regular sailing ship. I say this without facts with which I should like to be acquainted before giving a full and definite opinion.

President: What style of masting would you recommend for a ship of that description?—I should advise the exact kind of mast and quantity of sail which should be given to any particular ship of which the elements might be in my possession. I do not know enough of the *Captain's* elements to do so as regards her.

By Captain Rice: Ships recently built and that have come to this yard under my observation, I cannot say whether they float at their designed line or not, as I am not officially informed of calculations made at the Admiralty. As a naval architect I should not be satisfied with building a ship that would lurch forty degrees without sail on her. I am aware that a high ship might lurch forty degrees without danger, but I had in my mind a low freeboard ship. With a low freeboard ship without masts and under steam only, if her conditions of stability would place her in danger of turning bottom up if she lurched nearly forty degrees, I should not be content as her builder.

By Captain BOYS. From the diagram before the Court, of the *Captain's* calculated stabilities, what is your opinion the result would be if she attained a permanent angle of heel of thirty degrees?—She would go over.

By Captain MAY: The *Captain* floated two feet deeper than her contemplated draught of water. The supposition that the *Captain* was made to float two feet deeper than designed appears to me to be unfounded, since it might have been intended by her designer as some fancy draught of water, but the ship was fairly constructed and equipped at the draught she only floated at. If a given ship were made to float at deeper line than that she might at this moment be floating at, and if the weights put on board were

known as to position and quantity, the exact consequence of sinking her further in the water could be accurately arrived at.

By Captain Commerell: I did not officially superintend the inclining of the ship at Portsmouth to obtain the necessary data for calculating her stability. Mr. Barnes, one of the Constructors of the Navy, superintended the experiment, and recorded his own facts. Speaking roughly, the *Captain* appeared somewhat crank when the experiment was made. As far as I remember, I mentioned to Captain Burgoyne on the day the ship was inclined that she appeared rather crank, at six or seven degrees inclination but he assured me that she was a very stiff ship to an angle of six or seven degrees, beyond which it seemed difficult to carry her. Taking the maximum of stability at twenty degrees, I should not have thought it prudent to heel her enough to have brought the water on deck. If the *Captain* actually drew two feet of water in excess of her design from an increase of scantling distributed throughout the ship, the stability of the ship would probably be but little affected, but could only be known from trial. The freeboard would, of course, be much lower.

The President: Is the experiment of inclining the ship to obtain the data for calculating the centre of gravity made because the calculations are not relied upon, or for testing them?—The calculated position of the centre of gravity in a new design is occasionally approximate, and therefore the Admiralty designers verify their calculations by experiments. The *Captain's* stability would increase less in proportion as the deck became immersed in water, and would decrease after the maximum point of her stability had passed until she had none. The turning over of the *Captain* without check, as described in the evidence, would appear to indicate that she passed the maximum point of stability at a comparatively small angle. A well conditioned ship, with hatches battened down, thrown on her beam ends by sail or wave pressure, when relieved of the weight of her sails and masts by their being carried away, might then be expected to right herself, if a ship of a high freeboard. At the conclusion of Mr. Robinson's evidence, the Court expressed its sense of the evident care with which he had prepared the information he had laid before the Court.

Captain MAY, Her Majesty's ship *Northumberland*, one of the members of the Court, then gave evidence to the Court of his experience of the wind and sea, and general state of the weather on the night the *Captain* was lost. He said with regard to the *Captain*, "She was the crankiest iron-clad I have up to the present seen. She was heeling twelve degrees when the *Northumberland* was heeling five. Her topgallant mast was the largest I ever saw.

Captain COMMERELL, V.C., C.B., Her Majesty's ship *Monarch*, also one of the members of the Court, being examined, said,—I had frequent conversations with Captain Burgoyne respecting the seaworthiness of the *Captain*. Two days after arriving at Vigo, Captain Coles, in presence of Captain Burgoyne, expressed to me his greatest possible confidence in the *Captain*, and that beyond a certain point she could not go over. Captain Coles altogether laughed at the suspicion of her going over. I have reason to know that Captain Burgoyne had thought the ship overweighted, but the recent trial had quite set his mind at rest on that point. I saw the *Captain* at 11 p.m. on the 6th. She looked just as usual, and was not heeling

over in any degree, and when she was running in the morning I had not the slightest fears for her safety. I had such fears on the morning of the 30th of May.

By the President: I know now, and have no doubt in my mind, that double-reefed topsails was too much sail for the *Captain* to carry. I presume Captain Burgoyne was holding on to the reef with both watches the moment the middle watch had been mustered. The weather had been changeable, and the squalls heavy. If the *Captain's* sails had been furled and she had been placed under steam, I do not think she would have foundered, but the weather did not warrant her falling out of the line. She had weathered worse in safety, and therefore I consider Captain Burgoyne would not have been justified in hauling out of the line. I do not consider that he could have furled his topsails with the wind abeam. If they had been aback, the ship would have gathered sternway, which happened to me that night, and then I only succeeded, by filling my foretopsail, in being able to save the sails.

The Court adjourned soon after 6 p.m.

When the court opened on Friday, the 30th ult., Mr. ROBINSON was recalled—A diagram having been forwarded to one of the members of the Court, showing the inclination of the *Captain* at different degrees, witness said he would have it verified as far as possible, and would have two of the copies of the diagram prepared, one of the actual flotation of the *Captain* when she left the harbor, and that of her original design.

Mr. MAY recalled—Was not aware if the hands were stationed at the topsail sheets and halyards in the first watch of the 6th and middle watch of the 7th of September. Should think that the topsail yards were braced in. Between nine and ten observed two reefs were in the topsail. Does not know if it was customary to station hands by the topsail sheets and halyards when under double reefed topsails and lower sails. Some of the boatswain's axes were kept on the forecastle.

By Captain MAY: Thinks it was a rule to have hands by the upper halyards on all occasions.

JAMES ELLIS, gunner's mate, recalled—The topsail yards were braced in. It was not customary to station hands by the topsail sheets and halyards. The axes were kept two on each side of the forecastle.

By Admiral Yelverton: There was always a great difficulty in rough weather in rounding in the topsail yards.

By Captain RICE: After the reefs were taken in at quarters, the lower yards were braced up.

LOUIS WELLY recalled—The topsail yards were not well braced in. The axes were kept on the bowsprit.

By Captain HANCOCK, The topsail yards always went very sharp up, the lee rigging always assisted the yards being rounded in after being once started. The *Captain's* yards with reefs would brace up as sharp as some other ships without reefs.

By Captain Commerell: The *Captain* had the ordinary spread of the topmast rigging, but went further aft.

The remaining survivors were recalled, and gave confirmatory evidence to that given by Mr. May and the other previous witnesses.

Staff-Commander KIDDLE recalled—Knowing the angle of stability of the *Agincourt*, it is possible that her stability might have been sufficient to have carried topgal-

lant masts; should have carefully watched the pendulum so that no heave of the sea should ever have thrown her over beyond the angle of safety, without knowing that angle; would have put three reefs in the topsails and reefed the courses.

A letter was then read from the Lords of the Admiralty to the effect that their Lordships had ordered the summary of the correspondence on the construction of the *Captain* to be printed. The Judge Advocate read the pamphlet forwarded with the letter, the substance of which has already appeared in the daily journals. Mr. Robinson was then instructed to have the papers read the day before printed at the cost of the Court, and placed in the hands of the members. The diagrams were to be furnished also, on a reduced scale, for publication.

Captain J. G. GOODENOUGH, examined: Would certainly have ordered the *Captain* and *Monarch* to be differently dealt with in regard to sail, had he been in command of the Channel Squadron. With the broadside ships on the night of the 6th, thought it was necessary that a general signal should be made to reef or shorten sail, the barometer falling, for the safety of yards and masts. Ordered *Minotaur* to furl main-sail and second courses, and should have further reduced sail had it become necessary. As to a matter of fact, the lights of the ship on the weather line were seen from the *Minotaur* from time to time till about twenty minutes after eleven. A signal could not have been made to have insured its being carried out simultaneously, but could have been passed from ship to ship.

By Captain Commerell: I do not believe, from the appearance of the weather on the night of the 6th September, a captain, believing in the seaworthiness of his ship, would have been justified in hauling out of the line. On the gale rapidly freshening, as it did at 11.30, considers that the hands should have been placed by the officer of the watch by the topsail halyards, but not under treble-reefed, neither under close-reefed, topsails.

Mr. NATHANIEL BARNABY, president of the Council of Construction to the Admiralty, examined: Prepared the summary previously read. Can produce all the original reports, letters, and documents referred to in it; cannot produce the curves of the stabilities of the ships named in the appendix. None of them have ever been calculated except that of the *Captain*, these calculations would be long and tedious. Messrs. Laird and Co. requested that the *Captain* might be inclined, in order that her centre of gravity might be obtained by experiment, but her proximate position must have been found by them when designing the ship. The examination of this witness was continued for some time, the evidence being chiefly by reading quotations from the summary of the correspondence, all tending to cast the responsibility of the designing and constructing the *Captain* on Captain Coles and Messrs. Laird, and so remove any responsibility from the officials of the office of the Controller of the Navy, with the exception of that of inspection of her progress and construction.

By Captain Commerell: Has already stated that Mr. Reed had only three days to consider the design before making his report. When that was forwarded their Lordships were informed that a more careful inspection of the drawings and specifications would be necessary, if any responsibility were to be placed on him. On the 23rd of July, no further examinations having been

made, their Lordships approved of the ship on the responsibility of Messrs. Laird and Captain Coles, and the Chief Constructor was so informed. Their Lordships were quite aware that the Controller of the Navy did not approve of the design of the *Captain*, and accepted it with a full knowledge thereof. The Controller of the Navy never supposed that the *Captain* would be in danger of capsizing. His objections to her were on the ground of want of seaworthiness. Was not pushed to this point. It was inconceivable that, having any such fear, he should have any responsibility.

The examination was then concluded by a question from the President: I gather from a thousand sources of information, and partly from the summary, that the construction of this ship was forced upon the Admiralty by what is called the public opinion, in the periodical papers of the day and in the Houses of Parliament.

The Court then adjourned.

(To be continued.)

The Radicals have succeeded in making some important innovations in English constitutional usages, before the advent of John Bright and the Manchester school of political philosophers the sound maxim that the majority rules was regarded as the key-stone of constitutionalism; the following will show the effect of the doctrines of the new school:—

“In London, Manchester and other English cities, voting by ballot in the election of School Boards has been introduced, but in a different system from that in vogue in America. Every ratepayer, without distinction of sex, was allowed to cast as many votes as there were members to be elected in his or her district, giving one for each candidate, or uniting them all in a “plumper” for one aspirant. This is called cumulative voting, and an elector living in a district where there were five members to be chosen could vote for the five candidates on his favourite ticket, or throw five votes in favor of a single one. In Manchester, where fifteen members were to be chosen, and where there were only about seven thousand Catholic voters, the latter so combined and plumped their votes that they elected two candidates with the highest vote of the day, giving Canon Toole, a Catholic priest, 54,560 votes, while the highest Protestant vote was but 35,410. Many women voted at these elections, and several women were among the successful candidates, both in London and Manchester.

The vote by ballot is one of the institutions advocated by the party of which the late President of the Board of Trade is the representative man, and if managed in the manner set forth its result would be government by *cliques*, *rings* and *scamps*. Such are the beauties of the ballot and other innovations.

In consequence of the strong recommendation of Earl Spencer, the Lord-Lieutenant of Ireland, Government have decided that the Irish Militia shall be called out for training next year.

H. R. H. Prince Arthur, Lieutenant Rifle Brigade, will leave duty at Woolwich, on the 20th inst. on leave of absence for three weeks, during which time he will remain with Her Majesty the Queen.

THE FRENCH ARMY.

WHAT IT HAS COST AND LOST.

The manner in which France has been deprived of her regular army, by losses in battle and by capture, is astounding. She commenced the war with 430,000 regular troops. This is what has become of them—

Captured at Weissenburg	1,000
Captured at Woerth	6,000
Captured at Spichenen	2,500
Captured at Saargemund, Haguenau and Litchenberg	1,377
Captured at Vionville	2,000
Captured at Gravelotte	3,000
Captured at Vitry	850
Captured at Beaumont	2,856
Captured at Sedan	84,450
Captured at Laon	2,080
Captured at Toul	2,240
Captured at Strasbourg	15,347
Captured at Scholestadt, &c.	5,000
Captured at Metz	155,000

Total.....285,700

The losses by death in action, and in hospital by wounds and sickness, have been 81,300 men. There remains consequently of the 430,000 only 63,000 men, and of these 50,000 are in Paris and others are with Gen. Aurelles on the Loire. Besides this loss in men, France has had taken from her since the war began more than 3,500 cannon and 35,000 horse. In the loss of men are not included the National Guards and Gardes Mobiles taken prisoners at various places, nor the garrison of Metz, but simply the soldiers of the regular army. The *Pays* sums up the money loss of France from the beginning of the war until this time as follows:—War armaments from 1868 to 1870, £40,000,000; fortifications destroyed which will have to be rebuilt, £60,000,000; losses of muskets, cannons and other war material destroyed or captured, £60,000,000; destruction of buildings and fields by both sides £80,000,000; total or partial ruin of manufacturers and other proprietors, £40,000,000; war indemnity to Germany, £100,000,000; losses in consequence of the influence of these disasters, £80,000,000; total, £460,000,000.

A RAT STORY.—Our Grennock correspondent narrates the following:—A few weeks ago the ship *Bannockburn* arrived at Grennock from Quebec with a cargo of timber. As usual, all the bonded stores were put into the store room in the cabin, and sealed up by the Customs' authorities. Since that time parties visiting the cabin have occasionally been startled by extraordinary noises inside the store room, but owing to the Customs' seal being affixed to the door, no access was obtained till yesterday, when an application was made by the owners to have all the bonded articles removed to the Queen's warehouse. Amongst the stores was an American flour barrel, containing several pounds weight of coffee beans saturated with blood, and on further investigation being made, the cabin floor where the barrel stood was found to be in a similar condition, while inside the barrel about two dozen heads and tails of rats were found. No other portion of the bodies or entrails of the brutes could be seen. How the vermin met their deaths and their bodies should have been consumed (bones and all) their heads and tails being left behind, must, we fear, remain a mystery. The surmise, however, is that the rats having got into the barrel amongst the beans were unable to get out again, and hunger and thirst overpowering any sense of respect even rats

may entertain for brother rats under more favorable circumstances, they had devoured one another, leaving only, like little Bo-Peep, “their tails behind them.” The question naturally arises—What became of the last rat, how did it manage to escape, or what was its fate? It is to be feared this question will never be answered satisfactorily, the heads and tails being all that are left as evidence that such a terrible tragedy had been enacted in the barrel. It should be stated that there was neither cat nor dog on board the ship, and no animal likely to prove a deadly onomy to the rats could have got into the state room.—*Glasgow Herald*.

Speaking of British interests in China the *Star of India* says:—“It is essential, if we are to preserve our position in the East, that an enlightened policy should be conjoined with vigorous management; the China of to-day is not the China of 1860, and it has contrived to arm itself in a formidable manner. If China does not make up its mind to fight with us at present, and we with it, we shall require, our contemporary thinks, 50,000 troops at the least to bring it to reason, and to accomplish anything effectual. This may seem an unnecessarily large force, but if it took 30,000 troops to force China to grant our demands in 1860 when it had not 100 men armed with European small arms, and the only cannon it had worth anything were those taken from our gunboats lost at the mouth of the Peiho, what will it be 1871 when we have to meet Krupp's guns, and large bodies of troops drilled in the European fashion and armed with breech loaders?” If this necessity exists on the part of Great Britain, as the *Star of India* asserts that it does, what is the duty of the United States in the matter? That the Burlingame Mission has ceased to exert any influence, if it ever had any, is evident. That treaties with China for the protection of foreign residents need force to make them respected seems equally plain. Here then, is an opportunity for a “vigorous policy” of the United States if one is needed. Can Gen. Butler fail to see this?

RECRUITING.—Orders have been received at Woolwich to suspend recruiting for drivers in the Royal Artillery, who, since the reduction of the standard, have been coming in at the rate of nearly fifty a day, a circumstance beyond all precedent. Numbers of young men, however, daily offer themselves at the recruiting depots, and those of the requisite height are readily accepted by the sergeants from various regiments who have fallen back upon Woolwich since it has become the rendezvous for recruits, while lads of suitable size and strength are readily induced to offer themselves for the Royal Navy, and are seldom rejected by the shipping authorities at the dockyard. In connection with recruiting may be mentioned a system of fraud which has been discovered to have been perpetuated under the Army Reserve Act. Two men are in custody at Woolwich who are proved to have personated discharged soldiers, and enlisted in the Army Reserve, not only at Woolwich, but at Deptford and probably other stations in various names, drawing bounty and pay at the rate of fourpence per day for several months past. The defect which facilitates this species of fraud is the want of an efficient check or communication between the different stations, such as the publication of the names of men enlisting would ensure. At present it is feared that many men are on the reserve roll in two or three places.

THE FIGHTING OUTSIDE PARIS.

HORRIBLE APPEARANCE OF THE BATTLE FIELD

(Correspondence London Times.)

There is a park just at the extreme end of the village of Villiers, on the Paris side. Before and all around it raged the battle on both days—the 30th of November and the 2nd of December. The chateau is officers' quarters. How it suffered! There is scarcely a window sash left in one side of it, and to approach it there is no necessity to make use of the entrance gate. The wall is smashed from top to bottom in a dozen places. I entered near the gate, and the first sight I saw was ten dead Saxons in a row. Their faces were covered and three of their comrades watched over them. Passing through the Park in the direction of Paris, I walked out in an embrasure in the wall and came upon rising ground. It was one of the hottest parts of the battle field, and almost the centre of the scene of fighting. Heavens, what a sight! To see the men advancing under fire of the forts, and falling at every step; to see the French and Saxons amid the horrid din of artillery shooting one another down with Chassepot and needle-gun; to hear the "hurrahs" followed by a volley and as the smoke cleared away to find the lines thinned and living men advancing over the prostrate bodies of dead and dying was horrible, but nothing like so horrible as the sight of the battle field, with hundreds of dead and dying there in the cold air, the sun shining on their ghastly features and stiff forms, while the cannon on Avron and Nogent were thundering with sounds which shook the earth for miles around.

One of the first great groups I came upon was composed of sixty French soldiers. A few Saxons and Wurtembergers lay around them; but the Germans had already removed and laid in their last resting place most of the dead. The centre of the group was formed of a close line of forty-six. You could not have placed a body between any two. They fell shoulder to shoulder, just as they had stood to fire. By far the greater number of them were on their backs, with their feet to Paris and their heads to Villiers. Alas, it was painfully evident that many of them, and of others whom I saw subsequently, had not died instantaneously, but had lived probably many hours without a hand to lend them succor, and in piercing snow and frost. One poor fellow lay on his face. He had two rifle wounds in his back. He had partly stripped himself and no died with a hand on each bullet hole. Several had taken off their knapsacks and placed them under their heads, and so pillowed, had breathed their last breath. Others clenched their water bottles in one hand, but had been unable to remove the cork, and died without being able to wet their lips in their last agony. Some, in their sufferings, had burrowed their faces in the thick clay on which they lay, and turned their bloody and earth-stained faces upward before they expired. Two, I saw, who had their arms fixed and their fists clenched, as if, while dying they were engaged in a pugilistic encounter. Only very few were on their sides. These had their knapsacks under their heads. They were men on whose faces beamed the smile of an infant, and whose countenances were like handsome waxwork. The expression of others was that of terrible agony. Every feature was contorted, their legs had been convulsively jerked up until their knees stuck into their stomachs, and their finger and thumb nails had been squeezed until they became riveted into the palms of

their hands. Behind, before and at the corners of this line of forty six dead men were others, Saxons and French. One had a frightful wound in the face. He had pulled his hands up into his sleeves to warm them, but his cap had fallen off, and the blood clotted on his hair till it was all in bloody mats. Near him was another who had taken a biscuit from his knapsack and the bottle from his side and had partaken of a little of both. More than one of the slain had died with their hands clasped in prayer, and near one I found a little plaster medallion of the Blessed Virgin. A portion of the edge had been shot off it. The Chassepots and needle-guns were still in many a dead man's hand, and lying between his arms and his body.

Similar were the sights all over the plateau between Villiers and Brie, and Villiers and Campigny; and among the corpses were knapsacks, helmets, shakos, bayonets, and many a letter sealed and directed to relatives and friends in Germany and France. Near a cemetery situated on the battle field itself, I saw between two or three hundred dead French soldiers collected close together they had been removed from where they had fallen and collected in that spot for burial. All were regulars, and a considerable proportion of them men of at least 25 or 30 years of age. There were dead nearer to Paris than any spot I visited, though the fortifications were much too close to be at all agreeable, and Neuilly-sur-Marne and Fontenay-sous Bois seemed to be within a few minutes distance on my right and left. I hope there were no wounded. No armistice for the removal of the dead and wounded had been agreed to, but both sides had been removing them by night. So late as last night some of the German wounded were found among the dead, and are now in hospital. What must have been their sufferings in snow and frost since the 2nd inst. for they had been lying out day and night since then, if not since the 30th.

SWEEPING CONSCRIPTION IN RUSSIA.

The new law for making every Russian liable to serve in the army or navy is being worked out so energetically that the fundamental principles are already settled, and its introduction talked of as probable and even likely in the course of the next year. The existing division of the country into military circles, with headquarters at St. Petersburg, Moscow, Kiew, Orenburg, Helsingfors, Wilna, Warsaw and Odessa and each containing a number of sub districts, is to be retained. With the commencement of his twenty first year every Russian becomes liable to serve for three years, either in the militia or the troops of the line. Service in the latter is not obligatory on all, but the required number will be balloted for among those who have completed their three years' in the militia, and the rest discharged. Militiamen will be called out as reserves, and have to take their place in the line if their reserves are required for active duty against the enemy. Service in the line is also fixed at three years, so that the militiamen not liberated by ballot from further service have to serve for six years consecutively, and those exempted only three years.

The soldiers, after their period of six years, are incorporated for three years longer with the First Reserve, and are then removed to the Second. Young men of education, superior intelligence, and higher attainments, will be promoted after the first six months to the grade of officer; and those who have gone through the middle schools must serve as privates in the mili-

tia for two years, after which they become officers of the militia for a year, and are then entitled to send in their resignation if they have no taste for further military life. The above is a rough sketch of the principal elements of the new institution of compulsory service in the army, and it has already given great satisfaction, and been received with much enthusiasm, as the popular voice jumps to a conclusion immediately and leaves official circumlocution always a long distance behind.

A company of volunteer riflemen has already been formed at Moscow, and they call upon their fellow countrymen in other parts of the Empire to follow their example by the embodiment of similar rifle corps, in anticipation of the introduction of the new law so as to be able at once to furnish a number of men. It is proposed to take as their motto a Russian translation of "*Aide toi, et Dieu t'aidera.*"

THE NON-INTERCOURSE THREAT

The Buffalo Courier is doing itself credit by its vigorous exposure of the folly of President Grant's recent threats. In its issue of Friday last it says:

"It probably did not occur to President Grant that the people of British North America have in operation what we have not been able to establish, viz., a self-sustaining steam line to Europe, and that one grand effect of his non-intercourse declaration would be the diversion of the large and profitable traffic in bonded merchandise destined for the provinces, from our own ports and rail-roads to those of the Dominion of Canada. While non-intercourse would strip our roads and ports of a large business, it would at the same time stimulate the construction of Canadian roads and the enlargement of the Canadian ocean trade. In brief, in the most direct manner it would tend to teach the Canadians entire independence of this country, and the bill of tuition would be sent to us for payment.

The New York Commercial Bulletin, in expressing an earnest hope that Congress will not confer on the President the mischievous power he seeks, truly remarks:

"What we need is a new treaty of commercial reciprocity that shall re-open the former channels of trade, and revive the business that was once mutually advantageous and profitable. We need the agricultural products of Canada and the Maritime provinces. They, in return, need our manufactures, and from convenience rather than from necessity, a share of our importations. But it is of the utmost importance to both that the international routes and transportations both rail and water, should be mutually free. The fullest competition between the railroads and canals of both countries is a commercial necessity, and by means of that competition alone can we hope to acquire a practical control of the European markets as an outlet for our surplus products. * * * *"

We have too much non-intercourse now, and the foolish policy which Butler urges, which the President recommends, and for which Senator Chandler's bill provides, would be only making a bad matter worse. The fisheries dispute may be easily settled, but the only satisfaction we should derive from the threatened policy of non-intercourse, which the President is so anxious to adopt, would be the infliction of a previous wrong upon our neighbors, for which we shall ourselves suffer in the end, far more than they.

FROM MANITOBA.

We have received papers from Fort Garry to the 10th December.

The inquest on the body of Mr. Tanner took place and the verdict was that James Tanner died from a fracture of the skull caused by his being thrown out of a waggon while the horse of the said waggon was running away, and that the horse of the said waggon was caused to run away wilfully and maliciously by two persons unknown to this Jury. His family being left in destitute circumstances, a subscription was being taken up for their relief, and was being well responded to.

A grand regimental ball of the first Battalion was to take place on the 15th inst., for which elaborate preparations were being made. One hundred and fifty invitations had been issued.

Colonel Jarvis and Mrs. Jarvis arrived at Fort Garry on the 8th inst.

The sled road was open to the Lake of the Woods, and by the first of January the main road was to be cut through. The fascining of the swampy portions will have to be left until Spring. The recent warm weather had retarded operations greatly in that section, as the swampy portion was not sufficiently frozen. It is expected that that end of the road will be open and ready for travel six months before the other end is finished.

Sleighing commenced on the 9th inst., but there was not sufficient snow to make it good.

The census has just been completed, and as our readers will no doubt be much interested in the result, we give the returns for the different parishes:

St. Bonafico.....	\$19
St. Vital.....	383
St. Norbert.....	1,080
St. Agathe.....	359
Winnipeg.....	215
St. John.....	330
Kildonan.....	323
St. Paul's.....	270
St. Andrew's.....	652
St. Andrews.....	\$37
St. Clement's.....	484
St. Peter's.....	\$70
Scanderbury.....	24
Sto. Anne.....	323
St. James and Fort Garry.....	450
Headingly.....	330
St. Francois Xavier.....	1,843
St. Paul's.....	5
St. Charles.....	333
White Mud Portage and West Brown Mission.....	535
High Bluff.....	272
Poplar Point.....	511
Oak Point.....	140
Lake Manitoba.....	152
St. Paul's in Bay.....	356
Long Lake.....	52

Total..... 11,948

Wednesday, the 30th ult., was observed in the Protestant churches of the Province as a day of Thanksgiving.

The Manitoban calculates there are eight hundred voters in the Province, and at the present moment there are at least eighty candidates in the field for legislative honors, one out of every ten.

The mail service in the Province is said to be conducted with greater regularity and frequency than ever before, and for outgoing and incoming mails the new system bids fair to work to a charm.

The repairs on Brock's monument have been completed in a satisfactory manner.

MILITARY ECONOMY.—John Bull has been humoured a little during the last week or two by the reports that fresh battalions of the Line were to be raised, that the Militia was to be embodied, the Artillery horsed, the Cavalry set on its legs, and a good deal more than we care to enumerate accomplished in return for his two millions of hard cash. We believe, however, that all such reports are unworthy of credence, and though, on the despatch of Lord Granville's spirited reply to the Gortschakoff's Note, there was a sudden bustle and show of activity for fear the "theoretical reclamation" might be followed out to some practical issue, the *mot d'ordre* is now, "As you were." The Cabinet, in fact, may be said to have been affected almost to tears by the conviction of Gortschakoff's good intentions and by their sense of the injury done to his feelings. They have, therefore, entered on a decidedly pacific policy, and now the only question before them as to the strength of the army, is whether they will even allow Mr Cardwell to complete his arrangements for procuring the extra 20,000 men voted at the end of last session. Speaking of the Militia, we may add that there is every probability that the quartermasters will not be disestablished.—*Broad Arrow.*

THE RUSSIAN SOLDIER.—The modern Russian soldier must be a Jack-of-all-trades if half of the stories about him are true. It appears that in Russia boots are issued in the piece, and made up by the soldier himself. The idea of a Russian soldier employing a tradesman to make his boots is out of the question, as his small pay is scarcely sufficient to keep body and soul together. A propos of this, a commanding officer of a Russian battery of artillery receives about three half pence a day per man to provide all food, with the exception of flour and cabbage, and this excellent vegetable forms a large portion of his diet. His dinner consists of a thick soup made of a little meat and quantities of cabbage, and black bread. Many English soldiers know nothing of the miserable pay, diet, and equipment in foreign armies. A modern English soldier is, comparatively speaking a millionaire. He is well paid and clothed, has not to make his own boots, gets three good meals a day. The uniform of a Russian soldier does not belong to him until it has been in use for two years. When he goes on parade he must don his clothes, which belong to the Government, but when off parade he must wear his two year old clothes, which belong to himself. The Russian knapsack weighs about 23lbs, and among other things contains a case of blackening for dyeing the moustache when in review order.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favorite. The CIVIL SERVICE GAZETTE remarks:—"The singular success which Mr. Epps attained by his homœopathic preparation of cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well selected cocoa, Mr. Epps has provided our breakfast tables with a delicately favoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the Trade only in ½lb., 1lb., and 1lb. tin-lined packets, labelled—JAMES EPPS & Co., Homœopathic Chemists, London, England.

KRUPP'S BALLOON CANNON.—Some further particulars are given of Herr Krupp's balloon gun. It has a carriage and wheels like any other field gun, and can be served by a single man with the greatest ease, as it only weighs about 150 lbs. It can be rapidly aimed in any direction, whether horizontal or vertical. The charge consists of a grenade weighing about 3 lb., the object of which is to make the balloon, filled with gas, explode on its bursting. It is positively affirmed that a balloon can be struck at a height of 2000 feet, and that the horizontal range of the gun is about five miles. Herr Krupp intends to present twenty of these field pieces to the army. One has already been despatched and six are about to follow. The rest will be sent as they are completed, if their services are necessary.

THE FLESH OF CARNIVORA.—We can answer the inquiry made by a medical contemporary as to the digestibility of the flesh of carnivorous animals. Mr. Darwin is still alive and able to testify from experience to the merits of the puma; and from Mr. Wallace, the naturalist of the Amazon, we learn that jaguar stoaks are very pleasant eating, and that in his opinion there is "no reason why some carnivorous animals should not furnish wholesome and palatable food." There is, however, a widespread belief among the Malays and other nations, that whoever partakes of the flesh of a tiger, becomes thereby imbued with the courage and ferocity of that animal. Perhaps an astute general adopting the Malayan theory, might think it advisable to qualify the dish with an admixture of fox's flesh, for there can be no question that sagacity is as much needed as the "tiger's leap" to make a sortie successful.—*Pall Mall Gazette.*

A new appointment, that of Commandant of the Mounted Engineers, will shortly be created, in consequence of the large augmentation recently made in this special branch of the service for the purpose of carrying on the work of field telegraphy. It will be filled by Lieut Col Fitzroy M. H. Somerset, R. E., the present Superintendent of military Discipline at the School of Military Engineering at Chatham.

Orders were issued at Aldershot on Wednesday last, directing that on the receipt of the new Patte n III Snider rifles (which will be issued from the Tower, less snap caps), officers commanding regiments will at once give directions for packing up the arms No. II in their possession, and forwarding them to the Control Store Depot for transmission to the Tower. The new arm will be issued without rammers, bayonets, or scabbards, and the heelplates will not be removed from arm No. II. before returning them into store.

By instructions from the Director of Artillery and Stores, experiments are being made for a special committee on explosive substances, in order to ascertain the best description of gunpowder for use in the service, the trials now in progress being to determine the range, accuracy, recoil, and pressure, with battering charges of pebble powder, and rifle large grain powder respectively, at various degrees of elevation. The guns used in the trial are the 12-inch 25 tons the 10 inch 18 tons, and the 9inch 12 tons, and the projectiles are Palliser and common shell. The 12 inch muzzle-loading gun has been fitted with crusher gauges in the axis of the bore, and the centre of the powder chamber, and also in the base of the shot, for determining the pressure exerted and the exploding power.

DOMINION OF CANADA.



MILITIA GENERAL ORDERS.

HEAD QUARTERS,

Ottawa, 5th January, 1871.

GENERAL ORDERS, (1.)

No. 1.

ACTIVE MILITIA.

1st (or Ontario) Battalion of Riflemen.

Referring to General Order No. 1, of 30th September, 1870, an extension of leave of absence to 6th February next is hereby granted to Ensign Hugh John Macdonald.

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

The resignation of Ensign Sydney Crocker, is hereby accepted.

7th Battalion "The London Light Infantry."

To be Adjutant;

Captain Melville D. Dawson, V. B., from No. 5 Company, vice W. J. B. Parsons, whose services are hereby dispensed with.

16th "Prince Edward" Battalion of Infantry.

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

No. 3 Company, "Wellington," as No. 2 Company.

No. 4 Company "Consecon" as No. 3 Company.

No. 5 Company "Milford" as No. 4 Company.

No. 6 Company "Milford" as No. 5 Company.

No. 7 Company "Picton" as No. 6 Company.

No. 8 Company "Ameliasburg" as No. 7 Company.

No. 9 Company "Rednersville" as No. 8 Company.

No. 5 Company, Milford.

To be Captain:

Lieutenant Marshall Richards, M.S., vice Clapp, deceased.

To be 2nd Lieutenant, provisionally:

Sergeant Mar Samuel Gordon, vice Richards promoted.

19th "Lincoln" Battalion of Infantry.

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

No. 8 Company "St. Auns" as No. 5 Company.

No. 10 Company "Virgil" as No. 6 Company.

24th "Kent" Battalion of Infantry.

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

No. 7 Company "East Tilbury" as No. 4 Company.

No. 8 Company "Bothwell" as No. 5 Company.

No. 4 Company, "East Tilbury."

To be Ensign, provisionally:

Color Sergeant James Miffin, vice Smith, promoted.

25th "Elgin" Battalion of Infantry.

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

No. 3 Company "Vienna," as No. 2 Company.

No. 5 Company "Aylmer," as No. 3 Company.

No. 6 Company "Wallacetown" as No. 4 Company.

No. 7 Company "Iona" as No. 5 Company.

No. 3 Company, Aylmer.

To be Ensign, provisionally:

Sergeant Edward Course, vice R. H. Lindsay, whose resignation is hereby accepted.

*26th "Middlesex" Battalion of Infantry.**No. 1 Company, Delaware.*

To be Ensign, provisionally:

Hospital Sergeant George Billington, vice W. Cox, promoted.

No. 6 Company, Park Hill.

To be Captain:

William McKellar, Esquire, M.S., vice J. Connell, whose resignation is hereby accepted.

27th "Lambton" Battalion of Infantry.

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

No. 2 Company "Oil Springs" as No. 1 Company.

No. 3 Company "Mooretown" as No. 2 Company.

No. 4 Company "Widder" as No. 3 Company.

No. 5 Company "Warwick" as No. 4 Company.

No. 6 Company "Moore" as No. 5 Company.

No. 7 Company "Watford" as No. 6 Company.

No. 6 Company, Watford.

To be Ensign:

Sergeant William George Willoughby, M.S., vice McLeay, resigned.

28th "Perth" Battalion of Infantry.

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

No. 6 Company "Blanchard" as No. 3 Company.

No. 7 Company "Fullarton" as No. 6 Company.

29th "Waterloo" Battalion of Infantry.

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

No. 3 Company "Cross Hill" as No. 2 Company.

No. 5 Company "Ayr" as No. 3 Company.

No. 6 Company "Hespler" as No. 4 Company.

34th "Ontario" Battalion of Infantry

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

No. 9 Company "Brooklin" as No. 6 Company.

No. 10 Company "Cunnington" as No. 7 Company.

35th Battalion of Infantry "The Simcoe Foresters."

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

No. 9 Company "Bond Head" as No. 8 Company.

No. 10 Company "Rosemont" as No. 9 Company.

No. 4 Company Bradford.

The resignation of Lieutenant Robert Fraser, is hereby accepted.

No. 8 Company, Bond Head.

Ensign J. Sutherland having left the limits his name is hereby removed from the list of officers.

No. 9 Company, "Rosemont."

Ensign Joseph Fletcher, having left the limits his name is hereby removed from the list of officers.

36th "Peel" Battalion of Infantry.

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

No. 6 Company "Alton" as No. 5 Company.

No. 7 Company "Grahamsville" as No. 6 Company.

No. 8 Company "Mono Mills" as No. 7 Company.

No. 9 Company "Tullamore" as No. 8 Company.

No. 10 Company "Sand Hill" as No. 9 Company.

To be Lieutenant-Colonel:

Major Hans Gracy, M. S., vice J. S. Dennis who holds the appointment of a Brigade Major.

38th "P. mt" Battalion of Infantry.

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

No. 5 Company "Brantford" as No. 4 Company.

No. 6 Company "Burford," as No. 5 Company.

No. 7 Company "Drumbo" as No. 6 Company.

40th "Northumberland" Battalion of Infantry.

No. 5 Company, Cold Springs.

To be Lieutenant:

Ensign Gideon Page, M.S., vice J. A. Finlay, whose resignation is hereby accepted.

42nd "Brockville" Battalion of Infantry.

No. 5 Company, Lansdowne.

To be Captain:

Lieutenant Joseph Bradley, V. B. and M. S., vice J. P. Redmond, appointed Major in the Reserve Militia.

44th "Welland" Battalion of Infantry.

To be Assistant Surgeon:

James Walter Oliver, Esquire. M.D., vice B. H. Lemon, resigned.

PROVINCE OF QUEBEC.

1st. Battalion "or Prince of Wales' Regiment" Montreal.

To be Assistant Surgeon:

Clarence Jared Hill Chipman, Esquire, vice Campell, promoted.

3rd Battalion "Victoria Rifles," Montreal.

To be Adjutant:

Lieutenant George William Hatton, V.B., and M.S., vice J. Allen, promoted to the Command of a Company.

9th Battalion "Voligeurs de Quebec."

No. 2 Company.

To be Captain:

Lieutenant A. Eugene Gingras, M.S., vice H. Roy, whose resignation is hereby accepted.

The resignation of Ensign V. J. A. Verner, is hereby accepted.

By Command of His Excellency the Governor General.

P. ROBERTSON-ROSS, Colonel.

Adjutant General of Militia.

Canada.

Gen. Beauregard has gone abroad in compliance with an invitation, from the French Government. They have offered him the post of General of Division in the French army which he has accepted.

CORRESPONDENCE.

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

THE USES OF CAVALRY IN WAR.

To the Editor of the VOLUNTEER REVIEW.

SIR:—In my last communication, which you did me the favor to insert in the VOLUNTEER REVIEW, I ventured to express the hope, as the Military Schools were to be reopened, and also Schools of Gunnery, that the Cavalry and Field Battery arms of the Volunteer force would not be neglected, but that they would also be afforded at least equal facilities for acquiring a knowledge of their drill. That for this purpose Riding Schools were a first necessity, as well for them as for field officers of Infantry. I also referred to the important part Cavalry and Artillery had taken in the present war, and that therefore our own Cavalry and Artillery should be increased in numbers and receive special encouragement. That the Cavalry had looked forward to receiving this encouragement on the appointment of the present Adjutant General, and added an extract from an article on the "Inefficiency of the British Army," to show the value in which the Yeomanry Cavalry of Great Britain were held by the writer of the article.

In further proof of the great value of the Prussian cavalry and of how important their military authorities believe it to be to keep up a large and efficient force of Cavalry and Artillery in times of peace, will you please insert the following extracts from the article "Why is Prussia Victorious?" in the December number of Blackwood's Magazine:

"The (Prussian) process of recruitment is likewise comparatively economical. The company of Infantry retaining its four officers—its captain, its first lieutenant, its two second lieutenants—rises at once from a hundred and fifty rank and file to two hundred and fifty. The battalion with its single major and its four companies, expands from six hundred to a thousand rank and file, and the three battalions of a regiment, under the command of the Colonel, turn out three thousand instead of eighteen hundred strong. The case is not exactly so either in the Artillery or Cavalry. These arms are by the Prussians kept in their full strength or very nearly so, both in peace and war, and both have been enormously increased since 1859. But the squadron with its hundred and fifty sabres, and the battery with its two hundred and twenty men, have equally with the company of foot only four officers to superintend them; and on the fifth squadron, as on the depot of the battery, recruits both in men and horses are formed, in order that as much as possible the strength of the squadrons and batteries in the field may always be kept complete."

"The Prussian tactics are these: Instead of moving a vast army—say two or three hundred thousand men—by two or three, or at the most, four great roads, keeping open by patrols, the communication between the heads of the several columns, they spread out the whole into as many columns of march as possible—into as many as would enable them, were the country open and free from obstacles, to form their line of

battle in half an hour. It may indeed be said that they move in order of battle, perfectly well aware that an adherence to the old rule of covering each separate column of march with its own advanced guard and its own flankers, would expose them at any moment to be cut asunder by an enemy falling upon them in force. But the Prussians do not adhere to this rule. They have their advanced guard covering every column, and the flankers too; but in front of their advanced guards, properly so called, and far wide of either flank, they send out swarms of light cavalry well mounted, led by intelligent officers, and made up of men all of them more or less educated and carefully prepared in peace for the parts that will be assigned to them in war. These cover the entire army as with a zone, within which the columns pursue their way comparatively at ease, well knowing that any such force as would give serious cause of alarm to any one of them could not approach within miles of their front or flank without due notice given of the danger. Nor is this all. These swarms of intelligent horsemen find out where the enemy are—not where main force is exclusively, but where every detachment is stationed, every picket placed, every sentry and vidette planted. The intelligence thus acquired they carry back to the headquarters of the corps or division to which they belong, while the enemy, who have taken no such precautions, remain profoundly ignorant either that their dispositions have been looked into or that they are about to be assailed where, perhaps, they least expected danger."

And "The Prussians knew beforehand perfectly where the enemy were likely to be and how they could be approached, every road, lane and track being put down in their charts; and they had among them scores of officers who, from personal observation and inspection, had the sweep of these tracks and the lie of the country through which they passed distinct in their maps. Accordingly the whole force was so disposed in separate armies, as that, moving in order of battle, it should be capable of falling upon the French in detail ere the order was given for concentration of their scattered corps; while clouds of cavalry at once protected each of the advancing columns from the danger of being taken in *delictu*, and served as guides to the infantry and artillery when the moment drew near for bringing them into play. It was thus that on the 4th of August the Crown Prince was able to fall upon General Douay at Wissombourg with overwhelming numbers, the French General being in ignorance till the attack began that an enemy was within several days' march of him."

If our Volunteer Cavalry is not to be increased then there is the more reason for making it as efficient as possible, and for this purpose Riding Schools and Schools of Instruction in connection with the present Military Schools should be opened for them. Cavalry are always expected to turn out smart and neat, and in this respect be a pattern, as they ought to be, to the rest of the force. But how can any one who knows anything about the matter expect this from us, if the only opportunity we have of acquiring a knowledge of drill and everything else, is when we turn out once a year to put in the miserable allowance of eight days' drill.

Your obedient servant,
TROOPER.

THE
VOLUNTEER REVIEW
And Military and Naval Gazette.

VOLUME V
1871.

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

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

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

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

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

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

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

AGENTS.

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

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

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

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

THE VOLUNTEER REVIEW

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TO CORRESPONDENTS

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

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

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

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

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

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

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The Volunteer Review,
AND MILITARY AND NAVAL GAZETTE.

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

OTTAWA, MONDAY, JANUARY 9, 1871.

WHATEVER measures may be taken by the Imperial Government relative to the Alabama claims will be effectual in establishing a precedent for a future reading of International law, which will lead to constant and grave complications, inasmuch as it will give a right for one nation to interfere in and control the municipal laws and regulations of another. If neutrality means anything it is simply this, that one nation shall not assist either of the belligerents by actual force; but it in no way interferes with the individual merchants in the sale of their wares to either parties—in other words, the building and sale of the Alabama was a *bona fide* mercantile transaction, perfectly legal and lawful. The selling of arms and ammunition was also perfectly legal. What would have established an illegal measure would be the building and equipment of a war vessel such as the Alabama for the express purpose of preying on the belligerents commerce.

That vessel was built for a trading steamer, was fitted and equipped at the Azores, and it was the business of the United States alone to prevent her reaching her destination. Great Britain had nothing whatever to do with the case—could not have held the Alabama if she had been seized, and

the position taken on this subject by Mr. Laird in the House of Commons was the correct one. There is consequently no claim or shadow of a claim on the part of the Government of the United States for losses sustained by their own inability to protect their commerce during the war, and it was of a piece with the rest of the impudent assertions of that Government to make the claims at all.

The imbecility of English statesmen, and the puling nonsense of English journalists, are simply the reasons why this question has been allowed to occupy one moment's attention.

It is presumed that the appointment of General Schenck as Ambassador to London is connected with renewed demands on this subject, and that the fatuity of the Radical administration will enable those people to establish a precedent on which a war can be founded at a future period. But it is a pity that the public opinion of Great Britain has not been aroused to the dishonesty of the claims founded on the depredations of the Alabama, and the impudence of the parties making them.

If the United States merchants have suffered they should look to their own Government for compensation, as in the case of the Alabama they utterly failed in discharging the duties due their own people. The merchants of the United States are now engaged in purchasing arms, ammunition, and other war material from their own Government and making sale of the same to the belligerents in Europe,—those people would laugh at the French or German Ambassadors demanding compensation for this want of neutrality; and there can be no doubt their claim against Great Britain should be met with equal contempt.

Instead of having any claims against the Empire requiring diplomacy to arrange, it has claims against the United States for war levied and organized within its territories, and the people of Canada demand that such claims be pressed at once to a final settlement.

In the fishery question we have another phase of the unfair and dishonest dealing of the United States in the face of a solemn treaty which that power was glad to accept in repudiation of all defined national rights, their executive government lays claim to privileges which were never enjoyed except permissively, and declares that the country he governs will not be bound by terms which it has submitted to for fifty-two years.

Portions of the press of the United States talk of the rights acquired in 1783. Very well then, a return to that treaty would confine the United States to the line of the Mississippi, and we would have a right to the whole territory lying north of the 31st degree of latitude and west of the Mississippi. And we have no doubt at all that if fairly put to the *plebiscite* a vote of an overwhelming majority would be cast for the

transfer. It is evident, however, that the questions involved are fraught with danger to our present and future relations, and in order to prevent all complications in future England must disclaim all idea of acquiescence in any accountability for the Alabama claims as well as all intention of permitting any other interpretation of the rights of *national property* than that already received and accepted.

We want those fisheries for our own use, and would advise our Yankee neighbors to turn their attention to their own property in Alaska, which we may hope will be able to supply their wants in codfish and salmon, for certainly they shall have none of ours.

The telegrams from Washington as to the instructions furnished the British Ambassador for negotiating a new treaty are all false; no demand has yet been made beyond the President's message for any such measure, and of course no action has been taken by the people of the Dominion. Any attempt at a revision of the treaty of 1813 will be resisted at all hazards; we know enough of Yankee politics to be quite a match for our astute neighbors, and no threats or bullying will move us one inch. They can do their worst—or their best—it is a matter of perfect indifference, but of this they may rest satisfied, they shall not have the fisheries nor the right to navigate our waters except on our own terms.

EDITORIAL CORRESPONDENCE.

OTTAWA, 1st Dec., 1870.

My last letter brought the incidents of my journey down to the 11th of November and the arrival of my party at Fort Abercrombie, or Macaulayville. On the 12th we started at 7.30 a.m. in the stage for St. Cloud. Our travelling companions consisted of the English tourist, noticed as accompanying us from Fort Garry to Pembina, Alfred H. Scott, the late delegate of the Red River people to Ottawa, a carpenter who had received a fearful hurt in his left hand, the Captain of the *International* steamboat on Red River, a Mr. Byers, one of the employees on the Northern Pacific Railway, a discharged sergeant of the 20th Battalion, U. S. Army, my insane friend, a labourer from a *logging gang*, and myself—nine in all—and it required a capacious stage to stow them all away. It is wonderful how small a space mankind will occupy if *well packed*, and commend me to a stage coach for that operation. We were, however, all good humored, and very soon accommodated ourselves to our position. The stage appointment was a driver and a conductor, or, as he is called in Minnesota, a messenger. The gentleman with whom it was my good fortune to travel was a Mr. Shepherd, and a more obliging or good tempered fellow it never was my fortune to meet with. My insane friend was very troublesome, very insolent, and very exacting, yet he never dis-

turbed Mr. Shepherd's equanimity, whose care and supervision extended to the most minute details, even to that of relaying in bitter cold the *pole bridges* across the dangerous *sloos* (sloughs) on the road.

We reached the old crossing on the Otter Tail at noon, and dined at Mr. Merry's, the owner of the only *chantie* between Macaulayville and that point. On my upward journey the great news of the road was that "Big Merry" was married—this referred to a daughter of our host's, who only weighed 250 pounds.

We reached Pomme de Terre, 51 miles east of Macaulayville, and stayed for the night, our quarters being the old United States barracks within the stockade erected here eight years ago. It is now owned by a Mr. Burns, formerly a resident of Copetown, on the Great Western Railway. He is rapidly accumulating a fortune here; it is the only stage house on this end of the line—and not likely to have a rival. Left at 6.45 a.m. on Sunday, the 13th, and reached Alexandria at 1 p.m.—dined there; passed Osakis, a village beautifully situated on a lake, at 5.10 p.m., and Sauk Centre, where we stayed all night at 9.10 p.m.

From Alexandria eastwards the journey is over very rough roads, the greater part of the distance being through what is known as the Alexandria woods. The characteristics of the country is that previously described, lakes, lakelets, and streams succeeding each other with singular regularity, the soil remarkably rich, but settlements are more frequent, and show more signs of prosperity, comfort and wealth. My insane friend managed to get some money, and as liquor was the immediate cause of his calamity, so, on this occasion, it gave us considerable trouble.

Sauk Centre is a smart village with a good trade and a rich country about it. We left at seven o'clock a.m. on the morning of the 14th, reached Richmond at 2 p.m., where we dined, and arrived at St. Cloud at seven o'clock p.m. On the 15th we left by omnibus for the railway station, crossing a substantial bridge over the Mississippi here, about 400 feet wide, and took the train for St. Paul, where we arrived at 1 o'clock p.m. Having a good deal to do with parties at St. Paul I was very much occupied during the remainder of the day. In the evening I dined at the same table with the Hon. Ignatius Donnelly, late member of Congress for Minnesota, and Colonel O'Leary, a soldier of some distinction during the late civil war in the States. Those gentlemen were engaged in the hopeful task of resuscitating the Fenian organization, and as an answer to the enquiry of "What's in a name?" re-baptizing it the "Society of United Irishmen." If they succeed they will produce a *rara avis in terris*. Lieutenant-Colonel Jarvis, his lady, Mrs. St. Jean, and the lady of Lieutenant-Colonel Casault, arrived in the evening, *en route* for Red River.

On the 16th my business engagements and a trifling escapade of my insane friend kept me busy all day, but at 4 p.m., on the 17th, we left St. Paul by train, *en route* for Canada, crossed the Mississippi at Prairie-du-Chien at 6.30, a.m., on the 18th, dined at Madison in Wisconsin, at 1 p.m., and reached Chicago at 7.30 p.m.; left at 9 p.m., by the Michigan Central, reached Detr. it at 6.30, and crossed the St. Clair river at 9.30 on the morning of the 19th, reached London at 3 p.m. of the same day, and placed my insane friend under the care of his wife. My troubles and annoyances ended here; I remained in London next day, (Sunday, 20th) and reached Toronto on Monday, the 21st, at 5 p.m. Business detained me there for a day or two and *en route* for Ottawa other delays occurred; however, I reached that city at 10 p.m. on the 25th Nov., being just two months and twenty-five days absent.

I cannot close this paper without testifying to the efficiency of the two battalions in garrison at Fort Garry, the evident care and attention bestowed on the sanitary condition of both battalions and *esprit de corps* which distinguishes them. Our townsman, Dr. Codd, of the 1st Battalion, the senior medical officer of the force is well known here as a most skilful and painstaking medical practitioner, he has more than fulfilled the promise of usefulness in his profession and is just the officer to entrust with the supervision of a medical staff. It is a notorious fact that the general healthiness of the corps is far above the average of that of any other and those acquainted with military affairs can easily tell how much of that is due to the knowledge, skill and care of the medical officer in charge, and the 2nd Battalion is equally fortunate. Another townsman is the popular Quartermaster of the 1st Battalion, Mr. E. Armstrong, who held the same rank in the Ottawa Brigade of Garrison Artillery, and who is deservedly a favorite with his corps as an efficient and painstaking officer.

A police force was in process of organization; it consisted of thirty-six troopers, when I left Fort Garry, under the command of that dashing soldier, Captain Villiers, late of the 15th Hussars—the very beau-ideal of a cavalry officer. This force is to consist of 100 troopers and will be a most efficient aid in the establishment of civil law and order. The second in command, Lieut. Plainval, is a fine fellow—had been an officer in Louis Napoleon's *Cuir Gardes* and has all the *elan* of a thorough French soldier; in politics he is a *legitimist*, that quaint old *fossil*, to my mind about as reasonable as if some one in Canada was to declare himself a Jacobite, and yet the Count, for such I believe is his title, can give good reason for his political creed. However, all those things apart, he is just the sort of second for Capt. Villiers, and both are exactly the parties to organize a new force in a new country.

The commanding officers Lieut.-Colonels

Jarvis and Cassault are both officers who have seen service in the regular army, and justly deserve the order of St. Michael and St. George for their services in the late expedition. But those charged with the duty of distributing those distinctions should have gone one step further and awarded the decorations to Majors Wainwright and Irvine. It could not possibly have detracted from the honors awarded to any one, and it would be only rewarding merit and zeal.

I have now brought a very interesting tour to a close, and would fain speculate on the future prosperity of the Northwestern territory if space allowed, but I must needs postpone to a future period the consideration of the means by which access to those territories must be obtained and their resources fairly developed; but to any of our young men desirous of emigrating, I would say, without hesitation, go to the Province of Manitoba, as it is the finest and best fitted land for agriculture on this continent.

NEWS OF THE WEEK.

We have to record little if any change in the position of the belligerents in Europe. The French are reported to have gained a victory at Bapaume, but it cannot affect the end which must be the capitulation of Paris. The eastern side of the city has been bombarded with such effect by the Prussians as to silence the fire of Fort Nogent, on the outer line, and it is said that Fort Avron has been abandoned. The most noteworthy events during the week are the death of the Spanish General Prim by assassination; the reported displacement of the Duke of Cambridge, as Commander-in-Chief of the British army—he is to be succeeded by Lord Napier of Magdala—while Mr. Cardwell makes way for Lord Strathnairn as Minister at War. John Bright has retired from the Cabinet and Mr. Gladstone's constituents have found out that polished speeches are bad substitutes for practical statesmanship, and that the prosperity of the country, its honor and existence cannot safely be entrusted to the keeping of unprincipled demagogues or incapable *doctrinaires*.

The intensely cold weather during last week caused fearful mortality among the German wounded. Nearly all the occupants of fifty-six cars filled with soldiers wounded at the assault upon Belfort on the 31st of December, were frozen to death before the train reached Chatenois.

A despatch from Besancon reports that another unsuccessful assault has been made by the Germans on the fortifications of Belfort, in which the besieged lost 1,500 in killed and wounded.

A despatch from Havre says that the Germans captured another English collier at Rouen on Saturday last, and sunk the vessel in the Seine.

Sir Stafford Northcote, recently speaking of Canada, said, that there was now in Upper Canada a very strong feeling against the

United States. He believed no other part of our Empire was of greater value to England. He had no doubt we should see the resources of Canada largely developed by the completion of the great railway system, and it would be then most important that ocean communication should be made to fit it. As a home for English Emigrants, Canada was invaluable, but few countries offering such advantages. English feeling greatly prevails in Canada.

A London despatch says a St. Petersburg correspondent pretty clearly indicates that the Russian Government is not likely to postpone its expressed determination of no longer recognising the neutrality of the Black Sea, simply because of the adjournment of the Congress in consequence of the French Government declining to send a representative thereto. Russian war vessels will undoubtedly be sent thither soon, and it is thought no serious complication will follow.

The constituents of Mr. Gladstone have signed a petition asking him to resign because his policy has reduced them to pauperism. The petition gives further reasons why he should resign, viz., the destruction of trade through a parsimonious economy, the silence in the dockyards, a fact of which Russia seems cognizant, the suicidal apathy amidst terrible complications on the European question, and the aggression of Prussia.

Mr. Cardwell, Minister of War, in a speech at Oxford, eulogised Mr. Bright for his services to the country. He refuted the reports of the inefficiency of the army, and contrasted them with the armaments of France, Prussia, and the United States. The British Government, he declared, was going to transmit to its successors an inheritance to uphold the honor of England and the Queen.

General Prim was shot on Friday, 30th December, at Madrid, by a band of assassins, as he was returning from the Cortes, in his carriage. He lingered for some time, but inflammation was caused from the wounds, and amputation of the arm was found necessary, though it did not save his life. He retained consciousness to the last, and when made aware of the rapid approach of death bade adieu to his friends, and it is said, expressed the greatest apprehension for the safety of the King; he died on Friday evening. His assassination caused intense excitement and grief in Madrid, and everywhere great indignation was manifested against his assassins, who are said to be six in number, have escaped. General Prim's body was removed to the Church of Mocha without disturbance. There were sixty thousand people out, and an imposing procession took place. The carriage in which the assassination occurred was in the procession; its sides riddled with bullets, and its glass windows shattered. The body laid in state in the church, guarded, until Tuesday. The new King has arrived at Madrid.

Shortly after his arrival the King consulted with Seniors Rosas, Seriola, Rivero and Olozaga, on the formation of a constitutional ministry, of which the following are the result: Serrano, President of Council; Martos, Minister of Foreign Affairs; Montero, Minister of Justice; Benargor, Minister of Marine; Sogasta, Minister of Interior; Ullor, Minister of Public Works; Ayla, Minister of the Colonies. The King was received with great enthusiasm at Cartagena.

The Moscow *Correspondence* says the belief in an alliance between the United States and Russia in case of a war is becoming all but universal.

The Germans have got projectiles heavy enough to go clear into Paris, but too few have been employed with effect within the last few days. All the heavy guns have been brought to a particular point to destroy one or two forts, and a tremendous effort, it is said, will be made to capture them.

There is said to be a significant interchange of courtesies going on continually between Berlin and Wilhelmshöhe. The Emperor is confident of his restoration. The spirits of the Empress are depressed. She spends most of her time weeping and praying for a return of peace. She gave a reception on New Year's day to the French exiles. Among the guests were the Duke de Persigny, the Marquis de Lavalette, M. Rouher and many other distinguished men of the Empire.

More reliable information has been received as to the movements of the French army of the North. It appears to have occupied the towns of Achert and Brancourt, after a trifling resistance from the Germans. The towns of Ervillers and Behaignes were also carried by the French after hard fighting. The losses on both sides are heavy.

A Paris letter states that the citizens suffer greatly from lack of fuel and food. The severity of the latter want is however mitigated by the stores distributed by order of the Government.

A telegram from Ratis reports fighting on Sunday, the 1st instant, on the Swiss frontier, in consequence of which two hundred French troops retreated into Switzerland, where they were disarmed by the Federal soldiers. Severe engagements are reported to have occurred on Monday, the 2nd inst. at Lillie, in the Department of Haut Rhen, 11 miles from Belfort but no particulars are to hand.

The Duke of Cambridge is about to be succeeded by Lord Napier of Magdala as Commander-in-Chief of the army, and Mr. Cardwell as Secretary of State for War, by Lord Strathnairn.

The bombardment of the forts on the east side of Paris continues with such effect that only Fort Nogent replies to the German fire.

The following is official—General Faidherbe sends the following dispatch to the Minister of War, under date of January 3rd: We have fought a battle near Bapaume which lasted from 8 a. m. to 6 p. m. of Mon-

day. We have driven the Prussians from all their positions and villages occupied by them. The enemy's losses are enormous; ours are serious.

Boust, in his reply to the despatch of Bismarck notifying the cabinet at Vienna on the completion of German unity, and expressing the hope that the good relations established between the two countries by the treaty of Prague will continue, acknowledges the sentiment of gratification with which the Austrian Government notices the Chancellor's friendly allusions to the treaty, but prefers not to enter at the present moment upon the formal discussion of the features of that compact. The Baron passes to the consideration of the restoration of the German empire, takes the standpoint that the unity of Germany, accomplished under the leadership of Prussia, is an act of historical significance, and of paramount importance. It is not only received with satisfaction by the people of Austria, but is personally gratifying to the Emperor Francis Joseph. Austria, he continues, wishes to cultivate the friendship of Germany. This would be a pledge of enduring union and lasting peace. The glorious history of Hapsburg, linked with the history of Germany, will be remembered by the Emperor only with feelings of the warmest sympathy, and with the best wishes for the future of the German nation.

King Victor Emanuel left Rome on the 1st amid enthusiastic demonstrations. Before his departure he made a donation of 200,000 francs for charitable purposes, and begged the Municipality to devote to similar objects the sums intended to defray the expenses of festivities on the occasion of his visit. The city has been visited by the severest flood known there since 1530, causing an immense loss of property.

It is said King William has abandoned the idea of entering Paris upon the capitulation. The forts of Paris are to be garrisoned and provisioned for two years, and the Germans to hold Alsace, Lorraine, Belfort, and Bismarck, and the line of communication with Paris. After the unconditional surrender, which alone will be accepted, the Garde Nationale will be armed and be made responsible for the preservation of order in the capital, and the Corps Legislatif will be summoned to meet on the 20th of the following month.

A rumor comes from St. Paul that Riel has been poisoned.

OTTAWA.

ARTILLERY BALL.—The first Volunteer Ball of the season led off as usual by No. 1 Battery (Capt. James Eagleson) of the Brigade of Garrison Artillery, took place last Wednesday night at the Music Hall. Notwithstanding the severe weather there was a good attendance. The Civil Service were represented by Capt. White; Capt. Mowat and many of the Ottawa Rifles were also present.

The music was furnished by the Brigade Band, which is now equal to any Volunteer Band in the Dominion, also Sutherland's Quadrill Band. The large attendance at the first of the Promenade Concerts to take place every Wednesday fortnight, as well as its constant requisition for private assemblies speaks well for itself. With a style suited to old No. 1, a most sumptuous supper was prepared for their friends. Great credit is due to the enterprising Captain for the success attached to the affair, notwithstanding the petty jealousy of the other Batteries, which, for the benefit of the Brigade, ought not to exist.

BATTERY.

RIFLE MATCH.

The Wardsville Rifle Association had a Match on the 29th ult. The day was cold and stormy, yet fair shooting was done and a pleasant afternoon enjoyed by the competitors, the winners of whom were:—Capt. C. A. O'Malley, E. Thomas, L. Carpenter, Wm. Hoskins, Wm. Long, M. McLean, F. Parr, John Hoskins, Jacob Wilson and Chas. Knight. The Association intends having a large and attractive match next April, which will no doubt cause considerable rivalry among the crack shots of the neighborhood.

RIFLEMAN.

To the Editor of the VOLUNTEER REVIEW.

SIR:—I notice "Cadet's" letter in your issue of the 2nd inst., relative to commissions and your answer thereto. I would, therefore, beg to ask you why some cadets holding certificates from the Military Schools and gazetted to commissions in the Active Militia receive commissions, whilst others (even senior to those) do not? You may remember I asked a similar question some time ago, and you answered that commissions were in course of preparation and would be forwarded in due time. Now, I have never received one although a junior officer in my corps has received his. I once prosecuted a man for non-attendance at drill and the defendant's counsel came pretty near flooring me because I had no commission to show, and had not the Magistrate before whom the case was heard been formerly a military man I have no doubt I should have been non-suit. This question ought to be settled.

Yours, &c.,

BUSHWHACKER.

[Bushwhacker should apply to the Deputy Adjt.-General of his District—his case must be an oversight.—Ed. Vol. Rev.]

REVIEWS.

The *Canadian Illustrated News* for December contains a supplement and a splendid plate of the "Adoration of the Angels." The number for the 31st of December is beautifully got up, and contains a Leggo type of the "First Meeting of the Presbyterian Synod in Montreal." Both are magnificent numbers.

We have also to acknowledge the receipt of the *New Dominion Monthly* for January, 1871,—as usual, filled with very interesting matter. There are two good portraits of the Princess Louise, and the Marquis of Lorne.

REMITTANCES

Received on Subscription up to Saturday, the 7th inst.

LONDON.—(Per Agent.)—Lt. Col. Shanly, \$1; Tecumseh House, \$4; Major McBeth, \$4; Capt. Dempster, \$2; Ens. Busby, \$2; Lieut. McKenzie, \$1; Capt. Starr, \$2; Capt. Green, \$2.

CHATHAM.—(Per Agent.)—Capt. Smith, \$6; Capt. Thompson, \$4; Lieut. Weir, \$6; Lieut. Richardson, \$4.

WOODSTOCK.—(Per Agent.)—Dr. Scott, \$6; Lieut. Perry, \$4; J. Ingersoll, Esq., \$2; Col. Richardson, \$1, Capt. Matheson, \$2; Major Beard, \$8.

WARDSVILLE.—Capt. C. A. O'Malley, \$3; Elias Thomas, \$1:50; William Long, \$1:60.

BOTHWELL.—Private John Therley, \$1:50.

GLADSTONE AT A DISCOUNT.

Two years ago—even a twelvemonth since—the name of Gladstone was as a rallying cry among the Liberals of England. He who bore it had defeated the Conservative government at the general election of 1868, and a few months later had disendowed and disestablished that monster evil, the Protestant Church of Ireland. The *Weekly Dispatch* established early in the century, and long the most liberal of all the London journals, enjoying for over sixty years an immense circulation, and always conducted with marked ability which used to dwell with the exultation of triumph, upon the rapidly developed Liberalism of Gladstone, now bitterly reproaches and condemns him as derelict of patriotism.

This arises out of the Black Sea business. The *Dispatch* says:—"There can be no doubt that the only just and dignified position for England to assume was that laid down by Earl Granville in his first despatch, and his partial abandonment of that position seems to give some color to the perhaps unfounded but certainly very prevalent rumor, that the Foreign Secretary first answered Prince Gortschakoff on his own responsibility and was then forced to abandon his safe and honorable stand-point at the suggestion of the peace-at-any-price party in the Cabinet. It is undoubtedly too true, that with all his vast and varied attainments, with all his great and indeed unrivalled qualifications for a Liberal leader, Mr. Gladstone has always exhibited a strange want of sympathy with the history and honor of England. This defect it is which makes his foreign policy so ineffective. But we trust that his keen perceptions and his unbounded love of place and power will suffice to teach him that the only way to retain his position is to guard jealously that which all Englishmen value far more than Irish Church Bills, Land Bills, or the Ballot—the good name of Britain." This is severely sarcastic and doubtless expresses the popular opinion of England on Mr. Gladstone. It concludes with a faint hope "that the Premier will realize in time the undoubted truth that any paltering with our pledged word would sound the knell for his own fall even though we had to pay the heavy price of being for a time ruled by a Conservative minority." The conservatives in fact, have always managed foreign affairs much better than the Whigs.

WHAT IS A YEAR?

What is a year? 'Tis but a wave
On life's dark rolling stream,
Which is so quickly gone that we
Account it but a dream
'Tis but a single earnest thro'p
Of Time's old iron heart,
Which, tireless, now, and strong as when,
It first with life did start.

What is a year? 'Tis but a turn
Of Time's old broken wheel;
Or but a page upon the book
Which time must shortly seal.
'Tis but a step upon the road
Which we must travel o'er;
A few more steps, and we shall walk
Life's weary road no more.

What is a year? 'Tis but a breath
From Time's old nostrils blown,
As rushing onward o'er the earth
We hear his weary moan.
'Tis like the bubble on the wave,
Or dew upon the lawn;
As transient as the mist of morn
Beneath the summer sun.

What is a year? 'Tis but a type
Of life's oft changing scene;
Youth's happy morn comes gaily on
With hills and valleys green;
Next summers prime succeeds the spring,
Then autumn with a tear,
Then comes old winter—death and all
Must find a level here.

ANCIENT AND MODERN COINAGE

(From the New York Christian Union.)

Platinum was coined in Russia from 1828 to 1845. But the metals best adapted and most generally used as coin are copper, nickel, silver and gold; the first two being now used for coins of small value, to make change, the two latter, commonly designated "the precious metals," as measures of value and legal tender. On the continent of Europe a composition of silver and copper called bullion, has long been used for small coins; which are made current at a much higher value than the metals they contain. In China Sysee, silver is the principal currency, which is merely ingot silver of a uniform fineness, paid and received by weight.

Spanish and Mexican dollars also circulate there, but only after they have been assayed and stamped as proof that they are of the standard fineness. As Asia Minor produces gold, its earliest coinage was of that metal. Italy and Sicily possessing copper, bronze was first coined there.

The Lydians had gold coin at the close of the ninth century B.C.; Greece proper only at the end of the eighth century, B.C. Servius Tullius, King of Rome, made the pound weight of copper current money.

The Romans first coined silver 281 B.C., and gold 207, B.C. Some nations, although they worked the metals with skill, seem never to have coined money, and such was the case with a large number of whom no coins are known prior to the English invasion in the twelfth century.

The amount of specie existing in Europe, A.D. 14, was equal in value to but £358.

After the Augustan era the product of the European mines failed, and the stock of coin gradually disappeared until the ninth century, each step of its fall being marked by the greater poverty and social degradation of the people, until at last such was the scarcity of coin, that human beings in Britain were made a legal tender at specified rates.

INVENTION OF BANK NOTES.

This dearth of the precious metals contributed largely towards establishing the dark ages. Out of these depths arose the great modern institutions—the mercantile theory and credit—the one a palliative and the other a cure. No increase in the stock of coin occurred until after the discovery of America, but the invention of paper credit

largely alleviated the prevailing misery. The invention is due to the Jews, who, in 1160, introduced bills of exchange, and who were the only persons, from the institution of the canon law against the taking of interest for the loan of money to the sixteenth century, who, in Western Europe, durst make a business of giving credit.

The same people established the first banks in Europe. That of Venice was established in 1157, that of Geneva in 1345, that of Barcelona in 1401, and that of Genoa in 1407. The discovery of America in 1492 produced no immediate increase in the European stock of coin. The mines of Potosi were opened in 1545, but it was not until near the seventeenth century that the stock of coin sensibly increased. The taking of interest was totally forbidden until 1571, and the device of extending credit by means of encausment was not practiced until a century later, when it was introduced from Holland.

INCREASE OF COIN.

The stock of coin steadily increased until 1827, when it reached its highest point, and then declined until the opening of the Pacific coast mines in 1848, when it again increased, passing in 1860 its greatest previous height, and attaining in 1867 the enormous sum of two thousand six hundred million of dollars.

Copper coins, few in number, were used by the Mint of the United States as early as 1792, but these are now so rare that one of them sold at auction in Philadelphia, in January, 1860, for sixty-five dollars and fifty cents, and another for fifty dollars. The Mint did not get fairly into operation until 1793, when the first copper cent appeared.

The estimated amount of gold in existence at the commencement of the Christian era was \$427,000,000. At the discovery of America, in 1492, this amount had diminished to \$57,000,000. In 1600 the amount had risen to \$105,000,000, in 1700 to \$351,000,000 in 1800 to \$1,251,000,000. The Russian mines, extending over one-third of the surface of the globe, on parallel fifty degrees north latitude, were discovered in 1819.

In 1843 the estimated amount of gold in existence was \$2,000,000,000.

Next followed the discoveries in California, February 9th, 1848, and in Australia, February 12th, 1851, which added enormously to the gold production. In 1853 the amount in existence was computed at \$3,000,000,000, and in 1860 it was \$4,000,000,000.

From the commencement of the Christian era to the discovery of America, it was estimated that gold had been taken from the surface and mined to the amount of \$3,800,000,000. From that date to the close of 1842, \$2,800,000,000; to 1860, Russia adds \$746,000,000 and California and Australia \$2,000,000,000 more. The amount of gold at present in existence is estimated at \$5,950,000,000. The quantity of gold and silver, of all denominations, in all quarters of the globe, is set down, by the best authorities, at from three to four hundred million pounds sterling; and the quantity of plate and ornaments at about \$400,000,000.

WHAT BECOMES OF THE COIN.

In the reign of Darius gold was thirteen times more valuable, weight for weight, than silver. In the time of Plato it was twelve times as valuable. In that of Julius Caesar gold was only nine times more valuable, owing perhaps to the enormous quantities of gold seized by him in his wars. It is a natural question to ask what became of the gold and silver? A paper read before the Polytechnic Association by Dr. Stephens, recent-

ly, is calculated to meet this enquiry. He says, of our annual gold product, full fifteen per cent is melted down for manufacture; thirty-five per cent goes to Europe; twenty-five per cent to Cuba; fifteen per cent to Brazil; five per cent direct to Japan, China and the Indies; leaving but five per cent for circulation in this country. Of that which goes to Cuba, the West Indies, Brazil, full fifty per cent finds its way to Europe, where, after deducting a large percentage used in manufacturing, four-fifths of the remainder is exported to India. Here the transit of the precious metal is at end. Here the supply, however vast, is absorbed, and never returns to the civilized world.

The Orientals consume but little, while their productions have ever been in demand among the Western nations. As mere recipients, therefore, these nations have acquired the desire of accumulating and hoarding, a passion common alike to all classes among the Egyptians, Indians, Chinese, and Persians. A French economist states that in his opinion the former nation alone hide away \$20,000,000 of gold and silver annually, and the present Emperor of Morocco is reported as so addicted to this avaricious mania that he has filled seventeen large chambers with the precious metals. The same spirit is shared by their subjects, and it is in this predilection that we discover the solution of the problem as to the ultimate disposition of the precious metals. This absorption by the Eastern nations has been uninterruptedly going on since the most remote historical period. According to Pliny, as much as \$1,000,000 in gold, was, in his days, annually exported to the East. The balance of trade in favor of those nations is now given as \$80,000,000.

A system of international coinage is proposed, and a congress has recently been held in Paris, at which the several nationalities were represented, including the United States.

If our Government shall endorse the proposed system, there will be a national change in our coinage, if we shall ever return to hard money times. The proposed standard of coinage—the franc—is equal in value to nineteen and one-fifth cents. A five franc piece is accordingly worth four cents less than the American dollar, which is our present standard of coinage. Under proposed plan, our present half dollar would be represented by a piece worth forth-eight cents, etc.

The ancient English penny was the first silver coin struck in England. It was equal in weight to the present three penny piece

HORSE POWER IN STEAM ENGINES.

Very vague and sometimes very erroneous ideas prevail as to the meaning of the term "horse power" in reference to steam and other machinery; we will endeavour by the aid of an excellent periodical to explain the matter in as simple a form as possible.

The power of a horse has been established by a series of experiments as the amount of power which is required to raise thirty-three thousand pounds one foot in one minute; not however that a horse can pull with a force of 33,000 pounds during one minute and so raise that weight a foot high in that time. The power of a horse at different speeds is very variable; the conventional assumption is 150 pounds moved 20 miles a day at 2½ miles per hour. Thus a horse towing a canal boat and keeping a steady strain on the line of 150 pounds and a speed of 2½ miles per hour, would be doing the work which Watt experimentally decided an aver-

age horse can do for eight hours per day. The 33,000 foot-pounds per minute is derived from the above in the following manner. The horse moves at the rate of $2\frac{1}{2}$ miles or 13,000 feet per hour or 220 ft. per minute. Then it is presumed that the same force will raise 220 times 150 pounds (33,000 pounds) one foot in the same time.

This is therefore the amount which Watt considered equivalent to a horse power, and is the rule used in America and Britain in rating the actual power of engines as follows: If the number of square inches in the piston of a steam-engine be 100, and the pressure of steam 100 pounds on each square inch, the total force of the engine is 10,000 pounds (100x100). Next find the distance through which this force is exerted. If the stroke is two feet, the force will be exerted at four feet (two strokes) to each revolution, and if the engine makes 25 revolutions per minute, that force is exerted through 100 feet (25x4) in one minute. The next thing is to find what force acting through one foot per minute is equal to 10,000 pounds through 100 feet, which is 100x10,000 or 1,000,000 pounds. This number of pounds moved one foot per minute is equal to the power of the engine, and 33,000 pounds as above is equal to the power of an average horse. Hence dividing 1,000,000 by 33,000 and we get $33\frac{1}{3}$ horse power.

At a greater speed than $2\frac{1}{2}$ miles per hour the power of a horse diminishes rapidly, and when he reaches his maximum speed all his power is exerted in moving his own weight, a very important matter for owners and drivers of horses to bear in mind. It is estimated that the draught of a horse at 12 miles per hour is only twenty pounds or seven and one half times less than at the rate of $2\frac{1}{2}$ miles as above. Hence if engines of 1000 horse power propel a steam boat at the rate of 12 miles per hour, it would not be correct to infer that 1000 horses could draw it at the same speed, because at that rate a horse can only exert a pull of 20 pounds, therefore it would require a team of 7,500 horses (1000x7 $\frac{1}{2}$) to obtain the same speed; this shows the vast advantage of steam over every other known motive power in its compactness and portability; with suitable tread mills on the boat, so arranged that the horses might move at the rate of $2\frac{1}{2}$ miles per hour, 1000 horses could perform the same work as the engines, but the horses would weigh some five or six hundred tons, consequently the greater part of their power would still be expended in moving their own weight. Thus the term "horse power" means the amount of power which will raise 33,000 pounds one foot in one minute or its equivalent, not the number of horses which could do the same work that an engine may do. If any one thinks the term horse power represents the actual number of horses that could do the same work, let him calculate how many horses it would require to draw a train of cars which a locomotive of 300 horse power draws at the rate of 15 miles an hour, and then let him find the horses which can make this time.—*Condensed from Manufacturer and Builder.*

The half-yearly examination of the cadets at the Royal Military Academy, Woolwich, together with the distribution by His Royal Highness the Duke of Cambridge, of the prizes and commissions in the Royal Engineers and Royal Artillery, is fixed for Friday first, 16th instant. The Academy will then close for the Christmas vacation, and the cadets be granted leave of absence for probably six weeks.

OCEAN CABLES.

The following is a list of the ocean cables at present in operation:

CABLES.	LENGTH OF CABLE IN STATUTE MILES.
Dover to Calais.....	27
Denmark, across the Belt.....	18
Dover to Ostend.....	81
Frith of Forth.....	6
Port Patrick to Donaghadee.....	25
Port Patrick to Whitehead.....	27
Sweden to Denmark.....	12
Italy to Corsica.....	110
Corsica to Sardinia.....	10
Egypt.....	10
Italy to Sicily.....	5
Newfoundland to Cape Breton.....	55
P.E. Island to N. Brunswick.....	12
Norway, across fiords.....	49
Across mouth of Danube.....	3
Ceylon to mainland of India.....	30
Italy to Sicily.....	8
England to Holland.....	140
England to Hanover.....	280
Norway, across fiords.....	16
S. Australia to King's Island.....	140
Ceylon to India.....	30
England to Denmark.....	368
Sweden to Gotland.....	64
Folkestone to Boulogne.....	29
Malta to Sicily.....	60
England to Islo of Man.....	36
Suez to Jubal Island.....	220
Jersey to Pirou, France.....	21
Tasmania to Bass Straits.....	240
Denmark (Great Belt).....	28
Dacca to Pegu.....	116
Barcelona to Mahon.....	180
Minorca to Majorca.....	35
Iviza to Majorca.....	74
St. Antonio to Iviza.....	76
Norway, across fiords.....	16
Toulon to Corsica.....	195
Holyhead to Howth, Ireland.....	64
Malta to Alexandria, via Tripoli and Benghazi.....	1,535
Newhaven to Dieppe.....	80
Pembroke to Wexford.....	63
Frith of Forth.....	6
England to Holland.....	130
Sardinia to Sicily.....	243
Persian Gulf.....	1,450
Otronto to Avlona.....	60
La Cole to Biserte.....	91
Sweden to Prussia.....	55
Biserte to Marsala.....	165
Valentia to Heart's Content.....	2,160
Valentia to Heart's Content.....	1,214
Newfoundland to Cape Breton.....	94
Lowestoft to Nordenfj.....	256
Placentia to Sydney, C.B.....	373
Dover to Lapanne.....	57
Cuba to Florida.....	333
Malta to Alexandria, direct.....	1,040
Cuba to Key West.....	140
Brest to St. Pierre.....	3,014
St. Pierre to Duxbury.....	873
Falmouth to Brest.....	336
From Bombay to Aden.....	2,381
Aden to Suez.....	1,419
Total.....	22,007

REGIMENTAL PIONEERS.—It has been decided, says the *Army and Navy Gazette* that the Pioneer Force of the Infantry Corps shall in future be composed of skilled artificers, selected as follows:—One non-commissioned officer (a carpenter by trade), three carpenters, two bricklayers, one smith (able to shoe horses), one mason (able to cut stone), one painter and glazier, two plumbers and gasfitters. The men are to undergo an examination as to their qualifications—"skil-

led," "ordinary," or "superior"—by the Royal Engineer Department, and, where necessary, are to be sent to Woolwich for instruction. They are not to be required to perform fatigue duties or to serve in the Quartermaster store, being considered as the regimental artificers.

The School established at Woolwich for the instruction of officers belonging to the Reserve Forces has been suspended until the 1st of February next, two classes having passed since its formation on the 1st of Oct. Those officers who remained during November as well as October, received the lodging allowance for both months, a fact which will probably encourage other officers to arrange for two months' study. The regulations provide that examinations of Volunteer corps may be made by officers of the Royal Artillery at headquarters instead of at the School, and on Wednesday last, Colonel Milman, R.A., examined and passed four officers of the 9th Kent Artillery at Plumstead, leaving two officers of that corps yet to be examined. All the sergeants passed, and every man of the establishment, together with fifty supernumeraries, were declared efficient, the inspecting officer pronouncing the 9th Kent a model corps.

Practical instruction for both officers and men is now the order of the day at our great camp at Aldershot. Last week, a divisional order issued on Monday, directs that classes are to be opened for the instruction of cavalry officers in field sketching, on Tuesdays and Thursdays at 2.30 p.m. The course commenced yesterday week. The officers of the 3rd Dragoon Guards and 9th Lancers are being instructed by Captain Hutchinsson, Royal Artillery, Garrison Instructor, in the Survey Office, Q. Lines, South Camp; and the officers of the 12th Lancers are instructed by Captain Robinson, Rifle Brigade, Garrison Instructor, in the Lecture Room, Cavalry Barracks. In the promulgation of the order for the course of instruction to commence, it was stated that the Lieutenant-General commanding the Division trusted that as many cavalry officers as possible would avail themselves of the opportunity of acquiring some knowledge of a most important part of their duties.

DIAMONDS AND DIAMOND-CUTTING.—The cutting of diamonds is a modern art. It is supposed that Louis Van Berghem, or Berguem, was the first discoverer of cutting and polishing diamonds by their own powder, in 1456 although some rude attempts were made a hundred years before. He pursued the calling in Bruges, and established a guild of diamond-cutters. His pupils, however, left Bruges on account of the intolerance of the priests, and established themselves in Amsterdam. Cardinal Mazarin patronized this industry greatly he caused the diamonds in the French crown to be recut, and they obtained thence the name of twelve Mazarins. His example caused a taste for jewels to prevail all classes. At this period Paris possessed seventy-five diamond-cutters, who were well employed. Later, however, the trade declined, and from that time diverted to Amsterdam, where several thousand persons, mostly of the Jewish religion, are now occupied as diamond-cutters. The largest mills are those of Mr. Coster, who employs from 500 to 600 men. By the way, there is a method by which a spurious diamond may be detected even by the unskilful. A set diamond may be tested by placing wax on its back. The lustre of a true gem will not be affected by this operation, while the spurious brilliancy of pasteimitation will be totally destroyed by it.—*American Artizan.*



NOTICE TO CONTRACTORS.

SEALED TENDERS, addressed to the undersigned, and endorsed "Tender for Post Office, Toronto," will be received at this Office until Friday Evening, the 13th January, 1871, for the erection and completion of a new **POST OFFICE** at Toronto.

Plans and Specifications can be seen at this office, and also at the Office of **HENRY LANGLEY**, Esq., Architect, Toronto, on and after the 3rd January next.

The Tender must be in one bulk sum, embracing all Trades and Classifications of Work and Material.

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

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

By order,

F. BRAUN,
Secretary.

Department of Public Works, }
Ottawa, Dec. 31st, 1870. } 1-11u.

The time for receiving the above Tenders has been extended to **FRIDAY EVENING** the 20th Instant.

Ottawa, 6th January, 1871. 2-41u.

THE CANADIAN ILLUSTRATED NEWS,

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GOVERNMENT HOUSE, OTTAWA,

21st day of December, 1870.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honourable the Minister of Customs, and under and in virtue of the 8th Section of the Act 31st Vic., Cap. 6 entitled: "An Act respecting the Customs;" His Excellency has been pleased to order and it is hereby Ordered, that on from and after the first day of January next, the Village of Lambton, in the County of Lambton and in the Province of Ontario, shall be and the same is hereby declared to be an Out Port of Entry, under the Survey of the Port of Wallaceburg.

And it is further Ordered that the Out Port of Baby Point, now under the survey of the said Port of Wallaceburg, shall from and after the last mentioned date be, and the same is hereby abolished.

WM. H. LEE,
Clerk Privy Council,
Canada.

Ottawa, Dec. 20th, 1870.

WANTED.

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

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



GOVERNMENT HOUSE, OTTAWA,

18th day of November, 1870.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honourable the Minister of Customs, and under the authority given by the Act of the Parliament of Canada, 31 Victoria, Chapter 6, intituled:—"An Act respecting the Customs," the provisions of which have by Order in Council of this day been declared to be applicable to the Province of Manitoba. His Excellency has been pleased to Order and it is hereby Ordered that the Town of Winnipeg in the said Province shall be and the same is hereby constituted and appointed a Port of Entry and a Warehousing Port, and that North Pembina shall be and the same is hereby constituted and appointed an out Port of Customs, and placed under the survey of the Port of Winnipeg.

WM. H. LEE,
Clerk Privy Council, Canada.
Ottawa, Nov. 21, 1870. 48-31

THE RED RIVER ROUTE MAP

Will be ready for delivery
On the 25th of April, 1870.

**LAURIE'S MAP OF THE
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This map supplies a desideratum long felt, and shows:—

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Newspaper readers will find it an invaluable aid to a proper understanding of the news from that interesting region.

The map has been compiled by **D. CODD**, Esq., of Ottawa, from official maps and reports never yet made public; and in this work he has been assisted greatly by a practical knowledge of the country laid down.

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TENDERS addressed to the Commissioner of Inland Revenue, will be received until noon

ON SATURDAY.

THE

14th of January, 1871.

From Parties desiring to acquire the privilege of establishing and maintaining

A FERRY,

Navigated by Steam Power, across the Grand or Ottawa River, between the Village of Now, Edinburgh, in the Province of Ontario, and the Village of Waterloo or Gattineau Point, in the Province of Quebec.

The form of tender, and the regulations that are to govern the Ferry, may be seen at the office of the Commissioner on and after the 6th day of January, 1871.

Signed, **THOS. WORTHINGTON,**
Commissioner.

Dept. of Inland Revenue, }
Ottawa 23 Dec., 1870. } 1-31

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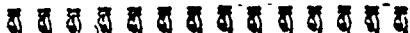
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It is the intention of the undersigned shortly to issue a work bearing the above title, in which all the public institutions in and around the city—the principal places of business, and many of the private residences of our leading citizens—shall be shown on wood engravings, specially got up, at great expense, for this work. The engravings shall be accompanied by descriptive letter-press matter, from the pens of some of the ablest literati in the city, and will include sketches of the rise, progress, and present magnitude of our great Lumbering establishments, the magnificent stores, and the princely residences with which the city and vicinity abound. Sketches of the early life and business habits of several of our most successful business men will also be given, and to those who prefer it, a steel or wood engraved portrait.

The work will be of a costly nature, and can only be undertaken upon ample assurances being given of a patronage to ensure success.

To this end agents will, in a few days, wait on the principal business men, to ascertain the extent to which they will be willing to patronize it, and if satisfactory, the work will be commenced at once.

To these desirous of having their places of business engraved, and published in the Handbook, it may be well to state the terms on which it can be done. It is proposed that the work shall be of a size similar to the Handbook of the Parliamentary Buildings, recently published by Mr Bureau, and that the engravings shall each fill half a page—the other half to be filled with such matter as the owners may desire.

The illustrations of private residences may occupy a page, if desired, and the descriptive portion may extend over any number of pages which their interest may justify.

As a very large edition will be issued, it is hoped that a patronage worthy of the work will be extended.

Parties requiring illustrations will be expected to furnish photographs to the publishers. When the work is complete, the engravings shall be the property of the advertiser, to be used at any future time he may wish. The work will contain a well executed Map and Plan of the City.

Illustrations and Diagrams of the Parliamentary and Departmental Buildings will be given, with ample directions for those having business to transact in connection therewith.

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CARROLL RYAN, Editor.

HUNTER, ROSE & CO., PRINTERS.



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OTTAWA, Jan. 6, 1870.

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R. S. M. BOUCHETTE,

Commissioner of Customs.

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

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

By order,

F. BRAUN, Secretary.

Department of Public Works, Ottawa, 21th Dec., 1870.

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Montreal, March 16, 1870.

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