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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. III.

OTTAWA, CANADA, MONDAY, MARCH 29, 1869.

No. 13.

AN OLD ENGLISH PATRIOTIC SONG SLIGHTLY ALTERED TO SUIT THE NEW DOMINION, AND PRESENT CIRCUMSTANCES.

It is conceived that, at the present day, when 30 millions of native population in the far East begin to appreciate the integrity of British rule; when two millions of freemen in the far South, in New Zealand, and at the Cape; when four millions of hardy northmen in the Dominion, are prepared to uphold it with their treasure and their blood, the last verse, which is entirely unaltered, will be found to possess a significance undreamed of by the original writer, some fifty or sixty years ago.*

ATR—"The flaunting Flag of Liberty, of Gallia's sons the boast."

The flaunting Flag of Liberty, Columbia's braggart boast,

Oh! never may Canadians see float o'er their lake-bound coast;

For the only Flag true freedom rears o'er all the lands and seas

Is the Flag that's braved a thousand years the battle and the breeze.

Beneath its folds the lowliest man may fearless speak his mind,

Undaunted by the savage ban of rabble passion blind;

No tyranny of rank he fears—no fierce mob license sees—

Neath the Flag that's braved a thousand years the battle and the breeze.

To shield the lawful rights of man—to break oppression's chain,

The foremost in the battle's van, it never floats in vain;

The mariner where'er he steers, in every clime he sees

The Flag that's braved a thousand years the battle and the breeze.

If all unite as once we did to keep our flag unfurled,

Old England still may fearless bid defiance to the world;

But fast would flow the nations tears should lawless hands e'er seize

The flag that's braved a thousand years the battle and the breeze.

Lord Byron's valet, Lindsley, who was present at the poet's death, is now a cripple in a Western hospital. He was in Abraham Lincoln's company in the Black Hawk war, and served throughout the late conflict in the Sixty-first Illinois Regiment. He is in great destitution and distress.

*The remarkable contrast between the equity shown by our laws to Whalen, and the recent infamous lynch-law proceedings in the States, together with the motives and results of the Abyssinian expedition, also lend peculiar force to the sentiment expressed in the third verse.

NAVAL OPERATIONS

OF THE
WAR OF 1812-14.

CHAPTER XI.

Whatever alleviation the horrors of actual warfare may receive from the particular locality in which it is waged—on shipboard especially no escape from all its terrors could be secured; what then must have been the courage of the gallant souls who fought the next action in order of time, especially when it was well known that in becoming the assailants—they provoked a contest with a greatly superior force.

On the 28th June, at daylight, in lat. 40° 36' North, long. 11° 15' West, the British 18 gun brig-sloop Reindeer, commanded by Capt. William Manners, a hero whose name deserves to be emblazoned by history on the highest roll of honor and whose courage should be held up to the admiration of all British seamen, while steering with a light breeze from the North-East discovered and chased in the West South-West the United States ship-sloop Wasp, the sister ship of the Peacock, and armed the same way. The Reindeer, built of fir in 1804, was a sister brig to the Epervier (both of the class known as coffin brigs from their total unfitness for war purposes—their crankiness and general unseaworthy qualities), but was not so heavily armed having an amount of age and weakness, exchanged her 32-pounder carronades for 24-pounders, 16 of which with 2 sixes and a 12-pounder boat carronade formed her present armament. By 1 p.m. the two vessels had neared each other sufficiently to ascertain that they were enemies, and manoeuvred one to gain, the other to keep the weather-gage. At 2 p.m. the Wasp hoisted her colors and fired a gun to windward, and immediately the Reindeer whose colors had been previously hoisted fired a gun also to windward as an answer to the challenge. At 3h. 15m. p.m., being distant about sixty yards on the Wasp's starboard and weather-quarter, the Reindeer opened fire from her boat carronade mounted on her top-gallant forecastle, this fire was repeated four times, when at 3h. 26m. putting her helm a-lee, the

Wasp luffed up and commenced the action with the after carronade and the others in succession—the fire was returned with spirit and a close and fierce engagement ensued. After this cannonade had lasted about half an hour the Reindeer, from the loss of men and the destruction of her standing and running rigging being disabled, fell with her bow on board the port quarter of the Wasp from which she was raked with terrible effect, the rifle men in the tops shooting down every officer which appeared on deck. Early in the action Captain Manners had the calves of his legs partly carried away by a round shot, but would not leave the deck, a grape shot passed through his thighs, and he fell on his knees but quickly springing up he shouted to his crew—"Follow me my boys, we must board"—and endeavored to climb into the rigging for that purpose—two bullets from the Wasp's maintop penetrated his head and came out below his chin convulsively brandishing his sword he exclaimed "O God!" and fell dead on his own deck. Nearly the whole of the officers and almost three fourths of her men having fallen, the fire of the Reindeer began to slacken, although her gallant crew still maintained the unequal contest; but at 4 a.m. the American crew rushed on board and received possession of the brig from Mr. Richard Collins, the Captain's clerk, being the senior officer alive on deck.

In a line with her ports the Reindeer was literally cut to pieces, her upper works, boats, and spare spars were a complete wreck—her masts were both badly wounded, particularly her foremast; and of a crew of 98 men and 20 boys the brig had her commander, purser, and 23 petty officers, seamen, and marines killed—her lieutenant, master's mate, midshipman, boatswain and 38 seamen and marines wounded; total 25 killed and 42 wounded, of the latter 27 were dangerously wounded. One of the men was wounded in the head by a ramrod which before it could be extracted required to be sawed off close to the skull, the man notwithstanding recovered. After receiving this desperate wound the gallant fellow refused to leave his gun, saying—"If all the wounded of the Reindeer were as well able to fight as I am

"we should soon make the Americans 'strike.'"

The sails and rigging of the *Wasp* was a good deal cut up, several round shot had passed through her hull, and one 24 pound shot through the centre of the foremast, a tolerable proof of its large dimensions. Out of a crew of 173 men and 2 boys the *Wasp* had 11 officers and men killed, and 15 petty officers, seamen and marines wounded—a great part of this loss was caused by the determined efforts of the crew of the *Reindeer* to board. The comparative force of the combatants was as follows:—

<i>Reindeer</i> —Broadside guns,	9
Weight of Broadside,	198 lbs.
Crew, men only,	98
Tonnage,	385
<i>Wasp</i> —Broadside guns,	11
Weight of Broadside,	338 lbs.
Crew, men only,	173
Tonnage,	539

This was decidedly the most gallant and best fought action of the war. Notwithstanding the disparity of force, the weaker was the assailant, nor could the British commander be accused of rashness as both were "sloops of war." According to the rules of the service it was his imperative duty to bring a vessel of *his own class* to action, and well that duty was performed by himself and his gallant crew. The honor of Britain was never entrusted to braver or more gallant hearts, and no fear need be entertained of prestige while the same feelings of honor and duty animate their successors. The *Reindeer* being too much shattered to keep the sea was set on fire and destroyed, while the *Wasp* steered for Lorient to refit, at which port she anchored on the 8th July.

On the 27th August the *Wasp* thoroughly refitted and manned sailed from Lorient to resume her cruise, and on the 1st September at 7 p.m., latitude 30° North, 11° West, going free on the starboard tack with the wind at South-East, she fell in with the British 18-gun brig-sloop *Avon* mounting sixteen 32-pounder carronades and 2 sixes, nearly ahead steering about South-West. At 7h. 34m. p.m. the *Avon* made night signals to the *Wasp* which the latter at 8 p.m. answered with a blue light on the fore-castle. At 8h. 38m. the *Avon* fired a shot from her stern chase gun and still running on to the South-west fired a second shot from her starboard and lee side. At 9h. 20m. being then on the weather quarter of the *Avon* the *Wasp* was hailed by the latter—"What ship is that," and answered by the question—"What brig is that"—the *Avon* replied with her name, but it was not heard on board the *Wasp*—the former again asked "what ship is that," and was told to heave to and she would be informed—the question was repeated and answered to the same effect. An American officer then went forward on the *Wasp*'s fore-castle and ordered the *Avon* to heave to, but the latter declined doing so, and at 9h. 25m. set her larboard fore-top-mast studding sail—immediately afterwards the *Wasp* fired her 12-pdr.

carronade, whereupon the *Avon* commenced the action by a discharge from her port guns. The *Wasp* then kept away and running under the brig's lee, at 9h. 29m. opened her broadside. Almost the first fire from the American ship consisting of dismantling shot cut away with other parts of her rigging the slings of the brig's gaff and on the fall of the latter the boom mainsail covered the quarter-deck gun on the side engaged, the only one that would at this time bear—shortly afterwards the brig's mainmast fell by the board which rendered her completely unmanageable—this disaster, with the upsetting of some of her guns prevented any return to the *Wasp*'s fire, who, on this occasion, fought much more warily than in her action with the *Reindeer*.

At a few minutes before 11 p.m. the *Wasp* hailed the *Avon* to know if she had surrendered, and received an answer in the affirmative, but just as she was about to take possession a sail was discovered close on board, on which the *Wasp* made sail away chased by the stranger which proved to be the British 18-gun brig-sloop *Castillian* of the same force as the *Avon*. At 11h. 40m. p.m. the *Castillian* fired her lee guns into the *Wasp*, cutting away her lower main cross-trees and damaging her rigging, but the latter did not return the fire crousing all sail before the wind. Repeated signals of distress having been made by the *Avon* the *Castillian* tacked and stood towards her, and on closing she was informed that the *Avon* was sinking fast, the *Castillian* immediately hoisted out her boats to save the people, and at 1 a.m. on the 28th, just as the last boat pushed off from the *Avon*, she went down; a capital proof that she was not surrendered before all means of defence had been exhausted. Out of her crew of 104 men and 13 boys she lost 10 killed and 32 wounded. The *Wasp* had two men killed and one wounded—this was the last action of that vessel and her gallant crew, on the 15th of September she was off Maderia and never afterwards was heard from; she is supposed to have foundered at sea before the end of the month.

On 12th July the British Cutter *Landrail* of four 12-pounder carronades, with a crew of 19 men and boys, on her way across the British Channel with despatches, was chased by the American *Syren*, and maintained with her a running fight of one hour and ten minutes duration, and a close action within pistol shot of 50 minutes, in all two hours; having seven men wounded, her sails riddled with shot-holes and her hull much shattered, the *Landrail* surrendered. The *Syren* mounted one long 18-pounder on a traversing carriage, four long 6-pounders and two 18-pounder carronades, with a crew of 75 men, had three men killed and 15 wounded. The *Landrail* was recaptured on her way to the United States and carried into Halifax. The *Ballahow*, a vessel of the same class but rigged as

a schooner, was captured by the American schooner *Perry*—both these vessels measured 76 tons; their captors 180 tons each.

It will be necessary to relate the course of those marauding expeditions on the coasts and rivers of the United States, which reminds the reader of the exploits of the old Sea Kings—acts of war undertaken without design or object and exercising no influence on the direct issues of the war—calculated to bring the British name and prestige into contempt, but not to exhibit the talents of her officers or prescience of her statesmen. If the old tactics of "Carrying the war into Africa" were to be followed, it was certainly advisable that a force sufficiently respectable to hold their conquests should have been despatched for that purpose, because the possession of any of the points threatened would have paralysed all resistance on the part of the United States and compelled a speedy peace; but sufficient men to make a respectable free-booting expedition were all that was sent, and as events proved even not able to retain their conquests for forty-eight hours.

In the summer of 1814 Vice Admiral Sir Alex. Cochrane was appointed to supersede Sir John Warren in command of the British fleet in North American waters. Rear Admiral Cockburn in the *Albion* 74 took command of the Naval forces in the Chesapeake. The American Government had fitted out a strong flotilla at Baltimore under command of Commodore John Barney, it consisted of the *Scorpion* sloop mounting 8 carronades and a heavy long gun on a traversing carriage and sixteen gun boats with one long gun in the bow and another in the stern, the largest of the vessels carrying 32-pounders and 60 men, and the smallest 18-pounders and 40 men. On the 1st June this flotilla was first sighted by the British and was chased by a schooner and boats of the British squadron into the Patuxent, suffering an American schooner to be burnt in their sight. On the 6th this flotilla retreated higher up the Patuxent, and the British being reinforced by a frigate and brig they were driven up St. Leonard's creek where it could be reached by boats only. Various attempts were made from time to time to force them out of their cover, but all to no purpose. The British captured boats, vessels, tobacco stores and at various times defeated parties of American militia, still the flotilla remained at anchor. At length the authorities at Washington finding the proximity of a British force to that capital anything but pleasant, ordered Commodore Barney to destroy the flotilla in the hope that having no longer any such temptation the British would retire from the capital. At the instance of Colonel Wadsworth of the Engineers, who proposed to drive the British frigates from their anchorage and thus liberate the flotilla, this order was suspended. Accordingly by aid of red hot shot and the flotilla, this was effected without loss to the British, but the

flotilla lost two barges, 3 men killed and 7 wounded.

The incessant activity of Sir George Cockburn, between the first of July and middle of August, had swept all the rivers and creeks emptying into Chesapeake bay for a distance of 20 miles clear of the shore of all enemies, ships, tobacco and provisions, and intimately acquainted himself with the topography of the country. On the 14th Major General Ross with a body of troops arrived off the mouth of the Potomac. The arrival of this officer infused new energy into the desultory proceedings about to be undertaken, and an attack on the City of Washington was at once decided on, the object being simply to do as much mischief as possible because the force employed was not sufficient to hold their conquest, and thus teach the enemy a lesson of strategy which would make them appreciate the difference between a well appointed military force maintained by a power capable of guarding its own prestige and a power existing by forbearance who now engaged in war *en amateur*.

On the 17th August the whole fleet moved to the Patuxent. Captain James Alexander Gordon in the 38-gun frigate Sea Horse with some vessels of the squadron, had been detached up the Potomac to bombard Fort Washington 14 miles below the Federal capital, and Captain Sir Peter Parker with the 38-gun frigate Menelaus had been sent up the Chesapeake above Baltimore. The direct route to Washington from the mouth of the Potomac was up that river about fifty miles to Fort Tobacco, thence over land by the village of Piscataway for thirty-two miles to the lower bridge across the Eastern branch, but as no doubt could be entertained that this bridge which was half a mile in length and had a draw-bridge at the western end would be defended as well by troops as by a heavy sloop of war and an armed schooner known to be in the river, a preference was given to the route up the Patuxent and by Bladenburg where the eastern branch, in case of the bridge at that spot being destroyed, could be easily forded.

Commodore Barney's flotilla of gunboats still lying in the Patuxent it was determined either to capture or destroy them, and this apparent object would cover the advance on Washington. On the 19th of August a gun brig armed with long 32 pounders took up a position about 150 yards from the village of St. Benedict on the right bank of the river where it was determined the disembarkation should take place, and aided by the boats of the fleet this was effected by three o'clock p.m., the army occupying a strong position two miles above the village. The whole force of all arms consisted of about 4,500 men formed into three brigades, the first commanded by Colonel Thornton of the 85th Regiment, consisted of the light infantry companies of the 4th, 21st and 44th Regts., and the 88th Regiment, with some disciplin-

ed negroes and a company of marines, in all about 1,100 men; the second composed of the 4th and 44th Regiments mustered 1,460 bayonets was commanded by Colonel Brooke of the 44th, and the third was made up of the 21st Regiment and a battalion of marines numbered about 1,500 men, the whole of the infantry may be taken at 4,000 men. The Artillery consisted of 100 gunners and 100 drivers, but only one 6-pounder and two 3 pounders were brought on shore; as no horses were provided these were dragged by a detachment of 100 seamen: about the same number were occupied in carrying stores, ammunition and other necessaries, to which were joined 50 sappers and minners, and the whole force destined for the capture of the capital of the United States with all the appliances for that object are presented to the reader in detail.

After occupying Nottingham, (where a large quantity of tobacco was seized for the service of His Britannic Majesty and Marlborough,) above which town the American flotilla of gunboats were stationed, on the morning of the 23rd the armed boats and tenders of the fleet which had protected the right of the army advanced to the attack of the gunboats — on nearing the headmost vessel (a large sloop carrying Commodore Barney's broad pendant) she was observed to be on fire as were 15 out of 16 of the gunboats, one only being captured with 13 merchant schooners which were partly destroyed and partly laden with the captured tobacco.

Early on the 23rd the troops commenced their march on Washington, distant from Marlborough 16 miles, the American army falling back before them with trifling resistance, and being deceived by a feint with the idea that the destination of the British troops was Alexandria retired with the design of taking up a position to cover that city, thus allowing them to bivouac at a place called Woodyard; here having received a convoy of provisions preparations were made for a rapid march on Washington on the appearance of daylight.

VOLUNTEER DINNER.

The first Volunteer dinner of the officers of the force in Kingston and adjoining counties, was held last evening in the British American Hotel, and proved a great success. Lieut.-Col. Paton, of the 11th P. W. O., was in the chair, with Lieut.-Col. Hamilton, of the 47th, as vice-chairman. Among the guests were Colonel Glenville, R. A.; the Mayor of Kingston, Wm. Robinson, Esq.; Wm. Ferguson, Esq., Sheriff; D. D. Calvin, Esq., M. P. P.; Lieut.-Col. Corbett, commanding the 1st Frontenac; Capt F. Draper, of the Queen's Own, Toronto; Capt. Mackay, Town Major; Lieut. Yeatman, R. A., &c. The corps represented were the 14th P. W. O. Rifles of Kingston; the 47th battalion, the 48th battalion, the Volunteer Field Battery, and the Cavalry of Kingston and Frontenac.

The dinner was an excellent one and the band of the 14th P. W. O. played an excellent selection of music during and after the dinner. Among the Regular Toasts were, the Queen, the Prince and Princess of Wales and the royal family, the Princess's health being received with special enthusiasm by the officers of Her own regiment.

The Governor-General of Canada, and commander of the forces,

The army and navy. Colonel Glenville R. A. answered for the army, and spoke in very pleasing terms of his interest in the Volunteers, and more especially of the very efficient Field Battery of Kingston, commanded by Major Drummond. D. D. Calvin, Esq. M. P. P., responded for the Navy, as the owner of a portion of the gun-boat flotilla.

The next toast was the Legislatures of the Dominion, and of the Province of Ontario, in response to which and the preceding toast, Mr. Calvin made an able speech. The Volunteers he affirmed were deserving of much greater encouragement than they had yet received, and should be paid more liberally and in proportion to their services and value to the country. Mr. Calvin then went on to speak of the wooden railroad now about to be constructed; such a line was deserving of every encouragement from the city of Kingston and county of Frontenac, and it would have his fullest support. In rear of Kingston lay vast tracts of unoccupied lands, rich in minerals and timber, and a grant of the public lands in this region would be sufficient in time to pay for the road from cord wood alone. Mr. Calvin eloquently advocated the claims of the railroad, not only as likely to bring prosperity to the city, but also as opening up the vast regions of country in rear.

Colonel Paton then proposed the next toast, the Mayor and Corporation, and adverted to the important statements just made by Mr. Calvin. He had pleasure in announcing that the long talked of wooden railroads had that day been fairly launched, and the prospect would soon be published. At an expense of \$110,000 a wooden railroad of 20 miles in length could be constructed, equipped with rolling stock, and put in operation. By means of this route the hitherto inaccessible regions in rear of Kingston would be at once opened up, with all their wealth of timber, produce and minerals. It now depended upon the Mayor, Corporation and citizens of Kingston to say if this most important tributary to the trade of the city should be constructed, and it was very encouraging to hear the practical views of Mr. Calvin in its favour. Earnestly believing that the road would bring fresh prosperity to the good old city, and that the trade in cordwood along with the townships in rear would make it a remunerative enterprise, he trusted that it would receive liberal support from the citizens of Kingston. He then, amid great applause, proposed the health of the Mayor and Corporation.

The Mayor, Wm. Robinson, Esq., responded in an excellent speech. He had long felt a deep interest in the Volunteers, and rejoiced in this opportunity of meeting them. That the rank and file of the force should be paid in proportion to the value of their time was only fair, and he cordially agreed with Mr. Calvin in advocating an increase to their scanty remuneration. With respect to the wooden railroad, now receiving so much consideration, he was strongly in favour of such a scheme, promising as it did to open up the back country and bring trade and prosperity to the good old city. The finances of the city were in a most satisfactory condition, the debt in course of rapid reduction, and he felt sure that in two years from now they would be able to report that their load of debt was reduced to a sum comparatively trifling. He wished the wooden railroad all success, and trusted that it would be encouraged by the citizens as well as by a liberal grant of public lands.

The next toast was the Reserve Militia, coupled with the names of Colonel Ferguson and Colonel Corbett, to which those gentlemen responded. Great amusements was created by the remark that they were the nurses of the Volunteer Force, looking after their younger brethren, ready to take care of them in case of need, and to fill up any deficiencies in their ranks.

The regular toasts being now ended, the Mayor proposed the health of the Volunteers, again expressing his interest in them and his best wishes for their prosperity. This was responded to by the officers commanding the various corps, viz: Lieut.-Col. Paton, of the 14th, Lieut.-Col. Hamilton of the 47th, Lieut.-Col. Fowler of the 48th, Major Drummond of the Field Battery, and Major Duff of the Cavalry.

The health of the popular Town-major, Capt. Mackay, was then given amid much enthusiasm, also of Captain Frank Draper, of the Queen's Own, Toronto.

An interesting feature in the proceedings was the general response to an appeal from Captain Werner, of the 14th, in favour of a Brigade Rifle Association, affiliated to that of the Dominion, which met with so much encouragement that there can be little doubt of its being soon successfully put in operation, all the officers present promising their co-operation.

Thus terminated a highly successful gathering of the Volunteer Officers of Kingston and of the Counties of Frontenac, Lennox and Addington, one which cannot fail to add fresh interest to the patriotic cause in which they are engaged, and which it was enthusiastically resolved should be repeated annually, if not oftener. — Kingston News

THE VOLUNTEER REVIEW

published EVERY MONDAY MORNING, at
OTTAWA, Dominion of Canada, by DAWSON
KERR, Proprietor.

TERMS—TWO DOLLARS per annum, strictly
in advance.

TO CORRESPONDENTS:

All Communications regarding the Militia of
Volunteer movement, or for the Editorial Depart-
ment, should be addressed to the Editor of THE
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All letters must be Post-paid, or they will not
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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 in-
formation of this kind as early as possible, so that
may reach us in time for publication.

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Agents for "The Volunteer Review,"

IN EVERY

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TOWN,

And

BATTALION

IN THE DOMINION,

TO WHOM

LIBERAL TERMS WILL BE OFFERED

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OTTAWA

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The Volunteer Review,

AND MILITARY AND NAVAL GAZETTE.

"Un-bridled, unthought, our swords we draw,
To guard the Monarch, fence the law."

OTTAWA, MONDAY, MARCH 29, 1869.

Mr. G. B. DOUGLAS of Toronto is appointed
General Agent for THE VOLUNTEER REVIEW
in the Province of Ontario.

THE VOLUNTEER REVIEW has had occasion
recently to take the United States Army
and Navy Journal to task for the vicious
morality in public affairs that ably con-
ducted organ of public opinion was engaged in
disseminating; since then a marked tone
of improvement was visible in the articles
relative to international affairs, but unhap-
pily, like the sick Fox, in the midst of his
repentance, he heard the hen that clucks and
in sending his descendants on their mission
of destruction with well acted hypocrisy
bids them "be moderate in your food."
"A chicken too would do me good."

The Army and Navy Journal has heard
the hen that clucks; in its issue of 13th
March, the following choice article is to be
found:

We believe it to be the duty of the United
States to go the verge of its privileges under
international law, in extending formal sym-
pathy to the Cuban insurgents. It is not a
riot or a revolt in the Island: it is a revolu-
tion. It is a revolution which deserves
success as much as did the late uprising in
Spain against Bourbon rule, and as much
demands our national sympathy. It is
also a revolution promising success. It has
never been seriously impeded, and is
stronger to-day than ever. It boasts 20,000
armed men in the field, and double that
number of probable reinforcements, who
only wait opportunity to join it. CESPEDES
wisely adopts the Fabian policy of ac-
customing his men to the use of arms by
drill and occasional encounters, instead of
risking all on one hazard of the die. Sum-
mer will find them better able to cope with
the Spanish veterans in every respect; and
in summer we shall witness a contest
between unacclimated troops and natives
of the soil—the exhausted with the exhaust-
less. Meanwhile, the insurrection stays
wherever it has begun; it started with a
hardy race who will hold it tenaciously.
The sympathies of Congress last session
was not given, though manifest, because
the last day came before a common wording
in the resolution was agreed on in Senate
and House. Let it be renewed forthwith,
and its purport be an authorization of the
President by Congress to recognize the
independence of Cuba, whenever in his
judgment the military power and prospects
of the insurgents authorize the recognition.
We must remember that some of the
wealthiest planters of Cuba have staked
their fortunes on the success of the revolt.
Arms are wanted, as is also the moral
support of the United States. They are
anxious also to avail themselves of the
experience acquired in our late war, and we
know of at least one officer who graduated
at West Point and served as a general
officer during the Rebellion, who is engaged
in organizing and drilling the insurgent
forces."

The verge of the law is an awkward posi-
tion, people fond of touching it in civil life
are generally counted doubtful characters
and such an unenviable position the United
States has long held in the Comity of
nations, she has coveted Cuba since England
showed her it could be conquered in 1760,
and its subsequent restoration to Spain was
one of those causes of complaint which Whig
treason ripened into opposition which led to
the revolt of the Colonies from Great Britain.

Canada is also earnestly desired as a *bonne
bouche*, but the United States monkey having
already burned its paws in the effort to hook
that chestnut from the fire, the operation
is not likely to be repeated. Spanish diffi-
culties are the opportunities this public
pick pocket is always on the watch for; and
thoroughly desirous to see a Republic estab-
lished in that Country as she may be, no
sympathy would be allowed to interfere
with the greed of gain and the desire
for dishonest acquisition. The puerile polit-
ical philosophy, so characteristic of English
Reviews of the present day, has encouraged
and abetted the dishonest designs and
machinations of unprincipled Yankee
politicians; the tenderness with which their
looseness of morality have been treated
only tends to intensify their desires of
acquisition, and no consideration of morality
or gratitude can restrain the unbridled
ambition which will not be satisfied without a
continent.

The interests of civilization, the comity
of nations and the future peace of the world,
demands that this bravo always ready to
hold a dagger to her neighbors throat,
whenever that neighbor could be taken at
advantage, should be taught that there is
such a thing as international law, and that
law must be respected.

With loud outcries and menaces she
insisted on the justice of the Alabama claims.
When those claims were in a fair way of
adjudication the supposed advantage of
leaving an opening to strike at Cuba, and
profit by Spain's troubles was too much for
the United States Fox, and emboldened by
the whinnings of the London Times, the
accession to political power of Mr. Bright
and the whig party in Great Britain, the
Senate of that free and enlightened country
repudiated the action of its accredited Min-
ister trusting to the criminal acquiescence
of their friends in England and the cre-
dulity of the English press, not only for
forbearance, but impunity. That this peo-
ple have been conceded a position in the
councils of nations not warranted by any
power they could exert, but simply by the
favor of Great Britain, naturally proud of
her rebellious and ungrateful offspring, the
fact that their naval force would not exceed
the dimensions of a good squadron of any
of the maritime powers; that a commer-
cial marine does not exist; that their
power of aggression is simply measured by
the distance to which they could march
their troops over-land, and that courtesy
alone enables them to have a standing in
councils of the nations, are so notorious as
to need no comments.

The question naturally arises as to what
would be the effect of any action taken by
Congress in this matter of Cuba. If the
common sense of the English people have
not wholly deserted them, the United States
will be told the integrity of the Spanish
Dominions in America or elsewhere must

be respected, and that such international law as defines the duty of neutrals must be enforced on this occasion; there can be no doubt but the sympathies and active co-operation of the French Emperor will be on the same side. The course adopted with respect to the late intervention in Mexico must now be taught the United States, that is, if the course adopted by the *Army and Navy Journal* is sincerely contemplated; to that organ of public opinion, it is only necessary to say, that a profligate administration will not ruin a country, but an unprincipled and profligate press—will.

At a period within the memory of many now living, the *Conventional Englishman* was known over continental Europe for his love of *beef steaks, good ale* and the *Times* newspaper. Whether the progress of civilization has refined the tastes and enlarged the ideas of the people of Great Britain might be a matter of interesting discussion, but it is certain that the distinguishing journal neither marks the characteristics of the people nor defends or defines the honor or interests of the Empire.

If it is the admitted and recognised functions of the Fourth Estate to watch over the public and private morality of society and all those quasi judicial privileges attaching to such assumption being awarded, it follows that the first duty of the press is the preservation of National honour as the primary step towards enforcing public morality, and that before even the individual interests of editors or proprietors are consulted.

The people of British North America have good reason to complain of the manner in which the leading English journal, the *Times*, deals with the interests of the Empire in relation to Canada.

As far back as 1864, acting under the inspiration of the Goldwin Smith School of Philosophers, the *Times* avowed its intention of favoring the independence or annexation of Canada to the United States, and it was openly stated by its agent in this country that his object in making a rather prolonged tour in British North America was for the purpose of collecting evidence of a desire for separation from Great Britain from the people—it is well known here that his failure was most miserable, a few wandering Yankees abusing the liberty of speech accorded them; a few used up political adventurers and possibly a few bankrupt traders would be in favour of such a movement, but they would not amount to one in one thousand of the population and dared not make their sentiments known.

Since that period the course of the *Times* has been most reprehensible, it dare not assert that the feelings of the people of British North America were in favour of any change in the relations with the mother country, but it set itself steadily to the

task of degrading the advantages of such connections and endeavoring to make it appear that those Colonies were an onerous and inconvenient burden to the Empire on the one hand, and that the connection would be fatal to the Colonies on the other; and in this crusade it must be confessed that the leading journal of the Empire distinguished itself by a total disregard of facts and an unenviable and unapproachable skill in the art of assertion. The following specimen from the *Times* of the 27th February last is a gem in its way, but only one of those which have fallen like meteoric showers around us for the last four years:—

“We are quite aware that in the event of war we should not be able to render effectual aid to our Canadian Dominion, and that our fellow subjects out there would either have to fight at a terrible disadvantage, or mortify our pride by anticipating defeat or yielding to terms. In a material point of view that would be no loss to this country.”

Now this confession is no doubt very ingenuous but it lacks one essential quality and that is its total want of truth—the *Yankee-phobia* of the *Times* has an evil effect in a country where *egotism* is an essential quality of the public mind and that is the predominant feeling in the United States—the deductions drawn from those articles in which the public spirit, prestige and resources of the Great Britain are depreciated and falsely represented are such as to make all subjects of negotiation with the United States Government a matter of extreme difficulty, as the recent issue of the negotiations in the *Alabama* case is sufficient evidence. Now if such unprincipled conduct marks the course of the *Times* in relation to Canada what reliance can be placed on it as an organ of public opinion reflecting the public mind of Great Britain? It is clearly evident that it does not discharge the duty it owes society and that the interests of the country is not its full consideration.

The people of Canada are anxious to know on what grounds aid could not be rendered by Great Britain in the preservation of the outlying portions of the Empire in the case of war. Are the resources of England so exhausted that she is no longer able to hold her place amongst the nations of the earth? and is the leading organ of public opinion the first to proclaim this weakness to the world? The people of the Colonies are anxious to know what *party politics* the *Times* favors, for here in Canada they do not forget that the founders of the party now in power in Great Britain patriotically dismembered the Empire ninety-four years ago—perhaps those gentlemen are anxious to emulate the deeds of their predecessors, and not satisfied to raise up a rival for Great Britain are willing to give her a master—*Quin Sabe*. The process is easy—the *Times* has only to persuade the people of Great Britain that the resources of the Empire are unequal to the task of contending with Brother Jonathan and his *mud scow* Monitors are quite a match

for British Iron-clads. Abandon Canada and the West Indian possessions on the first demand and then put the aforesaid Iron-clads up to auction, move the *Times* office to New York, and get a Yankee Governor in London, with universal suffrage, the ballot box, no National Bank, and an irresponsible ministry—at that time the millenium of civil and religious liberty will have arrived for the *Times* and its friends.

The *Journal* has been systematically mystifying its readers on all questions connected with British North America for the last four years when it declares that it is impossible for Great Britain to aid Canada in the event of war only half the truth is told, simply because the idea is conveyed that the people of the Province would do nothing towards its preservation. Every man who has studied the history of Canada, its geographical position and physical topography, will be satisfied that Great Britain has not sufficient troops enrolled to defend half of her transatlantic possessions, but does that circumstance decide the question—by no means—the people of British North America can provide a militia superior in physique, intelligence, and all fighting qualities to the best British troops, moreover they would be contending for their fields and homesteads on their own lands, and the *Times* must not be told that a force of this description would not be easily overcome, especially as their presumed opponents are no better disciplined. It is an advantage also to have a country peculiarly difficult of access—now war as well as history repeats itself, and it taxed the whole energy of Great Britain, backed by her then North American Colonies, for five campaigns to wrest that country from the gallant French Canadians, the sum total of whose population did not exceed the force actually in arms against them. In the contest of 1812-14, the Colonists aided by 4,000 British troops withstood for three campaigns the whole power of the *Times*' particular friends—the Yankees—and at its close they held just as much of Canadian soil as covered the dead bodies of their soldiers killed in action. Now the people of Canada requires nothing from Great Britain beyond the contingent necessary to hold those Forts which her Sovereignty renders an imperative duty not only to Canada but to the Empire, and the people of British North America will defend their own honors. The *Times* and its school of philosophers, politicians or statesmen may rest assured that the Canadian people would suffer the consequences of a conflict far more ruinous than that endured by the Southern States before the *Stars and Stripes* should wave over their soil—they do not believe that the *Times* idealises the public opinion of Great Britain in the degrading and servile course that journal has pursued; it may serve its direct interests to pander to the prejudices of Yankee political schemers and traders who believe in the perfections of democracy, but it is certainly

regardless of the interests of its country, foully belies her honor, and would make the world believe her prestige is as great a sham as the patriotism of the *Times*. *Distance lends enchantment to the view*, and this is the whole philosophy of the Whig admirers of Yankee institutions, but the Canadian people live too near the foul abortion to be in love with it.

Perfectly satisfied with their position as British subjects, thoroughly aware that when they cease to be such the day of Britain's glory has passed away, they can despise the philosophy whose leading maxim is peace at any price, and treat with contempt misrepresentations regardless alike of truth or national honor.

We have much pleasure in giving insertion to the address presented by the Cadets of the School of Gunnery in Montreal to Lieut. Saunders of the Royal Artillery, who kindly volunteered gratuitous Lectures on Gunnery, projectiles and branches connected with ordnance and artillery &c., &c. Lieut. Saunders is a young officer of high acquirements and a qualified instructor from Shoeburyness and it would be of great advantage to the School of Gunnery if his valuable services and knowledge could be secured to the School as Adjutant.

SCHOOL OF GUNNERY,
Montreal, March 8th, 1869.

LIEUT. J. M. SAUNDERS,
Royal Artillery.

SIR,—As our course of training is now about to terminate, we, the Cadets forming the present squad wish, before leaving this School, to thank you most cordially and sincerely for the instruction we have received at your hands, and for the untiring pains you have taken to impart it to us. That zeal and love for a noble profession which prompted the voluntary surrender of your time and talents for our benefit will, we fervently hope, ensure your deserved advancement and distinction in the service.

Accept then our hearty thanks for your kindness, and our best wishes for your constant welfare, wherever duty may call you, and believe us each and all your very grateful pupils.

A. G. Irvine, Major 55th Batt. V. M.
Arthur W. Bell, Ensign 55th Batt. V. M.
George H. Scougall, Cadet.
George Johnstone, Cadet.
Henry J. Ware, Cadet.
M. T. Hunter, Cadet.
E. P. Bulger, Cadet.
W. H. Robinson, Ensign 52nd Batt. V. M.
Arthur Charland, Capt. V. M.
C. Lalime, Ensign V. M.
D. McFee, Cadet.
C. Pearson, V. A.
John Vipond, Cadet.

THE attention of the Adjutant General's Department is earnestly requested to the abuse complained of by the correspondent of the VOLUNTEER REVIEW "Cadet," under the heading of "Officers Outfit"—it belongs peculiarly to the Brigade Major's duty, but for obvious reasons those officers occupy a position unfavorable to the strict exercise of their functions where *individual* interests are concerned, and it would look too much like degrading them to the rank of detectives, but a simple order from the Department would set all right.

METROPOLITAN RIFLE ASSOCIATION
REPORT FOR YEAR 1868.

We have received from the Secretary, Capt. C. E. Perry, a copy of the report of the Metropolitan Rifle Association for the year 1868.

It is very neatly compiled and will afford matter of interest to all marksmen as it contains the scores and firing in detail with average shooting, &c. We are pleased to find our Rifle Association (the first we believe in presenting a report of their doings to the general public) in such a flourishing condition, thanks to the kind liberality of our citizens, and we trust to see a prize list at the annual meeting this year that will induce marksmen from all parts of the Dominion to compete. Rifle Associations are really public matters, as the President of the Metropolitan, Col. Powell, in his address justly remarks:—"In a country "that must, in the event of invasion be "defended under the disadvantage of marked numerical inferiority, it is all important "that familiarity with the rifle and skill in "its use may as far as possible be made to "supplement valour and courage, and help "to equalize the odds that are incident to "the situation."

The Metropolitan Rifle Association in its meetings have steadily kept in view these principles, and given to the common weapon of defence the first place in its late match. In conclusion, we heartily endorse the words of the respected President, that "whether measured by the number of competitors, the value of the prizes, the "average of the firing, the freedom from "accidents, or the regularity of the proceedings throughout, the late Rifle Match "of the M. R. A., will compare not unfavorably with any that have taken place "within the limits of our new Dominion."

May the Association have much success in the future.

REMITTANCES

Received on Subscription to THE VOLUNTEER REVIEW during the week ending Saturday the 27th inst:—

OTTAWA.—Major I., 55th Batt., \$2; Lieut. D. M., \$2.
BRANTFORD.—R. R. W., \$3.
BURRITT'S RAPIDS.—Major G. S., \$2.

CORRESPONDENCE.

OFFICERS OUTFIT.

To the Editor of THE VOLUNTEER REVIEW.

SIR,—I do not often trespass on the space of the REVIEW, but when I do so, it is with the view of offering suggestions for the benefit of the Volunteer Force generally, or, in an endeavour to correct any abuses, and that I now avail myself of its columns. The matter to which I wish to draw attention to, is, the practice of many Volunteer Officers supplying themselves with an outfit from the clothing issued by the Government for the men; when an issue of clothing is received for the men of a company, these Officers select a tunic and pants for themselves; this is decidedly wrong and unfair to these officers who provide their own uniform, and parties who have been guilty of this should be made to pay for what they have taken from the Government. If an officer will not procure a Regulation uniform for himself he should be compelled to resign or be dismissed. A General Order should be issued that no person be recommended for a commission hereafter who will not promise to get an officer's uniform (and not a private's)—failing to do so, after a reasonable time, the appointment cancelled. Look also to the effect it has on the private when his captain or other superior officer comes on parade dressed in a private's uniform and a common cloth cap—if officers parade thus can it be expected the men will do better. Another matter in this connection I would like to see an improvement that is the more *uniformity of uniforms* of officers. A short time ago I was present at an inspection of a Battalion of Infantry, 6 companies, and the following is about the result of officers' uniforms:—

The Battalion in Line at open order receiving the Inspecting Officer with the general salute.

First Company.
Captain—Officer's Tunic, Pants and Shako.
Lieut.—Blue Frock, Pants and Forage Cap.
Ensign—Officer's Tunic, Pants and Shako.
2nd Company.
Captain—Priv. Tunic, Mil. Sch'l Pants, Forage Cap.
Lieut.—Mil. Sch'l Serge Frock, do. Pants, do.
Ensign—Blue Frock, M. S. Pants, M. S. Cap.
3rd Company.
Captain—Blue Frock, Officer's pants, Forage cap.
Lieut.—Officer's Tunic, do. Pants, Forage Cap.
Ensign—Blue Frock, Pants, and Forage Cap.
4th Company.
Captain—Officer's Tunic, Pants, and Shako.
Lieut.—Military School Frock, Pants, Forage Cap.
Ensign—Mil. School Frock, Pants, Forage Cap.
5th Company.
Captain—Officer's Tunic, Pants and Forage Cap.
Lieut.—Officer's Tunic, Pants and Shako.
Ensign—Officer's Tunic, Pants and Forage Cap.
6th Company.
Captain—Private's Tunic, do. Pants, Cloth Cap.
Lieut.—Officer's Tunic, Pants and Shako.
Ensign—Private's Tunic, Priv. Pants, Priv. Shako.

Here we have only five officers properly uniformed for dress parade out of eighteen, and not one company whose officers were all in dress uniform.

CADET.

CANADIAN DEFENSIVE STRATEGY.

To the Editor of THE VOLUNTEER REVIEW.

SIR,—The impropriety of a Canadian Volunteer in touching upon technical military matters has been sufficiently demonstrated by the crusade against the author of "Modern Cavalry," but the "London Review," *et hoc genus omne* notwithstanding. I, a Canadian and a Volunteer, venture to offer a few crude remarks upon the subject which heads my letter. In his book, Lt. Col. Denison fully

and ably states the changes which modern improvements in firearms and tactics should induce in the arm of the service to which he specially refers,—in this short paper, and with special reference to this country, I would beg to draw your attention to the changes which advancing civilization must induce in the art of war in Canada.

Strategy has been ably defined by Col. Macdougall, as "the art of placing in battle array, at the right place, a body of troops in fighting order, superior to that body which your enemy can there oppose to you." In an able article in a prominent magazine, upon this subject, it is further stated that "the principles of strategy up to this epoch might be tolerably well summed up in two plain rules," "to act against the enemy's communications, while keeping your own guarded," and "to bring masses of your own forces against fractions of the enemy." Let us see how these conditions will apply to Canadian requirements.

It is clear that I must start in the consideration of this subject by taking two things for granted. First, that the United States will be the enemy to guard against, and next, that England shall be our base of supplies. It is, alas, too clear that in the event of the former occurrence our poor Canada will be the *base of operations*, and it behoves us to provide such communications as will preserve us from being cut off from our base of supply, beside providing the means by which our base of operations can be effectually protected. To these ends the Imperial Government have suggested the Intercolonial Railway, and a system of fortification.

This brings me to the consideration of how modern improvements have changed the art of war since those times when Marshal Saxe said that "Battles were won by legs, rather than arms." The measured pace, the regulated day's march, were so many aids to time the required concentration of troops before railroads came into use as an auxiliary. But now-a-days the march is too slow, and though marches are still "measured by time, and not by distance," the time-table is of the railway, and not of the legs. During the wars of the last decade, since the Crimean war, the railway has been the principal agent of concentration, and thousands of men have been rapidly massed where otherwise it would have been an impossibility. Hence it is necessary that our railroad communication should be as great as possible, and each road that is added to the country is so much a contribution towards its successful defence. Notably, however, is that road required which shall connect us directly with our base of supply. Without it all our efforts would be rendered unavailing. So far our imperial directors have not gone astray.

The telegraph is the next material aid to prompt military movement. It enables a General to communicate immediately with his Lieutenants, and to time such supports, or concentrated action, as circumstances may render necessary. Though easily destroyed, it is easily repaired; and the side which controls the lines of telegraph have a decided advantage over their opponents. Thus also the network of telegraph wire which is spread over the land is an element of defence.

In the above paragraphs we have provided the means of supplying the losses in men and material with speed and certainty; and for the contingency of massing troops in a required place in the shortest space of time; but the consideration of the main subject is still to come. We require positions which

can be held, to which our supplies can be directed, and where our masses may assemble. For this a system of intrenched camps, guarded by forts in such positions as to command the approaches, has been suggested by the Imperial Government, and for the construction of such, or similar defences, a large sum of money has been voted. This arrangement has been the result of much study on the part of experienced men, and the principle is no doubt correct; but I should respectfully submit that the contemplated chain of forts be changed into batteries upon the Moncrieff plan. In the present era, the adoption of a system that may in a few months be superseded by another and a better one, is a matter of great hazard; but how much more so when the proposed system is the most expensive, and the least susceptible of attraction—should alteration be required. It is unnecessary for me to describe the Moncrieff system further than to explain that a hole in the ground is all the preparation necessary for planting the gun, and that the saving has been estimated by the inventor of from £4,382 to £16,143 stg. per gun. Besides this it protects the gunners, saves their labor, utilizes the dangerous recoil, and does away with the hazardous destruction of permanent works, with the restriction of lateral range of the embrasure, and inadequate protection of the gun mounted *en barbette*.

Having established a basis of operations, let us endeavour to ascertain how far the principles agree with the maxims of strategy first laid down. It is clear that numerically we could not carry out the first axiom, of opposing the enemy with a superior body. But with a system of intrenched camps, covering a radius of nine miles each, Col. Macdougall, tells us that an enemy of 100,000 men could be held at bay, his lines broken by repeated sorties; and his force probably compelled to retire by an opposing force of one half that number. This would leave the defending force at liberty to act in another direction, provided the railway communication is kept open—or to harass the retiring enemy, while small bodies garrisoned the batteries composing the system. In this manner the first principle of strategy is carried out, for though numerically weaker, the position counter-balances the lack of numbers.

In addition to the entrenched camps I should propose at important salient positions on the lines of railway, to establish Batteries—to be supplied with guns on the Moncrieff carriage, should occasion require. These could be easily mounted on railway trucks, and carried to any position on the line of rail, when it was necessary, or advisable, that such batteries should be placed.

But the great advantage of the Moncrieff system, as far as this country is concerned, is the extreme economy with which a sufficient scheme of defence could be carried out. Apart from the prime cost of permanent works, there would be required constant repairs, alterations and expenses of occupation, &c. With the Moncrieff Battery—the pit once dug, or the parapet thrown up—there is even no necessity for removing the gun from store, until circumstances require it,—as it can easily be placed in position at a few hours notice. All that would be required would be a sufficient arsenal at each to be defended, to contain the guns and munitions, with sufficient immediate defences to preserve it from danger of sudden attack.

Were this scheme adopted, and the money thus saved expended in opening out direct

communication from the waters of the St. Lawrence to the Georgian Bay; that in case our front communications were destroyed, our base of supplies might be still be attained by the rear; I think that the requirements of strategical defence would have been complied with so far as lies in our power, and that President Grant would treat us with that respect which is due to a friendly though independent neighbor.

TRENTE SEPTIEME.

BEDFORD DISTRICT RIFLE ASSOCIATION.

[BY OUR OWN CORRESPONDENT.]

The annual meeting of this association was held at Bedford County of Missisquoi, on the 24th February, the weather had been very stormy for some days previous, and the roads heavy, the attendance was therefore small. The office-bearers for the ensuing year were elected as follows: President, Hon. A. B. Foster, Senator; Vice Presidents, Lt. Col. Fletcher, Lt. Col. Hon. C. Dunkin, M. P., Hon. Thomas Wood, M. L. C., Lt. C. J. Stewart, Major Robinson, Major Miller, Major B. Chamberlin, M. P., Hon. L. S. Huntingdon, M. P., Revd. Geo. Slack, Dr. Brigham, M. P. P., Geo. Cloyes, Esq., Wm. Chilton, Esq., H. Foster, Esq., Dr. Gibson; Secretary, Capt. G. L. Kemp; Assistant Secretaries, Capt. Amgrauld and Dr. Whitwell; Treasurer, Dr. Meigs.

Council.—Captains Maynes, Rowe, Foudrier, P. Smith, Hall, Frasy, Monson, Mc Corkill, Bockus, W. A. Smith, E. Slack, Esq., J. J. Cowie, Esq., E. Finley, Esq., Dr. Hamilton and Dr. N. A. Smith.

The several committees were appointed. On account of the thinness of the meeting, it was agreed to postpone the selection of the time and place for the next annual match until another meeting, to be held on the 10th March, but unfortunately on that day, it stormed furiously, and the roads were in such a state that only two members were present, Lt. Col. Fletcher, and Capt. Kemp, they decided to postpone the meeting till the 18th May. The finances of the Association are in a flourishing condition, shewing a balance on hand of \$120. The next annual prize meeting promises to be a successful one.

Since the Raid of 1866 when the Fenians plundered the borders, rifle practice has been well encouraged by the people of the district, they feel the knowledge of the use of the rifle is a safe-guard against the depredations of such ruffians as robbed their dwelling in June of that year. Before the raid, very few fire arms could be found on the frontier, with the exception of here and there a fowling piece, or old flint lock left there since the troubles in 1837, but now it is different, there is scarcely a household along the border but what has one or more good breech-loaders and plenty of ammunition, and the border men are prepared for "Independent Practice" on the first Fenian that crosses the lines.

The *Army and Navy Gazette* says that the death of Lord Gough will cause no army promotions. The colonelcy of the Blues is, of course, rendered vacant, and no doubt the claims of Lord Stratford will secure for him that post, the line colonelcy thus vacated going to General Colomb, now of the 4th West India Regiment, whose corps will disappear from the next Army List. By the death of Lord Gough, the Duke of Cambridge becomes formally the senior officer of the British army. By length of service the senior is General Sir J. F. Fitzgerald, who entered the army in 1793.

CANADA.



MILITIA GENERAL ORDERS.

HEAD QUARTERS,

Ottawa, 17th March, 1869.

GENERAL ORDER.

RESERVE MILITIA.

APPOINTMENTS.

PROVINCE OF ONTARIO.

REGIMENTAL DIVISION OF THE NORTH RIDING
OF HURON.No. 1 *Company Division*, (Township of
Colborne.)To be Captain :
John Buchanan, Esquire.No. 2 *Company Division*, (Township of Hul-
lett, including the village of Clinton.)To be Captain :
James A. Nellis, Esquire.No. 3 *Company Division*, (Township of
McKillop.)To be Captain :
James Hays, Esquire.No. 4 *Company Division*, (Township of
Ashfield.)To be Captain :
George Armstrong, Esquire.No. 5 *Company Division*, (Western part of
the township of Wawanosh.)To be Captain :
Lieutenant Charles Girvan, from late 4th
Non Service Battalion.No. 6 *Company Division*, (Eastern part of
the township of Wawanosh.)To be Captain :
Hezekiah Helps, Esquire.No. 7 *Company Division*, (Township of
Morris.)To be Captain :
Lieutenant Robert Armstrong, from late
8th Non Service Battalion.No. 8 *Company Division*, (Township of
Grey.)To be Captain :
John Leckie, Esquire.No. 9 *Company Division*, (Township of
Howick.)To be Captain :
George Gibson, Esquire.No. 10 *Company Division*, (Township of
Turnberry.)To be Captain :
Peter Fisher, Esquire.REGIMENTAL DIVISION OF THE NORTH RIDING
OF YORK.No. 1 *Company Division*, (From lot 1 to 20
inclusive, in all the concessions from 4 to
12 inclusive, of the township of King.)To be Captain :
Ensign Martin Snider, from late 6th Non
Service Battalion.No. 2 *Company Division*, (From lot 21 in-
clusive, to the northern limit in all the
concessions from 4 to 12 inclusive, of the
township of King.)To be Captain :
Captain James Lawrence, from late 4th
Non Service Battalion.No. 3 *Company Division*, (First, second and
third concessions of the township of King.)To be Captain :
Lieutenant Matthew Lepper, from late 7th
Non Service Battalion.No. 4 *Company Division*, (From lot 1 to 20
inclusive, in the first, second, third, and
fourth concessions of the township of
Whitchurch.)To be Captain :
Captain James Mosley, from late 7th Non
Service Battalion.No. 5 *Company Division*, (From lot 21 to
35, inclusive, in the first, second, third
and fourth concessions of the township of
Whitchurch.)To be Captain :
Captain William Wallace, from late 7th
Non Service Battalion.No. 6 *Company Division*, (The 5th to 9th
concession, inclusive, and the Gore, of the
township of Whitchurch.)To be Captain :
Major James Heastings, from late 7th Non
Service Battalion.No. 7 *Company Division*, (All that part of
the township of East Gwillimbury, lying
west of the line between the fourth and
fifth concessions.)To be Captain :
Captain Thomas Selby, from late 8th Non
Service Battalion.No. 8 *Company Division*, (All that part of
the township of East Gwillimbury, lying
east of the line between the fourth and
fifth concessions.)To be Captain :
Ensign John C. McCarty, from late 8th
Non Service Battalion.No. 9 *Company Division*, (First, second,
third and fourth, concessions of the town-
ship of North Gwillimbury.)To be Captain :
Hiram Moore, Esquire.No. 10 *Company Division*, (Fifth, sixth,
seventh and eight concessions of the
township of north Gwillimbury.)To be Captain :
Thomas Mossington, Esquire.No. 11 *Company Division*, (The west half of
the township of Georgina, being from lot
No 1 to No 12, inclusive, in all the con-
cessions.)To be Captain :
William Sibbald, Esquire.No. 12 *Company Division*, (The East half of the
township of Georgina, being all that part
of the township lying east of lots No. 12.)To be Captain :
Angus Ego, Esquire.REGIMENTAL DIVISION OF THE WEST RIDING
OF MIDDLESEXNo. 1 *Company Division*, (Village of
Strathroy.)To be Captain :
Alexander Robbs, Esquire.To be Lieutenant :
Ensign Alfred Robert Lovell, from late
6th Non Service Battalion, Middlesex.To be Ensign :
William Palmer Laird, Gentleman.No. 2 *Company Division*, (Village of
Wardsville.)To be Captain :
Captain William Neal, from late 5th Non
Service Battalion, Middlesex.No. 3 *Company Division*, (That part of the
township of Mosa, lying south of G. W.
railway, except the Village of Wardsville.)To be Captain :
Lieutenant Michael Walker, from late 6th
Non Service Battalion, Middlesex.No. 4 *Company Division*, (That part of the
township of Mosa, lying north of G. W.
railway.)To be Captain :
William J. Simpson, Esquire.No. 5 *Company Division*, (That part of the
township of Ekfrid, lying south of G. W.
railway.)To be Captain :
Angus Campbell, Esquire.No. 6 *Company Division*, (That part of the
township of Ekfrid lying north of G. W.
railway.)To be Captain :
John R. McCrae, Esquire.No. 7 *Company Division*, (Township of
Metcalf.)To be Captain :
Captain Thomas Moyle, from late 6th N.
S. Battalion, Middlesex.No. 8 *Company Division*, (That part of the
township of Cradoc, lying north of the G.
W. railway, except the village of Strath-
roy.)To be Captain :
Lieut. Edward Handy, from late 6th N.
S. Battalion, Middlesex.No. 9 *Company Division*, (That part of the
township of Cradoc, lying south of the G.
W. railway.)To be Captain :
Ensign Sydney Seabrook, from late 6th
Non Service Battalion, Middlesex.No. 10 *Company Division*, (That part of the
township of Delaware, lying south of the
side road between lots six and seven in all
the concessions.)To be Captain :
Ensign Randal O. Hammond, from late
4th Non Service Battalion, Middlesex.

No. 11 Company Division, (That part of the township of Delaware, lying north of the side road between lots numbers six and seven in all the concessions.)

To be Captain:

Lieut. Horatio Jell, from late 4th Non Service Battalion, Middlesex.

REGIMENTAL DIVISION OF THE WEST RIDING OF NORTHUMBERLAND.

No. 1 Company Division, (That part of the town of Cobourg, west of C. P. and Marmora railway track from lake Ontario to northern limit of town.)

To be Captain:

Captain Asa A. Burnham, jr., from late 6th N. S. Battalion, Northumberland.

To be Lieutenant:

Lieut. Thomas Dumblé, from late 6th N. S. Battalion, Northumberland.

To be Ensign:

Henry Hough, Gentleman.

No. 2 Company Division, (All that part of the town of Cobourg east of the centre line of Division street in said town.)

To be Captain:

Captain Wm Henry Weller, from late 5th Non Service Battalion, Northumberland.

To be Lieutenant:

Lieutenant John Daintry, from late 6th N. S. Battalion, Northumberland.

To be Ensign:

William Jex, Gentleman.

No. 3 Company Division, (All that part of the town of Cobourg lying between Company Divisions numbers one and two.)

To be Captain:

Captain Henry Beaumont Cruso, from late 6th Non Service Battalion, Northumberland.

To be Lieutenant:

Ensign John Henry Scott, from late 6th N. S. Battalion, Northumberland

To be Ensign:

William Kerr, Gentleman.

No. 4 Company Division, (Township of Alnwick.)

To be Captain:

Captain William Drope, from late 3rd Non Service Battalion, Northumberland.

To be Lieutenant:

Lieut. James Campbell, from late 3rd N. S. Battalion, Northumberland.

To be Ensign:

Ensign George Whittaker, from late 3rd N. S. Battalion, Northumberland.

No. 5 Company Division, (All that part of the township of Hamilton, lying west of the division line between lots 18 and 19 in all the concessions.)

To be Captain:

Captain Andrew S. Arnott, from late 5th Non Service Battalion, Northumberland:

To be Lieutenant:

Lieutenant Henry Wade, from late 5th N. S. Battalion, Northumberland.

To be Ensign:

Gerald S. Hayward, Gentleman.

No. 6 Company Division, (All that part of the township of Hamilton lying east of the division line between lots 18 and 19 in all the concessions.)

To be Captain:

Lieut. John Beatty, from late 5th Non Service Battalion, Northumberland.

To be Lieutenant:

Ensign Hugh Close, from late 5th Non Service Battalion, Northumberland.

To be Ensign:

George Beatty, Gentleman.

No. 7 Company Division, (All that part of the township of Haldimand lying west of the division line between lots 18 and 19 in all the concessions.)

To be Captain:

Captain Thomas Stewart, from late 3rd Non Service Battalion, Northumberland.

To be Lieutenant:

Lieut. Richard Thomas, from late 3rd N. S. Battalion, Northumberland.

To be Ensign:

Ensign John Stewart, from late 3rd Non Service Battalion, Northumberland.

No. 8 Company Division, (All that part of the township of Haldimand, lying east of the division line between lots 18 and 19 in all the concessions.)

To be Captain:

Arthur L. Homes, Esquire.

To be Lieutenant:

James Gillespie, Gentleman.

To be Ensign:

William Broomfield.

REGIMENTAL DIVISION OF PRESCOTT.

No. 1 Company Division, (Township of South Plantagenet.)

To be Captain:

John M. C. Dolesdernier, Esquire.

No. 2 Company Division, (Township of North Plantagenet.)

To be Captain:

Ensign Albert Hager, from late 2nd Non Service Battalion.

No. 3 Company Division, (Township of Caledonia.)

To be Captain:

Captain William Bradley, from late 2nd Non Service Battalion.

To be Lieutenant:

Lieutenant Philip Downey, from late 2nd Non Service Battalion.

To be Ensign:

William Cross, Gentleman.

No. 4 Company Division, (Township of Alfred.)

To be Captain:

Thomas Brady, Esquire.

To be Lieutenant:

Thomas Holmes, jr., Gentleman.

No. 5 Company Division, (Township of Longueil.)

To be Captain:

Captain Chauncey Johnson, from late 2nd Non Service Battalion.

To be Lieutenant:

Lieutenant Josiah Cass Marston, from late 2nd Non Service Battalion.

To be Ensign:

John Cross, Gentleman.

No. 6 Company Division, (Township of West Hawkesbury, including the Village of Hawkesbury.)

To be Captain:

Captain James Stewart McKenzie, from late 1st Non Service Battalion.

To be Lieutenant:

Lieutenant Norman D. McLeod, from late 1st Non Service Battalion.

To be Ensign:

Ensign Alexander A. Beaton, from late 1st Non Service Battalion.

No. 7 Company Division, (All that part of the township of East Hawkesbury lying south of the Post road in rear of the fourth concession with the Gore adjoining, except that part of the 5th concession included in No. 8 Company Division.)

To be Captain:

David Steele, Esquire.

To be Lieutenant:

Leonard Bertrand, Gentleman.

To be Ensign:

Bernard Kelly, Gentleman.

No. 8 Company Division, (All that part of the township of East Hawkesbury lying north of the Post road, in rear of the fourth concession, also that part of the fifth concession lying north of the Post road.)

To be Captain:

Captain Thomas Ross, from late 3rd Non Service Battalion.

To be Lieutenant:

John Kirby, Gentleman.

To be Ensign:

William S. Mooney, Gentleman.

REGIMENTAL DIVISION OF THE SOUTH RIDING OF LANARK.)

No. 1 Company Division.

To be Lieutenant:

John Korry, Gentleman.

To be Ensign:

James Deacon, Gentleman.

No. 2 Company Division.

To be Lieutenant:

William Lees, Gentleman.

To be Ensign:

John Hardgrave, Gentleman.

No. 3 Company Division.

To be Lieutenant:

Edward Byrne, Gentleman.

To be Ensign:

John Wilson, Junior, Gentleman.

No. 4 Company Division.

To be Lieutenant:

Robert Hicks, Gentleman.

To be Ensign:

Donald McIntyre, Gentleman.

No. 5 Company Division.

To be Lieutenant:

John Doran, Gentleman.

To be Ensign :
Robert Meighen, Gentleman.
No 6 Company Division.

To be Lieutenant :
George Oliver, Senior, Gentleman.

To be Ensign :
John J. Elliott, Gentleman.
No 7 Company Division.

To be Lieutenant :
John B. Ward, Gentleman.

To be Ensign :
James McGillivray, Gentleman.
No. 8 Company Division.

To be Lieutenant :
George Kidd, Gentleman.

To be Ensign :
James P. McArthur, Gentleman.
No 9 Company Division.

To be Lieutenant :
Peter Maitland, Gentleman.

To be Ensign :
Robert Livingston, Gentleman.

REGIMENTAL DIVISION OF THE TOWN OF
NIAGARA.
No. 1 Company Division.

To be Lieutenant :
John McClement, Gentleman.

To be Ensign :
James L. Millar, Gentleman.
No 2 Company Division.

To be Lieutenant :
Ensign Thomas Hiscott, from late 1st
Non Service Battalion of Lincoln.

To be Ensign :
John D. Servos, Gentleman.
No. 3 Company Division.

To be Lieutenant :
Lieutenant Joseph Lampman, from late
1st Non Service Battalion of Lincoln.

To be Ensign :
George Woodruff, Gentleman.
No. 4 Company Division.

To be Lieutenant :
David Thorburn, Gentleman.

To be Ensign :
Robert M. Cooper, Gentleman.

REGIMENTAL DIVISION OF THE SOUTH RIDING
OF BRANT.
No. 1 Company Division.

To be Lieutenant :
Aaron B. McWilliams, Gentleman.

To be Ensign :
George C. Henry, Gentleman.
No 2 Company Division.

To be Lieutenant :
Lieutenant David Beemer, from late 5th
Non Service Battalion of Brant.

To be Ensign :
Ensign Isaac T. Horner, from late 5th
Non Service Battalion.
No. 3 Company Division.

To be Lieutenant :
Lieutenant Robert Eadio, from late 3rd
Non Service Battalion.

To be Ensign :
William Vivian, Gentleman.
No 5 Company Division.

To be Lieutenant :
Lieutenant Enos Bunnell, from late 1st
Non Service Battalion.

To be Ensign :
Alfred John Wilkes, Gentleman.
No. 6 Company Division.

To be Lieutenant :
Ensign George Henry Wilkes, from late
1st Non Service Battalion.

To be Ensign :
Robert Charles Smith, Gentleman.

REGIMENTAL DIVISION OF THE EAST RIDING
OF THE CITY OF TORONTO.
No. 1 Company Division.

To be Lieutenant :
Francis George Sinclair, Gentleman.

To be Ensign :
Robert Lovell Gibson, Gentleman.
No 2 Company Division.

To be Lieutenant :
John Terry, Gentleman.

To be Ensign :
Robert Curzon, Gentleman.
No 3 Company Division.

To be Lieutenant :
James Lumbers, Gentleman.

To be Ensign :
William Lumbers, Gentleman.
No. 4 Company Division.

To be Lieutenant :
Donald Gibson, Gentleman.

To be Ensign :
Andrew Oatley Andrews, Gentleman.
No 5 Company Division.

To be Lieutenant :
Morgan Baldwin, Gentleman.

To be Ensign :
Edmund Baldwin, Gentleman.
No 6 Company Division.

To be Lieutenant :
George Golding, Gentleman.

To be Ensign :
George Wylie, Gentleman.
No 7 Company Division.

To be Lieutenant :
Patrick Hynes, Gentleman.

To be Ensign :
Frederick Henry Wright, Gentleman.
No 8 Company Division.

To be Lieutenant :
Alexander Sutherland Munroe, Gentle-
man.

To be Ensign :
Walter Sutherland Lee, Gentleman.
No. 9 Company Division.

To be Lieutenant :
James Charles Small, Gentleman.

To be Ensign :
William Egerton Hodgins, Gentleman M.S.

No 10 Company Division.

To be Lieutenant :
James Grahame, Gentleman.

To be Ensign :
James L. Macdonald, Gentleman.
No 11 Company Division.

To be Lieutenant :
George H. Leslie, Gentleman.

To be Ensign :
John C. Smith, Gentleman.
No 12 Company Division.

To be Lieutenant :
John Edward Berkely Smith, Gentleman.

To be Ensign :
George Lefroy McCaul, Gentleman. M.S.

REGIMENTAL DIVISION OF THE SOUTH RIDING
OF VICTORIA.
No. 8 Company Division.

To be Captain :
Lieutenant Charles Fairbairn, vice M.
Boyd, resigned.

REGIMENTAL DIVISION OF LINCOLN.
No. 1 Company Division.

To be Lieutenant :
Courtland White, Gentleman.

To be Ensign :
Jonathan P. Muir, Gentleman.
No. 2 Company Division.

To be Lieutenant :
John H. Linderberry, Gentleman.

To be Ensign :
Joseph H. Simmerman, Gentleman.
No 3 Company Division.

To be Lieutenant :
Thomas M. Renner, Gentleman.

To be Ensign :
Henry Wismer, Gentleman.
No 4 Company Division.

To be Lieutenant :
James Norris, Gentleman.

To be Ensign :
James Douglas, Gentleman.
No. 5 Company Division.

To be Lieutenant :
Ensign Samuel G. Dolson, from late 5th
Non Service Battalion.

To be Ensign :
John Jenkin, Gentleman.
No. 6 Company Division.

To be Lieutenant :
William Cooke, Gentleman.

To be Ensign :
John Rollison, Gentleman.
No. 7 Company Division.

To be Lieutenant :
Richard Wood, Gentleman.

To be Ensign :
Johnson Hiltz, Gentleman.
No 8 Company Division.

To be Lieutenant :
Stephen Emmett, Gentleman.

To be Ensign :
*David W. Corbin, Gentleman.

REGIMENTAL DIVISION OF THE CENTRE RIDING OF WELLINGTON.

No. 1 Company Division, (Township of Pilkington.)

To be Captain :
Major Arthur Ross, from late 6th Non Service Battalion.

To be Lieutenant :
Lieutenant William Haig, from late 6th Non Service Battalion,

To be Ensign :
Ensign Francis Reynolds, from late 6th Non Service Battalion.

No. 2 Company Division, (The Village of Elora, and the 11th, 12th and 13th concessions of the township of Nichol, including the broken fronts therein.)

To be Captain :
Lieutenant James Burnet, from late 6th Non Service Battalion.

To be Lieutenant :
Ensign David Foote, from late 6th Non Service Battalion.

To be Ensign :
Ensign William Lovet Lapenotière, from late 6th Non Service Battalion.

No. 3 Company Division (The Village of Fergus, and the 14th, 15th and 16th concessions of the township of Nichol, including the broken fronts therein.)

To be Captain :
Captain John Watt, from late 6th Non Service Battalion.

To be Lieutenant :
Lieut James Argo, from late 6th Non Service Battalion.

To be Ensign :
James Perry, Gentleman.

No. 4 Company Division, (All that part of the township of Nichol, lying south of the Grand river.)

To be Captain :
Captain William Broadfoot, from late 6th Non Service Battalion.

To be Lieutenant :
Lieutenant James Reynolds, from late 6th Non Service Battalion.

To be Ensign :
Ensign James Broadfoot, from late 6th Non Service Battalion.

No. 5 Company Division, (The western part of the township of Garafraxa.)

To be Captain :
Captain John Ross, from late 3rd Non Service Battalion.

To be Lieutenant :
Lieutenant Francis Cassidy, from late 3rd Non Service Battalion.

To be Ensign :
Ensign Peter Rennie, from late 3rd N. S. Battalion.

No. 6 Company Division, (The eastern part of the township of Garafraxa.)

To be Captain :
Captain Thomas McKee, from late 3rd Non Service Battalion.

No. 7 Company Division, (All that part of the township of Eramosa lying north of the side line between lots 15 and 16 in the several concessions.)

To be Captain :
Captain David Day, from late 4th Non Service Battalion.

To be Lieutenant :
John Dickieson, from late 4th Non Service Battalion.

To be Ensign :
Ensign David Rae, from late 4th Non Service Battalion.

No. 8 Company Division, (All that part of the township of Eramosa lying south of the side line between lots 15 and 16 in the several concessions.)

To be Captain :
Captain Robert Dunbar, from late 4th N. S. Battalion.

To be Lieutenant :
John Jerow, Gentleman.

To be Ensign :
Hugh McDougall, Gentleman.

No. 9 Company Division, (All that part of the township of Erin lying north of the side line between lots 17 and 18 in the several concessions.)

To be Captain :
Donald McMuchy, Esquire.

No. 10 Company Division, (All that part of the township of Erin lying south of the side line between lots 17 and 18 in the several concessions.)

To be Captain :
Edward Johnson, Esquire.

REGIMENTAL DIVISION OF THE WEST RIDING OF HASTINGS.

No. 1 Company Division, (Village of Trenton.)

To be Captain :
William Henry Austin, Esquire.

No. 2 Company Division, (All that part of the township of Sidney lying south of the line between the 5th and 6th concessions and west of the side line between lots 18 and 19 in the several concessions.)

To be Captain :
Captain Battis Rose, from late 2nd Non Service Battalion, Hastings.

No. 3 Company Division, (All that portion of the township of Sidney lying north of the line between the 5th and 6th concessions.)

To be Captain :
Clement Armstrong, Esquire.

No. 4 Company Division, (All that portion of the township of Sidney lying south of the line between the 5th and 6th concessions, and east of the side line between lots 18 and 19 in all the concessions.)

To be Captain :
Elias Clapp Ketcheson, Esquire.

No. 5 Company Division, (The Coleman Ward of the town of Belleville.)

To be Captain :
Alexander Waters, Esquire.

No. 6 Company Division, (All that portion of the town of Belleville lying north of Campbell street and east of the river Moira.)

To be Captain :
Thomas Kelso, Esquire.

No. 7 Company Division, (All that portion of the town of Belleville lying south of Campbell street and east of the river Moira.)

To be Captain :
Abraham Diamond, Esquire.

REGIMENTAL DIVISION OF WELLAND.
No. 4 Company Division.
Erratum.—In General Order of 2nd inst. read "To be Lieutenant: Lieutenant Elijah Shainholtz" instead of "Shainholty."

REGIMENTAL DIVISION OF THE SOUTH RIDING OF GRENVILLE.

Erratum.—In General Order of the 20th February last, read "To be Lieutenant-Colonel: Lieutenant-Colonel Hamilton Dibble Jessup" instead of "Hamilton B. Jessup."

REGIMENTAL DIVISION OF RUSSELL.

No. 1 Company Division, (The northern part of the township of Gloucester from the Ottawa front to the line between the 5th and 6th concessions fronting Cumberland, and the line between lots 10 and 11 Rideau front.)

To be Captain :
James Blackburn, Esquire.

To be Lieutenant :
Henry Robillard, Gentleman.

To be Ensign :
Ensign Zedekiah Marlaud, from late 4th Non Service Battalion.

No. 2 Company Division, (The southern part of the township of Gloucester, from the line between the 5th and 6th concessions fronting Cumberland, and the line between lots 10 and 11 Rideau front.)

To be Captain :
Nicholas Clarke, Esquire.

To be Lieutenant :
Lieutenant John O'Doherty, from late 4th Non Service Battalion.

To be Ensign :
David Gemmill, Gentleman.

No. 3 Company Division, (All that part of the township of Osgoode, lying east of the line between the 5th and 6th concessions.)

To be Captain :
Captain Adam J. Baker, from late 3rd Non Service Battalion.

To be Lieutenant :
Lieutenant John Blair, from late 3rd Non Service Battalion.

To be Ensign :
Ensign John McNab, Junior, from late 3rd Non Service Battalion.

No 4 Company Division, (All that part of the township of Osgoode, lying west of the line between the 5th and 6th concessions.)

To be Captain :

Thomas Mansfield, Esquire.

To be Lieutenant :

Lieutenant John S. Campbell, from late 3rd Non Service Battalion.

To be Ensign :

Ensign James Kearns, from late 3rd Non Service Battalion.

No. 5 Company Division, (Township of Cumberland.)

To be Captain :

Captain Samuel Rathwell, from late 1st Non Service Battalion.

To be Lieutenant :

Lieutenant James Hamilton, from late 1st Non Service Battalion.

To be Ensign :

Jonathan Watson, Gentleman.

No. 6 Company Division, (Township of Clarence.)

To be Captain :

John Tytler, Esquire.

To be Lieutenant :

Antoine LeDuc, Gentleman.

To be Ensign :

Culbert Certes, Gentleman.

No 7 Company Division, (Township of Russell.)

To be Captain :

Captain Robert McLaren, from late 2nd Non Service Battalion.

To be Lieutenant :

Daniel McDonald, Gentleman.

To be Ensign :

Joseph Lalonde, Gentleman.

No. 8 Company Division, (Township of Cambridge.)

To be Captain :

Lieutenant Ralph Abercrombie Castleman, from late 2nd Non Service Battalion.

To be Lieutenant :

Peter Stewart, Gentleman.

To be Ensign :

William Smith Benton, Gentleman.

REGIMENTAL DIVISION OF THE EAST RIDING OF MIDDLESEX.

No. 1 Company Division, (That portion of the township of London lying west of the Proof Line Gravel Road.)

To be Captain :

Captain George F. Ryland, from late 1st Non Service Battalion.

No. 2 Company Division, (That portion of the township of London lying east of the Proof Line Gravel Road.)

To be Captain :

Major William Moore, from late 2nd Non Service Battalion.

No. 3 Company Division, (Township of West Nissouri.)

To be Captain :

Captain Wilber R. Vining, from late 9th Non Service Battalion.

No. 4 Company Division, (All that portion of the township of Westminster lying west of the side line between lots 24 and 25 in the broken front, and first and second concessions, and between lots 15 and 16 in the remaining concessions.)

To be Captain :

Captain John Shore, from late 4th Non Service Battalion.

No 5 Company Division, (All that portion of the township of Westminster lying east of the side line between lots 24 and 25 in the broken front and first and second concessions, and between lots 15 and 16 in the remaining concessions.)

To be Captain :

Lieutenant Henry Anderson, from late 4th Non Service Battalion.

No. 6 Company Division, (Township of North Dorchester.)

To be Captain :

Major John Choat, from late 3rd Non Service Battalion.

PROVINCE OF QUEBEC.

REGIMENTAL DIVISION OF TWO-MOUNTAINS.

Memo.—With reference to General Order of the 20th February last, that part of the parish of St. Jérôme, situate in the county of Two-Mountains is added to No. 8 Company Division.

No. 1 Company Division.

To be Lieutenant :

Lieutenant Calixte Masson, from late 2nd N. S. Battalion of Two-Mountains.

To be Ensign :

Lazare Guilbault, Gentleman.

No. 3 Company Division.

To be Lieutenant :

Ovide Leclaire, Gentleman.

To be Ensign :

Léandre Lefebvre, Gentleman.

No. 5 Company Division.

To be Lieutenant :

Mathew Power, Gentleman.

To be Ensign :

Patrick O'Leary, Gentleman.

No 8 Company Division.

To be Ensign :

Evariste Barcelo, Gentleman.

REGIMENTAL DIVISION MONTREAL WEST.

No 1 Company Division, (All that part of the St. Antoine Ward, bounded on the S. W. and N. W. by the City limits, on the N. E. by Mountain street, and on the S. E. by St. Antoine street.)

To be Captain :

Captain Benjamin Hutchins, from the Retired List.

To be Lieutenant :

Edmund T. Day, Gentleman.

To be Ensign :

David R. McCord, Gentleman.

No 2 Company Division, (All that part of the St. Antoine Ward, bounded on the S. W. by Mountain street, on the N. W. by the

City limits, on the N. E. by Durocher, City Councillor and Alexander streets and on the S. E. by Dorchester street.

To be Captain :

Captain James G. Day, from late 3rd N. S. Battalion of Hochelaga.

To be Lieutenant :

William J. R. Hargrave, Gentleman.

To be Ensign :

Ensign Henry E. Murray, from late 3rd N. S. Battalion of Hochelaga.

No 3 Company Division, (All that part of the St. Antoine Ward, bounded on the S. W. by Mountain street, on N. W. by Dorchester street, on the N. E. by Alexander street and the continuation of McGill street, and on the S. E. by St. Joseph street.)

To be Captain :

Narcisse Valois, Esquire.

To be Lieutenant :

Jude Valois, Gentleman.

To be Ensign :

Octave Pelletier, Gentleman.

No 4 Company Division, (All that part of the St. Antoine Ward, bounded on the S. W. by the City limits, on the N. W. by St. Antoine street, on the N. E. by Mountain street, and on the S. E. by St. Joseph street.)

To be Captain :

William Muir, Esquire.

To be Lieutenant :

George Shipway, Gentleman.

To be Ensign :

James Kerby, Junior, Gentleman.

No. 5 Company Division, (All that part of the St. Ann's Ward, bounded on the S. W. by the City limits, on the N. W. by St. Joseph street, on the N. and N. E. by part Mountain street and McCord street and Wellington street, Bridge, and on the S. E. by Wellington street.)

To be Captain :

Augustin Cantin, Esquire.

To be Lieutenant :

Ebenezer E. Gilbert, Gentleman.

To be Ensign :

Jonathan Brown, Gentleman.

No. 6 Company Division, (All that part of the St. Ann's Ward, bounded on the S. W. by the City limits, on the N. W. by Wellington street, on the N. and N. W. by the Wellington street Bridge, the Lachine Canal and Entrance locks, and on the E. N. E. and S. E. by the River St. Lawrence.)

To be Captain :

George Tate, Esquire.

To be Lieutenant :

Michael Conway, Gentleman.

To be Ensign :

William W. Tate, Gentleman.

No. 7 Company Division, (All that part of the St. Ann's Ward, bounded on the S. W. S. and S. E. by part of Mountain street, McCord street, Wellington street

Bridge, and the Lachine Canal, on the N. W. by St. Joseph street, and on the N. E. by Inspector, part of William and Dalhousie streets.)

To be Captain :

Michael Farmer, Esquire.

To be Lieutenant :

Lieutenant William McLellan, from late 3rd Non Service Battalion of Hochelaga.

To be Ensign :

Francis H. McKenna, Gentleman.

No. 8 Company Division, (All that part of the St. Ann's Ward, bounded on the S. W. by Dalhousie, part of William and Inspector streets, on the N. W. by St. Joseph street, on the N. E. by McGill street, and on the S. E. by the Lachine Canal and Entrance locks.)

To be Captain :

Captain Richard McShane, from late 5th Non Service Battalion of Hochelaga.

To be Lieutenant :

John J. Curran, Gentleman.

To be Ensign :

George Bury, Gentleman.

No. 9 Company Division, (All that part of the St. Lawrence Ward, bounded on the S. W. by Alexander street, on the N. W. by Dorchester street, on the N. E. by St. Lawrence Main street, and on the S. E. by Craig street.)

To be Captain :

Edward Wright, Esquire.

To be Lieutenant :

Lieutenant John Hachette, from late 6th N. S. Battalion of Hochelaga.

To be Ensign :

Thomas Paton, Gentleman.

No. 10 Company Division, (All that part of the St. Lawrence Ward, bounded on the S. W. by Alexander, part of St. Catherine, and City Councillor streets, on the N. W. by Berthelet and Ontario streets; on the N. E. by St. Lawrence Main street, and on the S. E. by Dorchester street.)

To be Captain :

John A. Wilkes, Esquire.

To be Lieutenant :

Thomas Crathern, Gentleman.

To be Ensign :

David Crawford, Gentleman.

No. 11 Company Division, (All that part of the St. Lawrence Ward, bounded on the S. W. by City Councillor, part of Sherbrooke and Durocher streets, on the N. W. by the City limits, on the N. E. by St. Lawrence Main street, and on the S. E. by Berthelet and Ontario streets.)

To be Captain :

Alfred Rimmer, Esquire.

To be Lieutenant :

George B. Cramp, Gentleman.

To be Ensign :

John Kerry, Gentleman.

REGIMENTAL DIVISION OF MONTREAL EAST.
No. 3 Company Division.

To be Captain :

Nazaire Villeneuve, Esquire, vice Molson, resigned.

REGIMENTAL DIVISION OF CHICOUTIMI.

No. 2 Company Division.

Erratum.—In the General Order of the 8th instant, read "To be Ensign: Thomas Tremblay, Gentleman," instead of Théodule Tremblay, Gentleman.

REGIMENTAL DIVISION OF THE COUNTY OF QUEBEC.

No. 9 Company Division.

To be Captain :

Captain Samuel Linderberg, from late 11th Non Service Battalion of Quebec.

No. 10 Company Division.

To be Captain :

William Smith, Esquire.

No. 11 Company Division.

To be Captain :

Lieutenant Richard Coody, from late 11th Non Service Battalion of Quebec.

REGIMENTAL DIVISION OF TEMISCOUATA.

No. 13 Company Division.

Memo.—The Christian names of Defoy, appointed Captain in the General Order of the 2nd instant, are Joseph Emerie, and that of Lajoie, appointed Ensign in the same General Order, is Hyacinthe.

REGIMENTAL DIVISION OF COMPTON.

Errata.—In the General Order of the 2nd instant :

No. 1 Company Division.

To be Lieutenant : read :

"Lieutenant William Saunders," instead of Robert Clarke, Gentleman, and

To be Ensign :

"Robert Clarke, Gentleman," instead of Lieutenant William Saunders.

No. 3 Company Division.

To be Captain : read :

Moses Labourveau, Esquire, instead of Thomas Labourveau.

No. 7 Company Division.

To be Lieutenant : read :

Ebbin Learnaed, Gentleman, instead of Ebin Leamea, and

To be Ensign :

Joshua Nurse, Gentleman, instead of Joseph Nurse, Gentleman.

No. 9 Company Division.

To be Captain : read :

Donald McKay, Esquire, instead of McKay.

No. 10 Company Division.

To be Captain : read :

William McMinn, Esquire, instead of McMirm, and

To be Ensign : read :

John McIver, Gentleman, instead of Joseph McIver.

By command of His Excellency the Governor General.

WALKER POWELL, Lt. Colonel,
D. A. G. Militia, Canada.

HEAD QUARTERS.

Ottawa, 19th March, 1869.

GENERAL ORDER.

VOLUNTEER MILITIA.

PROVINCE OF ONTARIO.

Ottawa Brigade of Garrison Artillery.

No. 4 Battery.

The name of the 2nd Lieutenant appointed to this Battery by the General Order of the 5th instant, is "William Henry Easton" and not "Wm. N. Easton," as was therein stated.

19th "Lincoln" Battalion of Infantry.

No. 8 Company, St. Ann's

To be Ensign, provisionally :

Sergeant Robert Anderson, vice J. S. Taylor whose resignation is hereby accepted.

37th "Haldimand" Battalion of Rifles.

No. 3 Company, Caledonia.

This Company which had re-enrolled was omitted from the General Order No. 1, of the 6th ultimo.

To be Captain :

Lieutenant Robert Thorburn, M. S., vice W. Jackson, who is allowed to retire retaining his rank.

To be Lieutenant, provisionally :

Hospital Sergeant Edward H. Dillabough, M. D., vice Thorburn, promoted.

To be Ensign :

Color Sergeant John Thorburn, M. S., vice G. Chrystal, whose resignation is hereby accepted.

PROVINCE OF QUEBEC.

3rd Battalion, "Victoria Rifles,"
Montreal.

To be Lieutenants :

Ensign and Adjutant John Allan, M. S.
Ensign Charles E. Torrance, M. S., vice Stanley promoted.

Ensign James S. Spiers, provisionally, vice Hy. Pangman, whose resignation is hereby accepted.

Ensign John C. Evans, M. S., vice Smith, transferred to 52nd Battalion.

Ensign Edward S. Blackwell, provisionally, vice G. T. Henderson, whose resignation is hereby accepted.

The resignations of Captains W. K. Tait and B. Dawson, junior, are hereby accepted, they being allowed to retire retaining their ranks.

8th Battalion "Stadacona Rifles," Quebec.

No. 2 Company.

To be Captain :

Quarter-Master Jas. Morgan, vice A. F. A. Knight.

To be Lieutenant :

Frederick Christian Wurtele, M. S., vice J. Reynar.

By Command of His Excellency the Governor General.

WALKER POWELL, Lt. Colonel,
D. A. G. Militia, Canada

HEAD QUARTERS.

Ottawa, 19th March, 1869.

GENERAL ORDER.

RESERVE MILITIA.

APPOINTMENTS.

PROVINCE OF ONTARIO.

REGIMENTAL DIVISION OF CARLETON.

Erratum.— In the General Order of the 12th February last, read "To be Major: John Dawson, Esquire," instead of "Lieutenant John Dobson, from late 5th Non Service Battalion."

REGIMENTAL DIVISION OF THE NORTH RIDING OF VICTORIA.

No 1 *Company Division*, (Townships of Muskoka, Macaulay, Morrison, Draper, Ryde, Stephenson.)

To be Captain:

John Teviotdale, Esquire.

No 2 *Company Division*, (Townships of Dalton, Digby, Carden, Laxton and Bexley.)

To be Captain:

Joseph Staples, Esquire.

No 3 *Company Division*, (The westerly part of the township of Eldon, comprising concessions No. 1 to No. 7, inclusive, and the lots north and south of the Portage road from No. 1 to No. 42, inclusive.)

To be Captain:

Lieutenant George W. Millar, from late 4th Non Service Battalion.

No 4 *Company Division*, (Townships of Longford, Oakley, Hindon, Anson, Lutterworth and Somerville.)

To be Captain:

Thomas J. Holliday, Esquire.

No. 5 *Company Division*, (The easterly part of the township of Eldon, comprising concessions No. 3 to No. 11, inclusive, and the lots north and south of the Portage road, from No. 42 to No 59, inclusive; also, the 1st, 2nd, and 3rd concessions of the township of Fenelon.)

To be Captain:

Robert Irwin, Esquire.

No. 6 *Company Division*, (Concessions No. 4 to No. 11 inclusive, of the township of Fenelon.)

To be Captain:

William Fielding, Esquire.

REGIMENTAL DIVISION OF KENT.

No. 1 *Company Division*, (Townships of Romney and Tilbury.)

To be Captain:

George W. Coatsworth, Esquire.

No. 2 *Company Division*, (Township of Raleigh.)

To be Captain:

Thomas Crow, Esquire.

No 3 *Company Division*, (Townships of Dover East and Dover West.)

No. 4 *Company Division*, (Town of Chatham.)

To be Captain:

Lieutenant John T. Tissiman, from late 5th Non Service Battalion.

To be Lieutenant:

Ebenezer W. Scane, Gentleman.

To be Ensign:

Joseph Tilt, Gentleman.

No 5 *Company Division*, (North division of the township of Chatham.)

To be Captain:

Captain Lionel H. Johnson, from late 5th Non Service Battalion.

No. 6 *Company Division*, (South division of the township of Chatham.)

To be Captain:

Captain Ingram Taylor, from late 5th Non Service Battalion.

No. 7 *Company Division*, (The northern part of the township of Norwich.)

To be Captain:

Samuel Field, Esquire.

No. 8 *Company Division*, (The southern part of the township of Norwich.)

To be Captain:

Joseph Sewall, Esquire.

To be Lieutenant:

Isaac Brown, Gentleman.

To be Ensign:

Thomas R. Jackson, Gentleman.

PROVINCE OF QUEBEC.

REGIMENTAL DIVISION OF CHAMPLAIN.

No 1 *Company Division*, (Parish of St. Maurice.)

No. 2 *Company Division*, (Parish of Mont Carmel.)

No. 3 *Company Division*, (Parish of Ste. Flore.)

No. 4 *Company Division*, (Parish of Cap de la Magdeleine.)

No. 5 *Company Division*, (Parish of St. Narcisse.)

No. 6 *Company Division*, (Parish of St. Luc.)

No. 7 *Company Division*, (Parish of la Visitation de Champlain.)

To be Captain:

Lieutenant Napoléon Hardy, from late 2nd Non Service Battalion.

To be Lieutenant:

Lieutenant Joseph Rivard, from late 2nd Non Service Battalion.

To be Ensign:

Ensign François Toussaint, from late 2nd Non Service Battalion.

No 8 *Company Division*, (Parish of St. Tite.)

No 9 *Company Division*, (Parish of St. Stanislas.)

No. 10 *Company Division*, (Parish of Ste. Geneviève.)

To be Captain:

Captain Archange Baril, from late 1st Non Service Battalion.

To be Lieutenant:

Lieutenant Pierre Germain, from late 1st Non Service Battalion.

To be Ensign:

Ensign Docithé Lacourcière, from late 1st Non Service Battalion.

No. 11 *Company Division*, (Parish of Batiscan.)

No. 12 *Company Division*, (Parish of St. Prospère.)

No 13 *Company Division*, (Parish of Ste Anne de la Pêrade.)

To be Captain:

Captain J. O. Méthot, from late 1st Non Service Battalion.

To be Lieutenant:

Lieutenant Ephrem Charest, from late 1st Non Service Battalion.

To be Ensign:

Ensign Antoine Richer Lafèche, from late 1st Non Service Battalion.

REGIMENTAL DIVISION OF YAMASKA.

No. 1 *Company Division*.

To be Lieutenant:

Captain Paul Payan, from late 3rd N. S. Battalion of Yamaska.

To be Ensign:

Louis Lafleur, Gentleman.

No. 2 *Company Division*.

To be Lieutenant:

Lieutenant S. M. Bruneau, from late 3rd N. S. Battalion.

To be Ensign:

Lieutenant A. C. Wurtele, from late 3rd N. S. Battalion.

No 3 *Company Division*.

To be Lieutenant:

Lieutenant Félix Gill, from late 1st N. S. Battalion.

To be Ensign:

Wilfrid Boucher, Gentleman.

No. 4 *Company Division*.

To be Lieutenant:

Ensign Louis Bourque, from late 3rd N. S. Battalion.

To be Ensign:

Henri Cartier, Gentleman.

No. 5 *Company Division*.

To be Lieutenant:

Henri Vassal de Monviel, from late 1st N. S. Battalion.

To be Ensign:

Gédéon Bazin, Gentleman.

No 6 *Company Division*.

To be Lieutenant:

Louis Blondin, Gentleman.

To be Ensign:

Joseph Elie, Gentleman.

No. 7 *Company Division*.

To be Lieutenant:

William Smith, Gentleman.

To be Ensign:

J. N. Duguay, Gentleman.

REGIMENTAL DIVISION OF MONTCALM.

No. 1 *Company Division*, (Township Kilkenny.)

To be Captain:

Captain Robert Taylor, from late 2nd S. Battalion of Montcalm.

To be Lieutenant :
Joseph Beaudry, Gentleman.

To be Ensign :
Joseph Thiinello, Gentleman.

No 2 Company Division, (Townships of Wexford, Chilton, Doncaster and Garrick.)

To be Captain :
Captain James Bailey, from late 2nd N. S. Battalion.

To be Lieutenant :
Alexandre Cassé, Gentleman.

To be Ensign :
James Green, Gentleman.

No. 3 Company Division, (Township of Chertsey.)

To be Captain :
Captain Daniel Truesdell, from late 2nd N. S. Battalion.

To be Lieutenant :
William Ritchey, Gentleman.

To be Ensign :
Ensign Octavo Riopelle, from late 2nd N. S. Battalion.

No 4 Company Division, (Parish of Ste. Julienne.)

To be Captain :
Captain Joseph Edouard Beupré, from late 2nd N. S. Battalion.

To be Lieutenant :
Henri Adrien de Caussin, Gentleman.

To be Ensign :
Joseph Edduard Benjamin Beupré, Gentleman.

No. 5 Company Division, (Parish of St. Esprit.)

To be Captain :
Captain Gédéon Poirier, from late 1st N. S. Battalion.

To be Lieutenant :
Charles Dalpé did Parisot, Gentleman.

To be Ensign :
Pierre Coitou dit St. Jean, Gentleman.

No. 6 Company Division, (Parish of St. Patrick of Rawdon.)

To be Captain :
Captain Francis P. Quinn, from late 2nd N. S. Battalion.

To be Lieutenant :
Lieutenant Edward Cahill, from late 2nd N. S. Battalion.

To be Ensign :
Thomas Blair, Gentleman.

No 7 Company Division, (Parish of St. Alexis.)

To be Captain :
Captain Odilon Poiriere, from late 1st Non Service Battalion.

To be Lieutenant :
Odilon Magnan, Gentleman.

To be Ensign :
Cyprien Allard, Gentleman.

No. 8 Company Division, (That part of the parish of St. Jacques, included between the church of said parish and the township of Rawdon, with the continuations of the church and the Lacquayeau.)

To be Captain :
Ensign Joseph Eugène Ecrément, from late 1st Non Service Battalion.

To be Lieutenant :
Trefflé Ethier, Gentleman.

To be Ensign :
Jean Louis Brien, Gentleman.

No. 9 Company Division, (The remainder of the parish of St. Jacques.)

To be Captain :
Narcisse Forest, Esquire.

To be Lieutenant :
Ludger Forest, Gentleman.

To be Ensign :
Séraphin Granger, Gentleman.

No. 10 Company Division, (Parish of St. Liguori.)

To be Captain :
Ensign Sévere Dugas, from late 1st Non Service Battalion.

To be Lieutenant :
Simon Richard, Gentleman.

To be Ensign :
Joseph Dugas, Gentleman.

REGIMENTAL DIVISION OF DRUMMOND.

No. 1 Company Division, (Parish of St. Guillaume, Township of Upton.)

To be Captain :
Captain Alexis Milette, from late 1st Non Service Battalion of Drummond.

No. 2 Company Division, (Parish of St. Bonaventure, township of Upton.)

To be Captain :
Antoine Lapierre, Esquire.

No. 3 Company Division, (Parish of St. Germain, western part of the township of Grantham.)

To be Captain :
Captain Félix Pinard, from late 1st Non Service Battalion.

No 4 Company Division, (Eastern part of the township of Grantham.)

To be Captain :
Ensign Francis Duncan, from late 1st Non Service Battalion.

To be Lieutenant :
Joseph Boisvert, Gentleman.

No. 5 Company Division, (Townships of Wendover and Simpson.)

To be Captain :
Captain Robert James Millar, from late 2nd N. S. Battalion.

To be Lieutenant :
P. C. Brassard, Gentleman.

To be Ensign :
Achille David, Gentleman.

No. 6 Company Division, (Township of Wickham.)

To be Captain :
William Bothwell, Esquire.

To be Ensign :
John Reef, Gentleman.

No 7 Company Division, (Township of Durham.)

To be Captain :
Lieutenant Samuel Ployart, from late 2nd

Non Service Battalion, Drummond.

To be Lieutenant :
Fulgence Préfontain, Gentleman.

To be Ensign :
James Alexander, Gentleman.

No 8 Company Division, (Township of Kingsey.)

To be Captain :
Captain John Trenholm, from late 2nd Non Service Battalion of Drummond.

By Command of His Excellency the Governor General.
WALKER POWELL, Lt.-Colonel,
D. A. G. Militia, Canada

HUDSON'S BAY COMPANY.—On Tuesday evening last Lord Cairns, in his place in the House of Lords, asked Earl Granville what progress had been made towards the settlement of the differences between the Dominion of Canada and the Hudson's Bay Company. The noble Earl, in reply, said that ever since he had the honor of belonging to the Colonial Office he had paid unremitting attention to the subject, and had repeated interviews with the Delegates from Canada, and also with gentlemen representing the Hudson's Bay Company. He must say that one time he thought it would be utterly hopeless to attempt to arrive at any amicable arrangement, the views of the different parties being widely apart; but he had to-day made a final proposal to each. Of course he could not tell what the answer would be, but he trusted their good sense and moderation would induce them to accept it. At the same time their lordships must be aware that a proposition which was intended to reconcile two contending bodies who differed must be in the nature of a compromise, and must, to some extent, be unpalatable to both of them. What the nature of the compromise referred to it has not yet been made known, but we believe it is based pretty much upon the settlement suggested by the late Colonial Minister, the Duke of Buckingham.—*Canadian News.*

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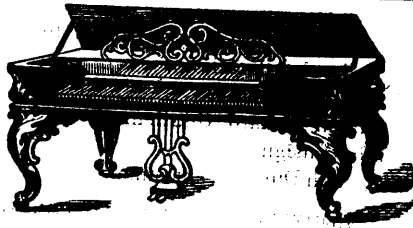
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