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# The Volunteer Review

## AND MILITARY AND NAVAL GAZETTE.

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

VOL. VI.

OTTAWA, (CANADA,) MONDAY, APRIL 8, 1872.

No. 15.

### THE INVASION OF CANADA IN 1874.

WRITTEN IN 1900 BY A RETIRED MILITIAMAN.

*Continued from page 159.*

How our fellows cheered when they saw the guns taken, in spite of the efforts to limber up; the infantry covering them having been too much interested in the fight across the river to notice the advance of our men, and flying without firing a shot. This seemed regularly to dishearten the enemy, and he again retired; leaving us breathing space. For the next two hours we were kept in motion, as the enemy manoeuvred from right to left; but presently their forces seemed to decrease, and we shortly found that Canada had gained a victory, and the day was ours. Not a moment was lost; the third Brigade advanced taking the right and pressing down the river road, the 2nd taking the left down the line of the Grand Trunk.

By and bye, the retreat became less orderly, and their guns less efficiently and rapidly served, and presently the retreat was changed into a rout, and both roads to Dunnville were strewn with rifles, knapsacks and accoutrements.

We pressed them very hard, till within sight of Dunnville where they sought shelter, under protection of their gunboats. Now comes one of the chiefest horrors of war, our artillery shelled the place, regardless of its occupants, although a few of our friends were left in it, and finally set it on fire. This dislodged the enemy and under cover of night, as many as could be taken on board, crowded on the gunboats; and made off, leaving the remainder scattered in the marshes between Dunville and Port Maitland, where the most of them were taken or surrendered as prisoners in the course of the next few days.

The next day, the 16th, we again marched on Port Colborne, which had been occupied the day previous by the regular Brigade from Port Robinson, thus completely surrounding and cutting off the enemy's supplies. As now detachments continued to arrive, however, they moved on the road to Fort Erie, driving these fresh arrivals before

them without firing a shot. Thus ended our first weeks warfare. Our loss had been trifling, compared with that of the enemy, and our men were so cheered by their first success that they felt themselves invincible. A lesson had however been learned by the co-operation of the enemy's gunboats at Dunnville, and a 4 gun battery was constructed on the naval reserve opposite Port Maitland.

The strategical circumstances leading to this victory were threefold: First, we had an advantageous position, and had led the enemy through a country flanked on one side by the lake, and on the other by the impenetrable swamps of Humberstone and Wainfleet, thus confining his operations to a narrow area,—second our force at St. Catharines and Port Colborne could operate on his base of communications, a fact of which he was evidently aware, from his taking shipping at Dunnville,—and third, the fatal error they had made in attacking our position obliquely, into which they were beat, with the re-entering angle in the centre. Add to this the tactical advantage gained by the march of our second Brigade beyond the Chippewa Creek, protected by the interminable swamps up to the junction with the 3rd and 4th Brigades, and the enemy's total want of cavalry, and our victory is explained. We all understood and coincided with our Generals remark that we should never fight over that ground again.

The great advantages gained for us by the natural obstacles of river, wood, and swamp, proved most conclusively the fallibility of even the best regulated military judgment. Time and again had we been assured, that the Niagara Frontier; the natural gateway for invasion was indefensible; but fortunately for us, those judgments were founded irrespective of the topography of the country, and irrespective of its hardy and loyal population. An army of invasion keeping up communications with its base must sweep before it the entire Niagara peninsula, or run the risk of flank attacks, or the interception of its communications.

To cover a width of 40 miles a large army would be required, and to keep up communications with its base at Albany secure

from a flank attack from the north side of Ontario, an enormous one would be necessary, unless the resources of the Canada, in men and munitions of war, had been previously drained by a continued warfare. To annex Canada "before breakfast" had been the humorous threat of American annexationists for years; in the effort to do so their confidence had proved their destruction.

For an army of less than 30,000 men to invade Canada from the Niagara Frontier was a madness that could only have arisen from the contempt in which we were held. And truth to tell, that contempt was partly justified by the parsimony and illiberality of the Canadian people in refusing the aid necessary to place the defence of the country in a proper position.

In past years the volunteer force, small as its quota was, was ground down and the life taken from it, by the refusal of employers to allow their employees the necessary time for drill instruction, and the ill-judged economy of the Parliament in restricting the grants for such purposes to the minimum. The change in the law had bettered these things, and the organization of the Reserve Active Force had doubled our strength; but these changes were apparently so slight, that they had not attracted attention out of the Dominion.

To return to my narrative. We now heard that the enemy had invaded us at four points beside Fort Erie. At Huntingdon and Prescott in the east, to the number of about 50,000, their objective points being Montreal and Ottawa, and at Windsor and Sarnia in the west, whence they were marching on London, our 2nd Division, retiring before them, but using every position as an obstacle to their progress. We had little rest, therefore, but on the morning of the 18th took train for Brantford, leaving the First Brigade garrisoning the line of the Welland Canal, with outposts thrown forward to the Niagara river. A regiment of the 2nd Brigade was left at Dunnville and Port Maitland to guard the mouth of the Grand River while the rest of the 2nd, 3rd, and 4th Brigades, proceeded to Brantford. Here we remained for two days in camp, and our three Brigades were made into two, the

second Brigade consisting of the 13th, 20th, 36th, Wentworth Provisional Battalion, and six troops Cavalry; the 3rd or Rifle Brigade consisting of the 2nd, 37th, 38th, 39th, the Hamilton Field Battery and six troops mounted Rifles—this division called the 1st Ontario. The 44th was attached to the 1st Brigade. The Regular Brigade consisted of 3 Battalions, 1 Battery and a squadron of Volunteer Cavalry. As this distribution was adhered to during the continuance of hostilities, and as these Brigades will be frequently referred to in the course of my narrative, their formation should be well understood.

After two days of much needed rest varied a little by news of the most exciting character, on the morning of the 21st the whole Division moved on London; most of the Infantry by rail, while the Cavalry and Artillery with two regiments in wagons, went by the roads. A warm spring rain fell all the morning, and made the travelling much pleasanter than it would have been on a hot dusty day. We reached London about 10 a. m. on the 22nd, having marched the most part of the night, and were glad to find our tents pitched, and a supply of provisions and forage ready for issue. One great secret of our commanding officers success as a soldier, was that his commissariat were the hardest worked men in the army. You could hear them grumble, grumble, grumble, but the work was always done.

At about 3 a. m. the alarm was sounded, and at daybreak we marched on Komoka, here we were joined by the 3rd Brigade, 2nd Division consisting of 30th, 32nd, 33rd Battalions and Wellington field Battery, which arrived by train from Stratford, and shortly afterwards the 1st Brigade, consisting of the 7th, 27th, 28th, 29th, arrived by the Sarnia branch of the Great Western, having destroyed the bridges, and reporting the enemy at Strathroy. About 10 a. m. the 3rd Brigade 2nd Division were despatched down the line of the Great Western to keep up communication with the 2nd Brigade, which it was feared might be intercepted by the enemy's crossing from Strathroy and orders were sent to them to proceed to Komoka at once. They were found at the crossing of a stream near Longwood, preparing to dispute its passage with the enemy then momentarily expected, but at once withdrew.

As the numbers of the enemy were estimated at about 25,000, 10,000 having crossed at Sarnia, and 15,000 at Windsor, and our forces barely numbered 12,000 all told, our commanding officers determined to stand on the defensive, rather than risk an attack in detail on the enemy before they effected a junction. A position was taken, therefore, and earthworks thrown up. Our right rested on a heavily wooded height of land towards Lobo, our left on the River Thames about 1½ miles east of Komoka, advantage having been taken of the conforma-

tion of the ground. The 3rd Brigade, 2nd Division occupied the left, next the 2nd Brigade 1st Division, the regular Brigade occupied the centre, and the 3rd Brigade 1st Division the right. The 1st, 2nd, Brigades, 2nd Division in Reserve. In front, the Cavalry and mounted Rifles formed the advanced posts.

My position being on the extreme right, I had little opportunity of knowing what passed during the night, although I pushed my patrols as near as I dared in the direction of the enemy without discovery; but I heard afterwards that a sharp fight had taken place on the left between our picquets and some American regiments advancing on the river road, evidently not knowing where they were going to, and in which they lost a number of prisoners. Next morning about daybreak a sharp rattle of arms on the centre and left showed the contest had begun, and soon afterwards a rapid artillery fire, lasting for over an hour was commenced by the enemy, with a view of shelling us from our position.

About 8 o'clock the contest became general, the Americans deploying in three lines, and rushing on as before in extended, or I should say irregular order.

They attempted this twice, and failing to achieve success, concentrated their attack on the centre. Meanwhile, I had been sent out, to endeavour to flank their lines on the left, and to intercept any flanking parties they might have sent out, from that direction. We soon found that they intended this, as a strong column about 3,000 strong was already on the march. Selecting a favorable spot, I placed a number of my men in ambush, and with the others proceeded a short distance down the road, and waited until the enemy were quite close, then turned the corner suddenly and showed ourselves, wheeled round, and fled. Thinking we were a patrol, their Cavalry followed to the turning, and seeing no other troops in sight pursued us.

On arriving opposite our ambuscade, they were saluted with a volley that emptied half their saddles, and we turned upon them, and pursued the remainder until close upon the main body. Had we continued the charge, I believe we might have ridden through the whole body, so great was the panic, but prudence prevailed, and we retired, before they could bring their guns into action. They deployed into line, and I extended my men in skirmishing order in the woods keeping up a scattering fire for about an hour, when they retired hoidly, without again trying our strength.

In this little skirmish we had a good opportunity of judging of the usefulness of mounted Rifles. Using their horses merely as a means of transport from one position to another, and acting as infantry skirmishers, our little force possessed the double advantage of deceiving the enemy as to our numbers, and of being able, at once, to fol-

low up any success they might achieve. Again, in flanking parties, they were particularly useful. Devoid of the traditions of the regular cavalry-man, and which renders that dashing individual useless without his horse, and clad in an unobtrusive and serviceable uniform—with no clashing sabres, or gaudy attire to reveal their approach—they were able to move with celerity, and act with promptitude, in any situation, and with their horses near them, as a means of flight if necessary; they would hold positions considered untenable by an unmounted man.

In the re-construction of the Active Force long neglected in Canada, this branch of the service had received special attention, and justly so, at the hands of the Adjutant General. The mounted force of the Dominion was now constituted about equally of mounted Rifles and Hussars.

Finding that the enemy were retreating we mounted our horses and following them up steadily soon came within the area of the general conflict, when to my great surprise and delight, I found our right swung round almost parrallel with the river, and apparently victorious. Suddenly a confusion rose in the ranks of the enemy, and our centre pressing forward, we divided them in two parts. Immediately after the left broke and fled in great disorder.

This circumstance, we afterwards found, was owing to the attack of some 200 or 300 Indians from Muncey and Moravian Town, exaggerated to thousands by the fears of the enemy, in flank and rear. We were ordered in pursuit, and ceased only at night fall; the inhabitants and Indians continuing it, however, up to the very frontier. We learned on returning, that after a desperate resistance, in which some Michigan regiments made themselves conspicuous, the whole right, to the number of some 5,000 had been taken prisoners. Who shall paint the scene of that night? Men seemed literally drunk with joy, and praises of our General, and self-glorification were heard from every mouth.

Being despatched to London as escort for our prisoners I heard little of this; but that our victory was hardly won, the wagon loads of wounded, and heaps of dead, sufficiently attested. Having delivered my prisoners, I found it necessary to go into Hospital for a few days, a splinter of shell having struck me in the thigh, producing a painful if not a serious wound. While there, I had an opportunity of learning the chief events that had transpired outside of our sphere of operations.

Battles had occurred at Prescott and Huntingdon, in which the superior numbers of the enemy had caused our forces to retreat on Ottawa and Montreal. A naval demonstration had been made on Toronto, but was defeated by our Gun boats. A fleet of Iron clads had arrived from England, three of which were destined for the Upper Lakes.

The North American squadron had blockaded the Atlantic Ports, and prevented the exit of a vessel.

An expedition was forming at the Bermudas for the invasion of the south, which was daily expected to rise.

Another expedition was forming at Halifax, for the invasion of the New England States, or New York.

The allies in Europe had been generally successful, though no decisive battle had been fought. In the east, the entrance of the Black sea had been forced by the allied squadrons, and a naval victory won, resulting in the Russian squadron seeking shelter under the guns of Sevastopol. The allied troops effected a landing at Varna, and were advancing on the Russians at Galatz.

On the 1st July we heard of the landing of the Expedition from the Bermudas, at Norfolk, Va. Fortress Monroe having been silenced after half an hour's bombardment. Simultaneously the Southern Confederacy was proclaimed at Charleston, and a series of most horrible outrages inaugurated, which resulted in driving the detested Yankees from the west side of the Alleghanies. Supplies of arms and ammunition were poured into the south, and a large army formed to co-operate with the British troops. On the 3rd we heard of the landing at Portsmouth, and on the 6th of the occupation of Boston and Portland; these places having surrendered without a struggle to avoid bombardment. Maine was in fact almost neutral, so much of her interests being with Canada. In fact the war was anything but popular. Democrats insisted it was forced on by the Republicans to save their political existence, Germans did not like to fight the allies of Fatherland, and New England wanted peace for their manufacturers. The only thoroughly satisfied classes were the Irish and the Southern sympathizers, and these urged the matter on, at every issue.

The North had assembled an army of 100,000 men at Richmond, another of equal numbers at New Orleans; about the same number were scattered through the south, and the army of invasion of Canada consisted of a similar number, these with the garrisons of lake and sea-ports numbered about 500,000 men, quite as many as they had arms, ammunition and supplies for.

Up to the 6th July we remained in camp at London, on the 7th we were again ordered to Brantford, the Brigades of the 2nd Division being at Sarnia, Chatham, and London.

My leg having healed I was anxious to join my regiment; but was ordered on the staff of the Deputy Quartermaster General at Head Quarters; my professional experience as surgeon qualifying me for such duties. I left my old corps with much regret, and some repining; feelings which I think were shared by my old comrades. I had, however, in the future, a better insight into the conduct of the campaign than I could have obtained in my previous position. Truth to tell, a man may fight all

day and yet not know where or what he has gained or lost. The arms or legs of the army cannot see, try as they may.

But to resume my narrative. In the middle of July we received information of a projected simultaneous invasion at four points, Sarnia, Port Stanley, Port Dover and Port Colborne, 20,000 men landing at each point. At this time, two of our iron-clads were in the Canal, unable to get through, from the destruction of the lock gates at Port Colborne. These were, however, being repaired, and we knew that if this could be accomplished; a landing at Port Stanley or Port Dover could be prevented.

And this leads me to remark on the lamentable economy which had prevented our Government obtaining a few gun-boats before the breaking out of the war. Suitable vessels had been constantly in the market during the economical reign of the Gladstone Bright administration, and a couple of good vessels on each lake would have been of the utmost value. Without them, our shipping on Lake Erie had either been seized, or was shut up in one or two lake ports, chiefly under the shelter of Long Point. And the same remark applies to Lakes Huron and Superior, for the vessels already on those lakes though fitted up at great expense, were not suitable for war vessels. On Ontario, thanks to the exertions of the Yacht Club, and to the absence of any American vessel of war, a small squadron of gun-boats had been fitted out, which so far, had gallantly maintained our supremacy on that lake. The United States Revenue cutters and some tugs armed as gun-boats had all through had the command of Lake Erie, as we had of Ontario, but they had no vessels that could stand against the vessels in the canal.

We worked hard to get them through, and on the 14th succeeded. They at once steamed off for Port Dover and Port Stanley, arriving safely on the 15th, without interruption. On that day we heard of a crossing having been effected at Queenston, our pickets being driven back on St. Catharines. The first Brigade was rapidly concentrated there, while the second replaced them at Port Colborne and Dunnville. With no seeming object, the Yankees spread themselves over the country east of the Welland Canal, pillaging and destroying everywhere, and occasionally coming into contact with our pickets. They burned Clifton and Chippewa; collected a number of tugs and scows at the latter place, and returned to Buffalo after a glorious campaign of four days.

This force was about 5,000 strong. Fearing that it was to further some stratagem, our General would not allow our forces to attack them, although they were crazy to do so. In retaliation for this wanton outrage, about a month later, a combined attack was made by our gunboat flotilla, on Lake Ontario, and the First Brigade, on Fort Niagara, which was destroyed, the garrison taken prisoners, and the villages of

Manchester, Lewiston, and Niagara Falls burned. Before any force could be summoned to interfere with them, our men were again behind the Welland Canal.

I am, however, anticipating the sequence of events. During the past month large camps of instruction had been formed at Toronto, Hamilton, Stratford and other points east, and 100,000 Reserve Militia called out. In these three named, upwards of 25,000 men were rapidly getting into shape; arms and accoutrements, but no clothing had been supplied. This lack was now almost provided for by the energy of local manufacturers; a coarse red cloth blouse and grey trousers being issued, and serviceable great coats being in course of manufacture. In addition to this force, local companies of Home Guards were formed in almost every village, who were provided with arms and ammunition by Government.

It was well for us that our forces were so largely augmented. The invading column opposite Montreal had driven back its defenders gradually until within a few miles of La Prairie, where a series of entrenchments in rear of the Caughnawaga Canal had been thrown up by the inhabitants under the direction of R. E. officers. There a bold stand was made, and incessant fighting kept up, until being re-enforced by some 10,000 men, and siege guns, the enemy made a bold night-attack on the 18th. Receiving notice of this intention the Major General in command, gathered the Reserve Militia and every available fighting man from Montreal, and lined the works, secretly despatching nearly all the Regular, and some 5,000 picked volunteers to Caughnawaga, with instructions to join the force there in a night-march, with a view of turning the enemys flank. This was perfectly successful. The augmented force at Caughnawaga bore down the comparatively small force detailed to watch them, and out-marched them to La Prairie, turning the scale at the most critical period.

The next morning the enemy was in full retreat towards the border. As large re-inforcements poured in, it was not deemed prudent to press him too closely with raw troops. He was followed up, however, to his entrenched camp near Hemmingford.

The invading army operating at Prescott had better success. They had forced a path, and were now besieging Ottawa, although with no guns heavier than 12 pounders. Our force at Kingston lay idle all this while, with the exception of one Brigade which was shut up in Ottawa. For them a bold stroke was reserved. Preceded by gun-boats, they embarked on the eventful night of the 18th, forced the enemy's outposts, and took Ogdensburgh cutting off the base of communications of the army operating on Ottawa. Leaving a strong force there, under cover of the gun-boats, the main body crossed the river and marched on Ottawa completely taking the enemy by surprise.

(To be continued.)

## THE FUTURE OF ARMORED SHIPS.

The report of the committee appointed in England "to examine the designs upon which ships of war have recently been constructed," has just been published. From the portion which has thus far been published in the *London Engineer*, we take the following remarks upon the subject of armor plating for war vessels, which is much the most significant and important portion of the report:

Hitherto the powers of offence, represented by artillery, and of defence, by armor, have advanced almost *pari passu*, sometime one and sometimes the other slightly in advance; but we appear now to be closely approaching a period when the gun will assert a final and definite superiority.

When the *Devastation* was designed there was reason to believe that armor such as her's (12 inch plates, besides backing) was impenetrable to the most powerful gun used by any nation. Since that time the adoption of improved gunpowder for heavy guns has so far increased the penetration of the 25 ton guns that at close ranges, the *Devastation* can no longer be said to be impenetrable to the guns actually carried in the turrets of the *Monarch*. Nor is this all. The *Devastation* herself is to carry guns of far greater power (35 tons) than those of the *Monarch*, and we see no reason to believe that the limit in weight and power in guns will even then have been reached. Sir William Armstrong in an important letter which he addressed to Lord Dufferin on the 3rd of March, and of which a copy is annexed says: "Even now the Elswick Company would not hesitate to accept orders for rifled guns of 14 in. calibre, throwing shot half a ton weight with a charge of two hundred weight of powder, and to pledge their reputation on the success of the undertaking." He adds, that "there are good reasons for inferring that no thickness of iron less than 20 in., supported by a backing corresponding to that used in the *Hercules*, would have any chance of offering the required resistance," to such a gun. Another very eminent authority, Sir Joseph Whitworth, in the accompanying paper with which he has favored us, says that he is prepared to undertake to make a gun of 11 in. bore which shall penetrate armor 16 in. thick at 1,000 yards and that, for protection against 13 in. bore gun, the armor would require to be not less than 24 in. thick. We see no reason to doubt that it is within the resources of science to construct guns of the power described, while it is certain that no first class sea-going ship of war of manageable size can be made to carry complete armor protection of anything like 24 in. in thickness, nor do we feel at all confident that even this thickness, if attained would permanently continue to be impenetrable. It remains then to consider whether, when these probabilities become accomplished facts, ship armor will retain any value, or whether it ought not rather to be abandoned as a mere costly encumbrance.

¶ Sir William Armstrong, as will be seen on reference to his letter, contemplates and recommends the reduction of armor-plating to ammonium, or even its total abandonment. His opinion, and the grounds on which it is based, are entitled to great respect, and have received our best and most careful consideration. But we have found ourselves unable to arrive at the same conclusion. After making every allowance for the disadvantages that attend the use of an enormous dead weight of very costly armor when after all it is not absolutely impene-

trable to certain special guns, we cannot lose sight of the indisputable fact that in an action between an armor clad and an unarmored ship (assuming that they carry guns of equal power) the former had and must have, an immense advantage in being able to penetrate the sides of her adversary at a distance at which she is herself impenetrable; and further, in being able to use with effect those most destructive projectiles "common" shells, which would fall harmless from her armored sides. Even assuming that absolute impenetrability to shot proves to be unattainable, it is still our opinion that the time has not come to throw off armor altogether, but that it is necessary that the first ranks of our ships of war should continue to carry armor of as great resisting power as possible. Before quitting this part of our subject, we desire to remark that although, as before pointed out, there are serious difficulties in the way of increasing to any material extent the thickness of armor applied in the usual manner to sea-going ships, viz., in the form of a complete belt around the ship, from stem to stern, at the water line, besides local protection for guns, men, etc. it is not by any means certain that some method may not be devised of securing the requisite reserve or buoyancy by other means than armor plating. Were this accomplished, the area of the armor might be diminished, and its thickness increased in a corresponding degree. The ship would then comprise a very strongly plated central citadel, surrounded and supported by an unarmored raft constructed on a cellular system, or containing some buoyant substance, such as cork, which without offering any material resistance, to the passage of projectiles, would not be deprived of its buoyancy by penetration.

In the absence of any practical experience of the effect of large shells or of torpedoes upon such a structure as that which we have in view, it is impossible to say with confidence that the object aimed at would be thus attained, and if it were, consequences of so much importance and value would follow that we think it right to indicate this line of inquiry as worthy of experimental investigation.

Another mode in which it is possible that additional carrying power (and consequently the means of increasing the thickness of armor) may be obtained, is by an alteration in the form of the hull at and below the water line. An important investigation, which has for some time been pursued by one of our colleagues, Mr. Froude, has, although not yet complete, led to the belief that the lines usually adopted at high speed under steam may perhaps prove to be actually less adapted to that purpose than a form which will admit of much greater weight being carried by a ship of equal length. In order to test this on a larger scale than has hitherto been within Mr. Froude's reach, their lordships had approved of experiments being undertaken to ascertain the actual resistance offered by the water to the passage of vessels of different forms and at various rates of speed. As these experiments will occupy some time, it is not in our power to do more than refer to them as indicating one of the directions in which important advantages may be sought with a fair prospect of success.

The wool manufactures of England embrace 1,550 factories, 10,462 carding, and 353 combing machines; they operate nearly two million spindles, and 33,792 power looms, and give employment to 100,640 persons, 53,811 males and 46,823 females.

## WAR FEELING IN ENGLAND.

It would be a great misfortune if the idea should gain ground on the other side of the Atlantic that it was for the interest of the United States to insist on the interpretation which they have put on the Treaty of Washington, if by their doing so we should conceive ourselves compelled to repudiate it. It has been suggested on this side that the Americans care little or nothing about the settlement of the Alabama claims, whereas they attach great importance to the existence of an open sore between the two countries. That there may be some politicians in the United States who view the international relation between the two countries from this standpoint is possible, but we are confident that they are in a minority. Of what use, let us ask, could it be to the Americans to pick a quarrel with Great Britain, and what advantage would they be likely to reap from doing so. We are constantly told that Canada is defenceless, and that it only rests with the Union to determine the precise moment at which the Dominion should be swallowed up. It is even rumoured that should we withdraw from the Washington treaty the American Government would treat the clause relating to the Canadian fisheries as binding, and proceed to exercise rights which we have hitherto denied to them. But the advisers of President Grant are better informed than the general multitude, and know that Canada is not so defenceless as she seems, and that her annexation could only be attained, if ever, at the cost of a long and bloody war. The Dominion could at a shorter notice bring a greater number of troops into the field than the great republic itself, and it must not be forgotten that at the frontier of Canada is of great extent and defenceless, that of the United States is in the same position. At the first signal of war the English fleet would cross the Atlantic and blockade the American ports; and no one knows better than the Secretary of the Navy at Washington that the Union possesses no vessels which could compel us to raise the blockade or return the compliment by sealing up our ports.

Supposing, however, Great Britain was worsted in the conflict, and Canada incorporated in the Union, has that class of politicians to which we have referred reflected on the consequences? The balance of power in the union would be destroyed, and Canada and the Southern Confederacy between them would effect that disintegration of the republic, despite the Northern States, which was so nearly effected in 1861.—*London Morning Post*.

John B Gough tells the following story, though the joke be at his own expense. Once while on a lecturing tour, through England, he was introduced to a large audience in these words. Ladies and Gentlemen—I've the honor to introduce the distinguished lecturer, John B. Gough, who will address us on the subject of temperance. You know that temperance is thought to be rather a dry subject, but to night, as we listen to our friend the orator from beyond the ocean, we may hope to have the miracle of Sampson repeated, and be refreshed with water from the jawbone of a hash."

The friends of the "Home Rule" in Ireland will be pleased to hear that Mr. Gladstone has stated in Parliament that it is intended to have Irish private Bills dealt with in Dublin. This we believe, is all that the ablest and most honest advocates of the movement require.

## NEWS OF THE WEEK.

Her Majesty the Queen is staying at Baden where she will be visited by the Prince Imperial of Germany.

The Review of the Metropolitan Volunteers came off at Brighton on Easter Monday, there were 20,000 soldiers present, it is considered to have been a failure.

Bradlaugh has been lecturing at Glasgow on Republicanism. The North Britons don't want a fool's or knaves paradise, and in consequence made the house too hot for the Apostle of liberty, equality, and fraternity.

D'Israeli has had an ovation at Manchester, a large body of conservatives marched in procession to present him with an address. It is his intention to attack the Washington Treaty, and denounce it for sacrificing Canadian interests.

The *Echo*, Gladstone organ, in an article on the Union of England and Canada, speaks of it as merely artificial, and hints that Lord Dufferin will be our last Viceroy,—if it had said Governor General it would be right, we have not got to the Viceroy yet, that will be the next stage, but it will not come off till Gladstone's employment will be that of presiding at the tea parties of the Manchester non-conformists.

A convention has been signed between England and Portugal for laying a cable from London to Brazil.

The notorious tavern known as the "Hole in the Wall," the head quarters of the Republican plotters of London, has been refused a license, the conspirators have been obliged to shift quarters, and that eminent philanthropist John S. Mill has sent them £20 towards defraying expenses.

The principal topic in France is that of the Trochu libel case.

M. Thiers has been doing a choice bit of swaggering, he stated before the Assembly that he would hold England accountable for Russia's infraction of the treaty of Paris and the restoration of fortifications in the Black Sea; as Flewellyn says "*they are brave vorts*" but nothing more than a bit of gasconading to wind up with.

The Assembly adjourned having previously appointed a committee to represent it in watching M. Thiers.

The Internationals have had a meeting at Madrid, causing great disturbances.

The Khan of Khiva has sent an ambassador to St. Petersburg with a costly present and to express his desire of a more intimate friendship with the Czar; it shows how heavily the Russian army has been pressing on that small barbarous state to bring about this result, it is the last independent state between the Russians and the East Indies.

Earl Granville's note has reached Washington, the Cabinet had been in session for nearly ten hours on the contents which they will not divulge, it is only said they are of a friendly character, but grave doubts will force themselves on reflective minds of any satisfactory solution of existing difficulties.

Professor Morse, the inventor of the electric telegraph is dead.

A fearful earthquake has occurred in California.

A mass meeting of the citizens of Salt Lake avow their dislike to having the Utah Territory incorporated in the United States.

The Mormon religion will be likely to give the United States trouble and a practical lesson on that feature in politics contained in the concise statement that "Righteousness exalteth a nation, but sin is a reproach to any people."

Mexican brigands are raiding in Texas.

President Grant has been applied to for protection and has promised it, so that if the greasers are not very lucky they will experience the tender mercies of the Yankee carpet bag Satraps.

It is announced that the Governor General His Excellency Lord Lisgar will leave Canada in June at his own request, and will be succeeded by Earl Dufferin favorably known as a Statesman and a literary man.

It has also been asserted that the garrison at Halifax will be withdrawn in May and not replaced; under the circumstances our Military force will be called upon to provide the necessary garrison.

The near approach of our Parliamentary Session is apparent from the number of members to be found at the Capital, the Maritime Provinces are beginning to send forth their Representatives while the Pacific Coast has sent its quota. The Session will probably be busy and important, it will not be of long duration, the number of measures are not large but well considered, and the exigencies of the time will doubtless prevent opposition during the last session of the first Parliament of Canada.

## REVIEWS.

Messrs. Leonard Scott & Co., of 140, Fulton Street, New York, have sent us the *Westminster Review* for January, it contains the following articles: Great Tragedy and Euripides, The Geographical Distribution of Animals and Plants, The political Disabilities of Women. The first Earl of Shaftesbury. The Development of Belief, The Government and the Education Act, A Theory of Wages, Contemporary Literature.

The *London Quarterly Review* for January contains: The Drama in England, The Life and Writings of J. H. Frere, The latest Development of Literary Poetry, The Life and Philosophy of Bishop Berkeley, The Bank of England and the Money Market, Foster's Life of Dickens, A Key to the Narrative of the Four Gospels, Sir Henry Holland's Recollections, Marco Polo and Travels in his Footsteps, Primary Education in Ireland, The Proletariat on a false scent.

The *Edinburgh Review* for January contains the following articles: Yule's edition of Macro Polo, Lace making as a fine Art, Tyerman's Life of John Wesley, Tylor on

Primitive Culture, Crowe and Cavalcasselle on the history of painting, Railway Organization in the late war, Irish University Education, Grant's Central Provinces of India, Mr. Browning's Balaustion, The Church, The Land, and the Liberals.

## DOMINION BOARD OF TRADE.

At the annual meeting of the Dominion Board of Trade, held in Ottawa, in January last, the following address of congratulation was ordered to be presented to Her Majesty:—

To the Queen's Most Excellent Majesty:—

"MAY IT PLEASE YOUR MAJESTY:—

"The Board of Trade of your Majesty's Dominion of Canada, beg leave to tender you their sincere congratulations on the recovery of your beloved son, His Royal Highness the Prince of Wales, and to evince their gratitude to Almighty God for His great mercies in sparing the heir of England, and the hope of the British Empire, to your Majesty and your people.

"And they also beg leave to record their expression of esteem for your character as a Sovereign and a mother, and attachment to yourself and family.

"They have the honour to subscribe themselves, your Majesty's most loyal and loving subjects.

"On behalf of the members of the Dominion Board of Trade, &c."

The Secretary, Mr. W. J. Patterson, has received the following acknowledgment of the receipt of the above:—

GOVERNOR GENERAL'S OFFICE,

Ottawa, March 19th, 1872.

SIR,—I am directed by His Excellency the Governor General to transmit to you the enclosed copy of a despatch from the Secretary of State for the Colonies, in reply to the Address to the Queen from the Board of Trade of the Dominion of Canada.

I have the honour to be, Sir,

Your most obe't humble ser't,

F. TURVILLE,  
Governor's Secretary.

The President Dominion  
Board of Trade, &c., &c.

THE SECRETARY OF STATE FOR THE COLONIES TO  
THE GOVERNOR GENERAL.

(Copy.)

Canada—No. 41.

DOWNING STREET, 27th Feb., 1872.

MY LORD,—I have the honour to acknowledge the receipt of your despatch No. 24, of the 7th instant, enclosing an address to the Queen from the Board of Trade of the Dominion of Canada congratulating Her Majesty on the recovery of H. R. H. the Prince of Wales.

I am commanded to instruct you to convey to the President and members of the Board, the Queen's thanks for their kind expression of sympathy, and to assure them that Her Majesty warmly appreciates the spirit of loyalty and of attachment to the person and family of the Sovereign, which is displayed in their address.

I have, &c.,

(Signed,)

KIMBERLY.

Governor General the Right  
Hon. Lord Lisgar,  
G. C. B., G. C. M. G., &c., &c.

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The Volunteer Review,

AND

MILITARY AND NAVAL GAZETTE.

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

OTTAWA, MONDAY, APRIL 8, 1872.

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

The Italian Army have adopted a bridge system nearly similar to the Austrian, the trestles being only of two heights.

Their pontoons are also alike, but are nineteen feet eight inches long, five feet nine inches wide at top, and nearly three feet deep, they are capable of being joined together, for a single roadway, a single batteau is used, for a heavier or larger bridge two joined at the stern forming what is technically called a barque.

Made of pine this batteau weighs 720 lbs, and has a flotation of 16,000 lbs., a bark has just double that capacity.

The balks and side rails are twenty-six feet three inches long, four three-eighths inches broad and the same depth, having strong strap hinges about eight feet long in the middle to permit their being folded in two for more convenient transportation.

The chesses are of pine eleven feet six inches long, one foot one inch broad and 1½ inch thick.

The ordinary bridge has a roadway ten

feet six inches wide, borne on five balks per bay, if having batteaux supports; or seven balks, if having barquo support; six different classes of bridges are formed under this system, by batteaux, barks, rafts of batteaux; of barks, (two kinds) and successive barks, using from five to thirteen balks in the roadway.

For transporting material for such a bridge as first described 114 yards in length, 17 six horse carriages are required if the supports be batteaux; if barks, twenty-nine carriages; the waggons have the peculiarity of the front wheels being very low, turning under the body, but they are very heavy.

In the Russian Military system trestle bridges can be hardly said to have a place, like our own country, the rivers are generally on a large scale and the Military bridge system is almost of necessity restricted to floatation.

The principal distinguishing trait of the Russian system is the employment of *canvas* covered pontoons or batteaux of the following dimensions: length at top twenty-one feet, at bottom eighteen feet four inches, width five feet four inches, and depth two foot four inches. The skeleton consists of two side frames connected by moveable transoms, all of four inch scantling.

The canvas cover has both sides covered with a composition applied hot of hempseed oil, strong loam, India rubber, wax and soot. It is ten feet eight inches wide, thirty feet long in the middle and twenty-three feet three inches along the edges. It is brought over the ends of the skeleton frames and lashed to the top transoms; it is secured to the sides by small nails driven into the top string pieces through eye let holes in the edges of the cloth.

A plank is laid on the bottom for the *pontooniers* to stand on, with frame and cover complete, it weighs 718 lbs. and has a floatation capacity of 13,428 lbs., it must be a very portable batteau.

The balks are of pine twenty three feet four inches long, five inches deep and four inches wide, they are connected by a series of iron bolts and keys with those of the adjacent bays and can be adjusted to make spans of sixteen feet 7½ inches, eleven feet eight inches and of eight feet when forming a bridge to pass siege artillery, four balks are used with the former bays and six with the latter.

The *chesses* except four for each bay are twelve feet long, nine inches wide and 1½ inch thick; the four being of the same length and thickness, but one foot six inches wide.

They are formed into bridges of 124, 149, and 172 yards in length, except for siege artillery, and then it is only ninety three yards; the width is twelve feet in all those bridges.

The number of vehicles required for transportation is sixty-one with 358 horses, each waggon when loaded with pontoons,

chesses, balks, and equipments, weighing 2,340 to 2,574 lbs.

In no country in the world has the system of pontoon bridges been so thoroughly tested as in France, that adopted requires for its transportation seventy-seven carriages and 500 horses, and is designed for a bridge of 263 yards in length by 12 feet 9½ inches in width, and may be divided into four sections, each complete in itself forming a bridge sixty nine yards long.

The trestles used are similar to those already described, and need not be recapitulated.

The batteau is a flat-bottomed wooden boat thirty-one feet long for a length of sixteen feet; it has a section of five feet seven inches at top, four feet four inches at bottom, and two feet seven inches deep; the bow eight feet nine inches in length, diminishes to two feet six inches in width and has a sheer of 5½ inches; the aft part or stern diminishes to two feet six inches in width and has a sheer of three inches.

Each batteau weighs 1,455 lbs., has a floatation of 18,455 lbs., can carry twenty-five soldiers, is very useful for disembarking troops and can be navigated by five men in a rapid current, it can be carried by sixteen to twenty men.

The balks are of four kinds, but each four three-eighths inches square, they are 23 feet three inches, twenty feet eight inches, nineteen feet eight inches, and 6 feet 6½ inches respectively in length.

The *chesses* are twelve feet 9½ inches long, thirteen inches wide and 1½ inches thick.

The material for a batteau bridge on this system are eight abutments, eight trestles, thirty-two batteaux, four mooring boats same as batteaux but a little flatter, 339 balks, 784 chesses and 32 anchors forming a bridge of forty-one bays, 262 yards long.

The abutments being eighteen feet three inches, trestle bays 16 feet 7½ inches and batteau bays 19 feet eight inches apart, with five balks to each bay; can be safely loaded with 12,500 lbs.

The following is the formula for calculating its stability:—

Volume of batteaux.....	325 feet.
Weight of water.....	62½ lbs. per do
" of batteaux after saturation.....	1,540 lbs.
Weight of bay of flooring... 1,760 lbs.	
325 by 62,5 (1,540 × 1,760)	17,012 lbs.
The maximum load would be as follows.	lbs.

Infantry when in column of fours	
open order.....	4,836
do do close order	9,843
Cavalry troops, men mounted.....	6,028
Artillery 12-pn dr. and 2 pole-horses	7,447
do 24-pn dr. siege pieces, do	11,964
Infantry routed without arms or arms or baggage.....	15,297

The great recommendation of this system is its simplicity, it is undoubtedly heavy, but it is also safe and stable.

The Prussian system as far as trestle bridges are concerned does not differ materially from the Austrian.

Its pontoon is a small flat bottomed boat twenty-five feet long, five feet wide, two feet three inches deep, divided transversely into compartments, it weighs 928 lbs. and has a flotation power of over 10,000 lbs.

The balks are twenty-two feet eight inches long, four inches wide and five inches deep.

The chesses are thirteen feet long, 12 1/2 inches wide and 1 1/2 inches thick.

The normal bridge of this system is designed to be 200 yards long and thirteen feet wide, it is supported on thirty-two battoaux, placed twenty-one feet from centre to centre for the passage of infantry, sixteen feet eight inches for Light Artillery, and twelve feet six inches for heavy Artillery.

The material can be divided into four sections for the facility of passing smaller rivers.

It will require forty one carriages and 230 horses for transport, each waggon carries the necessary material including one batteaux and anchor for the construction of a bay of the bridge.

In the British service the pontoon in use is a metallic cylinder nineteen feet six inches in length, two feet eight inches diameter with parabolic ends, each two feet six inches long, making the entire length twenty-four feet six inches.

The pontoons are made of copper, galvanised iron, xxx tin, generally the latter, formed round a series of light wheels with one inch tin, tube spokes on a hollow axle one and three-fourth inches diameter extending through the whole length of the pontoon.

Each pontoon is divided internally into nine distinct water-tight compartments and is provided with stout iron rings at each end, also with four rows of sunken handles at intervals of two feet one inch around the external circumference to which the saddles or balk beams are lashed.

The pontoon weighs 565 lbs. and its flotation is equal to 7,110 lbs.

Two small metallic boats are used for anchoring the section of bridge when formed by booming out from shore.

Saddles of white pine with strong belaying cleats at each end twelve feet long, one foot two inches wide and three inches thick are placed on top of each pontoon, to which it is firmly lashed for the purpose of giving a firm seat to the balks.

The balks are of white pine fourteen feet two inches long, 4 1/2 inches deep and three inches wide, they are secured to the saddles by iron bolts.

The chesses are of pine eleven feet five inches long, two feet one inch wide and 1 1/2 inches thick; they are formed of three planks of equal breadth connected together side by side by four cleats underneath, the half chesses are made of a single plank.

When formed at twenty-five feet from centre to centre of pontoons, infantry in column of fours can pass marching at ease, cavalry in twos (horses led) and nine-pounder field guns. At sixteen feet eight inches heavy field guns and trains, and at eight feet four inches with balks doubled all siege artillery.

This bridge 200 yards in length would require twenty-seven waggons, 162 horses, and the trains would weigh 135,000 lbs., each waggon would weigh with load 4,967 lbs.

The following is a list of each waggon load forming one bay of bridge:—

	No.	Weight.	
Pontoons	2	1,130 lbs.	
Saddles	2	167 "	
Balks	12	610 "	
Chesses	10	970 "	
Halfchesses	4	156 "	
Saddlelashings	4	5 "	lin. rope 1 foot long
Backsticks	8	5 "	1 " [each.
Rack lashings	8	5 "	2 " 6 feet each
Breast lines	2	10 "	1 " 60 "
Outriggers	2	76 "	4 1/2 " 11-5 "
Oars	7	109 "	14 "
Boat hook	1	9 "	16 "
Buoy	1	5 "	1 " "
Buoy line	1	5 "	60 " "
Anchor	1	55 "	3 ft. in. 10 ft. in. 2 10 "
Cable	1	63 "	3 in. rope 180 feet
Body lashings	3	20 "	8-9 "
Carriage lashings	4	7 "	22-0 "

3,407 lbs

The defects of the system are that the cylinders cannot be readily repaired when damaged, afford no storage for small stores, are inconvenient for shipment, require long and consequently unwieldy waggons for transports, have no stability separately, are easily navigated, are not suited for bridging long streams, afford lodgment for drift from which they cannot free themselves, and if heavily loaded are operated on by swells or strong currents.

A modification of the Russian system has been proposed as a substitute, but it has not yet been tried in a campaign.

"The new British army scheme proposes to keep at home seventy one line battalions, standing in peace at a strength of 44,560 men, which in war would be increased by the line and militia reserves to 71,000. As these reserves number at present 34,720 men, there is a surplus of 9,190 men, applicable with new enlistments to drafts for keeping the requirements abroad at their maximum strength. But of course England could not afford to strip herself entirely of soldiers, and the actual strength of her army available for foreign service may be taken at 50,000 men. There are in Canada about 40,000 actual militia ready to co-operate with the home troops in case of war with us. The British could therefore bring

about one hundred thousand regulars and drilled militia against us without drawing upon any colony but Canada."

The foregoing is copied from the United States Army and Navy Journal of 30th March, and states merely the force available as an expeditionary army in the case supposed.

With the powerful fleet of England the landing of such a force on any of the many vulnerable strategic lines of the neighboring Republic would be entirely a matter of convenience and choice.

It needs no demonstration to prove that the sovereignty of the Midland and the Eastern States by a movement on New York would as effectually make the United States an historical designation as the recognition of Southern independence would have done.

A movement on the Mississippi would effect what the civil war failed to do and create three powers out of the chaotic and unwieldy mass which now endeavours to keep the ordinary elements of social strife in order by sensational political manoeuvres.

It is needless to dwell on any advantage which might be derived from a move on the political capital; less than 5,000 British soldiers captured Washington in 1814, in 1872 it would be no very hard matter to spare 100,000 for deciding the question of British supremacy on this continent.

It would not cost Canada any very lengthened period of time to increase her force of 40,000 to 80,000, nor would it interfere very largely with her industrial pursuits to fill the place of that force with at least 120,000 of her Reserve Militia, requiring only three months training to make good soldiers.

The whole question between us and the United States is simply that we want to be let alone, we are prepared to treat them as good friends, to deal honestly with them, but we will neither be cheated nor bullied.

We thoroughly understand the little game of *thimble rig* attempted to be played under cover of the *consequential damages claim*, the effort was destined to drive the Whig Radical Government of England into such a position that they could not recede from it without serious complications and dishonor.

The instincts of that party were to be made use of to terrify them into the fatal blunder of abandoning the colonies, and then the universal Yankee nation was prepared to gobble them at a mouthful.

As an effort it was finely and astutely planned, but unluckily Canadian bayonets are not digestible morsels, and Yankee doodle has found out that long since.

Manchester Quakers may feel the same patriotic inclination towards Canada as the late Artemus Ward did to his wife's relatives, being quite willing to sacrifice them for the country's good, but the lambs have got ugly horns and know how to use them,



moreover, they have very decided objections to being sacrificed.

If, therefore, our very amiable friends south of forty-five degrees of north latitude wish to live at peace with us, we are willing, and if they are spoiling for a fight we shall do our best to accommodate them.

In another column will be found a lecture by a Mr. Thos. Connolly, a working stone mason, who has made a tour of Canada last summer and gives his truthful as well as valuable experiences to his countrymen at Surrey Chapel, London, and the comments of the *Standard* thereon.

From such efforts as this the people of England and the Press of that country will come in a little time to acquire a true notion of the value of British North America, and it is the best possible antidote to the poison of the Manchester School and its leaders.

The acknowledgment of the *Army and Navy Journal* will put to silence the nonsense of the petty clique in Canada who endeavour to hide their Yankee proclivities by Utopian dreams of Independence; and it will have the effect of binding the people more closely together in the maintenance of what they already possess, and neither want nor will have from Yankees or Whig Radical traitors.

THE question of armor applied to sea-going vessels of war is virtually decided, as we long ago predicted it would; the power of the gun has been found greater than the resistance offered by the armor in such a ratio that it has been declared that thirty inches in thickness of an iron-plate can be pierced at 2,000 yards.

It is simply the old story of the introduction of gun powder into the warfare of the fifteenth century, the knight and men-at-arms increased the thickness of head piece and cuirass but in vain; the armor got too heavy to be borne and still it was pierced, it was incontinentally abandoned, and the soldiers taught to face the chances without any protection beyond discipline.

There is no evidence to prove that the loss of life or even danger thereof was materially increased; on the contrary, the fact seemed to be that it was decreased.

When the particular functions for which ships of war are constructed are taken into account, the folly of loading them with a mass of iron under the idea of adding to their efficiency is apparent.

The duty of a fleet is to protect the commercial marine of the nation, to make invasion impossible, to compel redress for grievances or wrong, or aid military operation by bombarding at long range, the dockyards, forts and arsenals of a rival power; in the latter operations it is not necessary to lay the vessel alongside the fortification; the bombardment of Sveaborg is in the recollection of many people, it was effected by small gun boats continually in

motion inflicting severe loss without sustaining any, while a powerful fleet lay outside the line of fire.

When it is recollected that the value of such an operation is decided by the party that can inflict the most injury on the other with the least to themselves, it must be self-evident that the light handy vessel manœuvred with rapidity, firing at a stationary object of large size, can put in under ordinary conditions every one of her shots; while herself presenting a small and constantly moveable mark cannot be touched by one in one hundred, the question as to armor plating is virtually decided.

It is impossible to build a vessel heavily plated that will be easily handled, the recent experience with the ironclads proves this beyond contradiction, they are unmanageable in a sea way, and the mishaps of the class under sail are so numerous and so certain as to lead to the conclusion that they are fit for nothing but platforms for heavy guns in smooth water.

In addition to other mishaps the *Lord Clyde*, wooden armoured vessel, has been ashore; and whatever other sins against practical science or common sense Mr. E. J. Reid may have been guilty of, it is evident he was perfectly right when he declared they could not be made sea-going ships.

For coast defence they are valuable and costly, for any other purpose useless. An article from the *London Engineer* on the report of a committee appointed "to examine the designs, upon which ships of war have recently been constructed," bears out all those conclusions; it is to be found in another page and will repay perusal.

The conclusions arrived at by the committee are not satisfactory for the ironclad war ships of the future; the following extraordinary structure is recommended: "The ship would then comprise a very strongly plated central citadel surrounded and supported by an unarmoured raft constructed on a cellular system or containing some buoyant substance such as cork which without offering any material resistance to the passage of projectiles, would not be deprived of its buoyancy by penetration."

The mobility of such a structure must of necessity be small, the objects for which a war vessel is built will in no sense be answered by it, for floating batteries in still water it would be useful, but it is a mere question of cost between it and land batteries.

In fact the more this subject is investigated the plainer the indications appear that the war ship of the future will be a light handy slightly armoured vessel with a heavy armament and possessing great speed as well as sea-worthiness, and the defence of the country will be shore batteries manned by a trained population *en masse*.

Except the coast could be studded all around at intervals of a few miles with floating batteries, in the event of invasion a fleet with greater speed could land an army be-

fore those rafts could be brought to the scene of action; once landed, it would be a question of strategy in which they could bear no part, and would fall into the hands of the enemy as a consequence of success.

The day of wooden ships, earthwork fortifications and the bayonet in willing hands has not passed, nor does all the improvement in modern artillery materially modify the conditions under which they must be used.

"If we were to search the wide world over we think it would be difficult to find a greater amount of corruption in different departments of Government than is daily exhibited in the United States of America. The wholesale system of bribery and political rottenness exhibited, is indicative of the wide spread corruption which is everywhere prevalent. The revelations made in connection with the doings of the municipal authorities of New York, from the Chief Magistrate downwards, presents a picture of systematic robbery unparalleled in the history of any country. The unblushing system of dishonest practices which prevails among Customs and other officials; the manner in which Judges are bought and justice is set at naught; the countless falsifications of votes at elections; the wicked doings of members of State Legislatures; and the many other phases of corruption which might be mentioned, set aside at once the oft-repeated and boasting assertions of the benefits accruing from Republican rule."

"Among the examples of wholesale pecuniary corruption which are just now being exposed in the United States is one in which the gentler sex has had such a distinguished share as to make it quite obvious that the concession of women's rights would by no means necessarily give us greater purity, nor, we may add, simplicity in the management of business. The narrative may, perhaps, also have a bearing upon the question of Legislative grants to charitable institutions. The lady trustees of the Dispensary and Hospital Society of the Women's Institute of New York, sent Miss Leonora Jones, their Treasurer and business correspondent, to Albany to obtain an appropriation. According to her evidence, she found that her *beaux yeux* were quite insufficient to procure what she wanted, but she came in contact with unknown persons who ascertained from her how much she expected. The proposition was made to her, in case these persons should procure more than the amount, and obtain a waiver of the laws of 1864 as applicable to this society, that all over and above \$5,000 should be paid to them; otherwise they were to receive nothing. Miss Jones consulted the President, Mrs. Mallisen, who advised her to enter into the arrangement. She acted accordingly, and having thus obtained \$7,500, she paid 2,500 over to a Mr. Charles Thompson; all the pious and charitable ladies who had charge of the institution, with a single exception, voting for the bribe."

We take the foregoing articles from the *British Whig* and *Montreal Herald*, and bad as they are a great deal more could be added thereto, inasmuch as magistrates in the State Legislatures are as easily brought as are Judges or Customs Officers.

And with all this there are fools in England, and even a few idiots in Canada, who believe Republicanism, as the *Montreal*

*Herald* puts it, to be the best form of Government in the world.

The great sin of the world is irreverence, not in its meaning as applied to sacred things, but in its extended application as applied to the whole code of morality, honor, patriotism, and time-hallowed institutions; the fast youth of the present day votes those the relics of a by-gone barbarism, and in casting off the wholesome restraints of his forefathers plunges recklessly into vice of the foulest description.

As in social, so in public life; even the British House of Commons had to listen to the nonsense of a Dilke and Herbert in favor of a system that would have swept both of its stupid advocates out of existence.

It is no doubt a very liberal idea that every man is entitled to his opinions, and so he is as long as they are his own. But the moment he presumes to impart them to others he assumes the role of a public teacher, and the good of society demands that he should not be allowed to teach sedition, immorality or error.

In this view of the case we think Lord Bury was right when he attempted to prevent Sir Charles Dilke from disgracing the House of Commons, and offending the ears of the people by his late motion on the expenses of Royalty.

The time is not long past when such a man would be degraded from the order he dishonors and expelled the House for presumption, but the age has become too liberal and he has only succeeded in making himself and citizen Herbert a little more notorious.

In our last issue our Montreal correspondent noticed that Mr. Thos. Leeming, the Queen's Auctioneer, had retired from business, and suggested the appointment of Mr. A. Booker, son of the late Lieut. Col. Booker, as his successor.

The suggestion we heartily endorse, the country owes something to the late gallant officer who led her forces so ably at Ridgeway and who suffered undeserved obloquy for simply doing his duty and doing it well, apart from all other considerations this should determine the appointment in Mr. Booker's favor, who can bring to the position business habits, energy and zeal.

SEAMANSHIP appears to be at a discount in the British Navy. The recurrence of awkward accidents cannot be explained in any reasonable way. It must follow that the ships are insufficiently manned or that the officers do not understand their duty.

The first accident to the *Lord Clyde* is copied from the *United States Army and Navy Journal* with the usual comments thereon, it is particularly annoying to find that the successful command of sea going ships is about as great a problem as the successful construction of iron clads

"The news that the British iron-clad *Lord*

*Clyde*, 23 guns, was ashore in the Mediterranean near the island of Pantollaria will excite a strong feeling of sympathy among our own officers, for a sister service which seems to be under a cloud of ill-luck. The ship has been floated off, receiving some damage, which will be repaired in the dry dock of Valetta, island of Malta. The harrowing part of the affair will probably be the ordeal which now undoubtedly awaits the British navy at the hands of members of Parliament, the press, and critical correspondents."

In the latter case the most reprehensible negligence is apparent; Cawsand Bay is so well known that almost any seaman could find his way in the dark,—yet in the light of day a British ship was deliberately driven ashore by missing stays through want of smartness—a very pretty story for the marines. It would be an interesting question to get answered as to whether the want of smartness was on the part of officers or crew, we hope a court martial will find out. If sent on an important service during hostilities vessels of the *Aurora* class would be of little service. *Broad Arrow* says:

"*Aurora*, 33, screw frigate, Captain B. S. Pickard, training ship for ordinary seamen and boys, left Plymouth Sound on Wednesday afternoon under sail for a cruise in the Mediterranean. She got under way about two o'clock, and went out under all plain sail in order to exercise the crew as much as possible in sailing the ship. The wind was blowing from about W. S. W., a gentle breeze. The ship stood along the Break water, and when entering Cawsand Bay went inside a buoy which denotes 21 feet of water at dead low spring tides. When inside this buoy she attempted to go about, but owing, it is presumed, to her not being worked smartly, the wind caught the sails aback instead, and the vessel drifted ashore stern foremost. Having at that time turned the point at Picklecombe, and being in Cawsand Bay, her mishap could not be observed from Mount Wise, and the accident was made known by the crew of a coastguard boat from Devil's Point. The *Scotia* and *Trusty*, steamtugs were at once sent out, and the *Scotia* put a tow rope on board the *Aurora*. No attempt to move her, however, was made until the tide rose, when the vessel floated and was towed into the Sound. A diver went down to examine the damages, and his report was that part of her false keel had been carried away. This will necessitate the ship being docked for repairs, and her powder will be taken out of her to day. An inquiry into the cause of the accident will at once be made, but whether before a court-martial or otherwise is not yet determined. —*Broad Arrow*.

The Department of Agriculture has issued a couple of papers on "Information for Emigrants" which will be valuable aid to such of our fellow- subjects in the British Isles as are desirous of finding a comfortable home in Canada.

Those papers contain a full description of the area of British North America, now known as the Dominion of Canada, a full account of its productions, capabilities, climate, and resources, its adaptability as a home for the industrious emigrant, rates of wages, prices of food, with every necessary

information to enable the emigrant to reach his destination in the shortest and cheapest manner.

The area of the Dominion as given in those papers is as follows:—

Nova Scotia . . . . .	18,660 square miles.
Now Brunswick . . . . .	27,500 "
Quebec . . . . .	377,045 "
Ontario . . . . .	121,260 "
Manitoba . . . . .	14,340 "
North West Territory . . . . .	2,750,000 "
British Columbia . . . . .	220,000 "
	3,528,805 "
Newfoundland . . . . .	40,200 "
Prince Edward Island . . . . .	2,100 "
	3,571,105 "

Total area of British America; and this is the territory the Manchester School plotted to deprive the people of Great Britain of for the purpose of keeping up an *entente cordiale* with the Yankees.

The Canadian Government with a better appreciation of its duty to the Empire has compiled the very valuable statistics from which the above has been extracted, and we hope that no expense will be spared to spread the information contained therein broadcast over the British Isles.

The arrangement of the various subjects reflects great credit on the industry, and ability of the Deputy Minister of Agriculture and statistics, Dr. Tache, a gentleman whose literary acquirements are not inferior to his great ability as a statistician.

There is, however, one matter connected with the very creditable effort now made to attract a flow of emigration to Canada, it is that the map at the head of the principal paper is wretchedly small, and that the better plan would be to issue a colored map of the full size of one of the pages

Economy is no doubt highly praiseworthy, but in this case it will have an injurious effect, no effort should be spared to make the inducements this country offers as a field for emigration attractive, and even in so small a matter as a map appearance is everything.

REMITTANCES Received on Subscription to THE VOLUNTEER REVIEW up to Saturday, the 6th Inst:—

WATERDOWN, Ont.—Capt. John Glasgow, \$2.00.  
AMHERST ISLAND.—Lt.-Col. W. A. Fowler, \$2.00.

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

## TRUST IN GOD AND DO THE RIGHT.

BY THE REV. NORMAN MACLEOD, F. D.

Courage, brother! do not stumble,  
Though thy path be dark as night,  
There's a star to guide the humble—  
"Trust in God and do the right."  
Though the road be long and dreary—  
And the end be out of sight;  
Foot it bravely, strong or weary,  
"Trust in God and do the right."

Perish "polley" and "cunning,"  
Perish all that fear the light,  
Whether losing, whether winning,  
"Trust in God and do the right."  
Shun all forms of guilty passion,  
Friends can look like angels bright;  
Heed no custom, school or fashion,  
"Trust in God and do the right."

Some will hate thee, some will love thee,  
Some will flatter, some will slight;  
Cease from man, and look above thee,  
"Trust in God and do the right."  
Simple rule and safest guidance—  
Inward peace and shining light—  
Star upon our path abiding—  
"Trust in God and do the right."

—Good Words

REPORT OF THE COMMANDER-IN-CHIEF  
OF THE BRITISH ARMY ON THE  
AUTUMN MANŒUVRES.

Concluded from page 167

The Militia is the force which perhaps showed to less advantage than any other portion of the troops concentrated, and yet no body of men worked harder, and there are none for whom more allowance ought to be made. Ten battalions of Militia were brought together, chiefly if not all Metropolitan corps. The men were out only for their usual period of drill, and a large portion of that time was devoted to brigade and divisional manœuvres. Could it therefore be expected that battalions thus suddenly brought together, would show to even moderate advantage next to well drilled and highly efficient troops of the regular branches of the Service? It is in regard to the Militia that I think considerable modifications and changes are desirable, and yet to effect them it is most difficult, for it is impossible and undesirable to sever the men from their civil occupations; and yet, unless you keep them out for more than a month at a time, how can they be properly drilled? There is no doubt that a prolonged drill for the recruits of Militia will produce a great improvement in these respects; but even this prolonged training is hardly sufficient to keep up the force as it ought to be maintained, with only a month's embodiment in subsequent years. The officers of the Militia worked as hard as men could do under the circumstances in which they were placed, but they were much too few in numbers, in some battalions hardly more than one officer a company, and the greater portion of these more or less unaccustomed to military duties. The non-commissioned officers too are wanting in experience with the exception of the permanent sergeants, who however are many of them beyond the period of life for hard work. Considering all these drawbacks which require immediate attention and correction if possible, I think the Militia did wonderfully well: the men marched far better than I should have expected, though at first they were short of boots, having each but one pair, which however, was set right by an additional pair being served out to those requiring them during the period of manœuvres. The physique of the men left much to be desired. Most of them are very young, mere boys, requiring much care and attention to bring them to maturity as regards strength and genuine stamina, and consequently hardly equal to severe exertions. Doubtless in this respect the county

corps would have a great advantage, and metropolitan regiments labour under considerable disadvantage. The more the Militia force, as a body, can be brought into closer contact with the Line, without, however, taking from them their most valuable county connection, the better for the Militia service generally, and the measures lately contemplated all have a tendency in this direction. It seems to be essential that the Militia should be equipped in every respect as the regular army, including great coats, knapsacks, leggings, &c., the great point being that every man belonging to a military body should have respect for himself by the smartness of his appearance, which forms the very root and foundation of small discipline.

The Volunteers in this respect have a considerable advantage over the Militia. The volunteers are in general very well equipped, and have a consequent pride in their individual bearing. Being all men of some means, they can of course afford to pay more attention to these points, and the good result is very apparent. Such Volunteer regiments as came out were really very efficient, but unfortunately corps were generally represented by only very small portions, and these had consequently to be thrown together into provisional battalions. No doubt this arrangement was unavoidable but it presents a great difficulty in bringing out the force in as favorable a condition as could be wished. If whole regiments of volunteers could come out on these occasions, the efficiency of this portion of our auxiliary forces would be greatly enhanced; but I fear the constitution of the force is such that grave difficulties will at all times present themselves to such an arrangement. The men being fully occupied in their various avocations, cannot give up the time required for a continuous absence from home for even a limited period, such as a fortnight or even a week of manœuvres, and no alternative remains therefore but to accept their attendance in limited numbers, or to dispense with it altogether. Every arrangement was made that could be devised for making the attendance as little inconvenient as possible, but still the muster was not a large one, considering the large body of Volunteers enrolled as portions of the force. Nothing could be more satisfactory than the conduct of the Volunteer force we had with us, and though much had doubtless to be learnt by all ranks, still the ready aptitude of all to acquire information and profit by instruction was very perceptible, and consequently very satisfactory. As before observed the great drawback in the Volunteer Service is the difficulty of attendance, and its uncertainty, which in all military arrangements is a serious disadvantage, and which, it seems to me, must at all times exist in a force thus constituted.

The transport and supply of the army has recently been concentrated in the Control Department, and as the arrangements connected with this concentration are still in a transition state, every allowance must be made for the difficulties that inevitably surround a new order of things. Nothing could exceed the zeal and activity of all the officers of the Control Department; who under the direction of Deputy Controller Mr. Robinson conducted their onerous duties with indefatigable zeal and devotion. But I think that these officers had more duties thrown upon them than any body of men could physically have the strength to carry out, and if therefore some division of labour were to be made, I cannot but think that the whole practice would work with greater facility.

The transport of the army is supplied by the Control Department. This is right in principle, and should be maintained, but once supplied, I think the applications should be handed over to the military authorities, and the quartermaster-general's officers should, under the general officers of divisions take the responsibility of making the transport available for the numerous duties to which it has to be apportioned. A further enormous relief to the transport of the army would be afforded by largely extending the regimental transport of regiments. An attempt was made to form a regimental transport in two regiments of cavalry, the 9th and 12th Lancers, which met with the most complete success, and to a very limited extent the carriage of ammunition was handed over to infantry corps with a like advantage. If this system were extended and made general for all regiments of cavalry and battalions of infantry, I am satisfied that a right course would be adopted. It must of course be clearly understood that the men and horses thus employed regimentally should be considered as extra to the ordinary establishment of corps, and that no diminution of fighting strength should result from such an arrangement. Besides this, the regimental transport should be limited to regimental requirements, the supplies being, as a matter of course carried by the Transport Corps. Thus, whilst the Control Department kept in its own hands all the transport necessary for feeding and supplying the stores of the army, the regimental transport would carry its tents, ammunition, and such other regimental baggage as would be allowed by regulations, and whilst the regiments would have their own interests at stake in looking after their own transport, no interference would result to the general necessities of the troops in the field being thoroughly attended to by the officers of the Control Department. No thing could be more satisfactory than the working of the Transport Corps. Officers and men worked from morning to night with a zeal and activity which were truly commendable, and the only regret was that a larger body of these valuable men could not be made available. There was an auxiliary corps of artillery drivers, taken from the artillery depot, which proved of great value as an addition to the ordinary Transport Corps, and though composed of young men and only partly formed drivers, the officers looked so well after them, and non-commissioned officers and men worked so willingly that their duties were well performed, whilst the men themselves gained valuable experience in practical driving which would be greatly to their advantage in joining their respective batteries of artillery. A very large amount of auxiliary transport had to be obtained by hired transport. However willing and zealous the civilian drivers proved themselves to be, the carts, harness, and cattle, with which they had to deal were so inferior to those necessary to a military body that in this respect the results were anything but satisfactory. I believe in future years military service carts supplied from our arsenals, with horses either bought at the time, or hired, with harness equally supplied from our stores, would be a great improvement upon the transport to which we were obliged to have recourse at the recent concentration. If the regimental transport were to be established as suggested above, this would take the place, to a great extent, of the auxiliary hired transport which had to be obtained, and by a judicious expansion of the Transport Corps the whole transport might thus be placed in the hands of trained soldiers. On actual service the

numerous wants of the army are to some extent more easily provided for than in time of peace, when all has to be purchased by the Control Department, instead of its being seized, if necessary though not paid for in an enemy's country.

This brings me to the supply branch of the department, where difficulties arose at various times from the bulk of fuel in the shape of wood, and of hay, straw, and corn, which all had to be carried by transport carts, instead of being taken by requisition or arrangement in the neighborhood of the various localities where the troops were temporarily encamped. In like manner cattle, which ordinarily are driven with the troops on the move, had all to be brought down from the supply markets by rail and carts, in consequence of the Acts rendered necessary by the late cattle disease, which being still in operation, prevented our moving the cattle by road in any direction. The food of all descriptions, both for men and horses, was available and ready for issue, but the amount of transport required to bring it to the spot where it was wanted was prodigious and added greatly to the labour of those who had to deal with the supply. For a similar reason the manoeuvres of the troops were curtailed within narrower limits, than otherwise might have been wished, from the difficulty of going far from the points where these supplies had to be drawn, as well as from circumstances incidental to a time of peace, where the existing laws can in no respect be infringed. Several experiments were made with rations of various descriptions which it was thought might be made available for troops in the field; tins of preserved meats, Australian preserved meats, &c. As a rule the troops objected very much to these rations, which, though good in themselves and wholesome, still did not produce the same bulk as the ordinary meat rations; and I think in future it will be well to confine the supply altogether to the ordinary ration for troops in the field. The bread was baked for the men in the field ovens, and was a great success; it added, however considerably to the transport, and although very valuable, I think that certain issues of biscuit would be very justifiable, as affording the men for certain days in a week a wholesome meal, whilst diminishing the amount of transport required.

I have thought it right to go into these details to show the exact amount of labour necessarily undertaken by the Control Department for the reasons specified above, and I again repeat that under all these difficulties I think that the officers, non-commissioned officers, and men of the department, worked most zealously, and well under very great pressure and serious disadvantages.

As regards the duties of the Medical Department, I rejoice to think that nothing could be better than the sanitary condition of the entire force; and the principal Medical officer, Dr. Lawson, reported to me at the end of the manoeuvres there was actually a diminution of sick at Aldershot from the numbers in hospital when the divisions first marched out. We were favoured by the most lovely weather, which certainly was an immense advantage to our proceedings, and the camping grounds were all well situated, and favourable in a sanitary point of view; whilst the work, though hard, was all of a character to improve the condition of the men, being so continuously in the open air. All the necessary arrangements had, however, been made for amalgamated general hospitals by divisions and brigades, and the attendance upon such men as fell was all that could be wished or desired.

Having now referred in detail to the sev-

eral important subjects that came under my more immediate observation, and having endeavoured to give a fair and full account of all our proceedings during the period of concentration. I have only in conclusion to add the expression of my opinion, that the results of such manoeuvres as have been recently conducted, will prove of the greatest advantage to the efficiency of our Service, and that every effort should be made that these concentrations should for the future be annual. It will of course be desirable that each successive year the troops should be brought together from a different locality so as to vary as much as possible the ground to be worked over, and teach both men and officers the nature and value of different descriptions of ground specially selected for the purpose of manoeuvre. The greatest care will, however, be required in making such selection, for ground much broken by hedge and ditch has been found on this, as on former occasions, to be not only extremely difficult for purposes of instruction, but often impossible for purposes of combined operation, upon which after all so much depends. Having now completed this report, I trust it may be accepted in that spirit in which it has been prepared, and whilst gratefully acknowledging the willing and zealous assistance I received from all who participated in these manoeuvres, I have endeavored to do justice to the various branches of the Service that have come under my observation.

I am, Sir, yours,

GEORGE.

The Right Hon. Edward Cardwell, &c. &c.  
Secretary of State for War.

#### WORK AND WAGES IN CANADA

Last night Mr. Samuel Morley, M. P. presided at the Surrey Chapel on the occasion of M. Thos. Connolly (stonemason) delivering a lecture on the subject of emigration to Canada. It was one of a series of Monday addresses being given at that place of worship, and attracted a very large audience, amongst whom were Mr. M'Arthur, M. P., Mr. Plimsoll, M. P., Mr. C Gilpin, M. P., Mr. Dixon, the Rev. Newman Hall, and the Rev. G. M. Murphy. Mr. Morley prefaced the lecture with a few words of introduction, remarking that an American traveller had recently said to him that the great thing wanting in England was more elbow-room for its labouring population. There was much truth in the observation, and though emigration might prove a loss to the nation in one respect, it was yet a necessity, and working-men was not to blame for desiring to study beforehand whether it was preferable to make for our own colonies or the United States. He should, however, prefer to see them choose the former. Mr. Connolly for upwards of two hours entered into a physical, historical, and political description of Canada, where he had lately spent many months with a view of judging for himself the advantages it possessed as a field for emigration. He found both Upper and Lower Canada offering the most tempting inducements to the redundant population of the mother country, and believed the Canadians would never forsake the British flag or be subdued by the United States should the course of events produce a rupture between the two nations. The result of all his travels and investigations had brought him to the conviction that Canada was the place for agricultural labourers, artisans, and hard-working servant girls to go to. Wages were high, indeed fabulous compared with what they were at home, living was cheap, rent was scarcely known as our poorer classes un-

derstood the term; but on the other hand clothing was about 25 per cent dearer, with the exception of boots and shoes, which were low priced owing to the manufacture of those articles having become a staple trade in Montreal and Quebec. He supported his statements with figures, and declared that as a rule his own board and lodging while on his travels, which were always excellent, never cost more than 14s 6d to 15s per week. The lecture was full of anecdote and humour, and closed with a graceful allusion to the Queen, whose character and virtues he found everywhere acknowledged both in the United States as well as Canada. As for the loyalty of the latter, he had never seen so many lions and unicorns as in the Dominion. A vote of thanks was accorded to the lecturer, and to Mr. Morley for presiding.—*London Daily News*, March 5.

The *Standard* referring to this lecture by Mr. Connolly, thus hits off the liberals who regard with indifference the question of the Colonial Convention:—

In the course of a lecture delivered last night at the Surrey Chapel, by a working man of practical experience, on the industrial openings offered to emigrants in Canada the lecturer said incidentally, while giving a highly favourable account of the colony as a field of emigration, that he believed the Canadians would never forsake the British flag or allow themselves to be subdued by the United States in the event of a rupture between England and that Power. We are not called upon at present to discuss the chances which Canada might have in such a struggle. Of course, on the one hand a spirited population, animated by strong national feeling and hatred of invaders, can do wonders, even when numerically weak; on the other, the history of the world, as well as of America herself, is full of examples to show that big nations can crush small ones when they make up their minds to commit the crime. But it is curious to observe in connection with all speculation concerning the future of Canada, that people who look forward to its ultimate amalgamation with the Union always talk of the difficulty of defending it against the superior forces of the Republic, or the impossibility of supposing that the Canadians would resist the onset of the Power that conquered the Southern Confederacy. When do we hear the future republicanization of Canada predicted on the ground that the Canadians want to belong to the Union, that they are tired of the British connection, or disloyal to the British Crown? Nothing of this kind is ever said, and the explanation is very simple. We all know that the Canadians do not want to belong to the United States, that they cling tenaciously to the present status of their country, as a part of the British Empire, that they are ardently loyal to the British Crown. Under these circumstances is it not a shocking fact that people who call themselves "Liberal" in their political sentiments, who affect to admire freedom and the independence of states from alien tyranny, who pretend to look with horror on wars of spoliation and conquest, should complacently contemplate the conquest of Canada, the defeat of its people in fighting for their own views concerning liberty and the pursuit of happiness, and the subjection of a spirited and independent people beneath what would be to all intents and purposes the yoke of a foreign despotism? No man of enlightened sympathies with freedom could think of such a contingency without the deepest pain, however personal connexion he might have himself with the country whose fate would be subject of speculation. But in the case before us, the country supposed to be

marked down for the melancholy destiny linked to us Englishmen in the bonds of a common allegiance and a common patriotism. Yet there are Englishmen to be found who are quite easy in their hearts at the prospect of the subjugation of Canada. What hollow hypocrisy must have been displayed by such people when in former times they professed to sympathize with Poland, Hungary, or Italy!

#### WHO DESTROYED AMERICAN COMMERCE?

The *Washington Herald* of the 3rd instant under the heading of "Who destroyed our commerce?" has the following pithy article:

"To argue that the claims for consequential damages which this government has presented to Great Britain are absurd and unsubstantial, is to have one's loyalty questioned in certain quarters. But if it can be shown that these consequential damages were simply part of a bluff game—which is not likely however to succeed very well with bluff John Bull—and that they were further designed to throw dust in the eyes of our own people, there would really seem to be no good and sufficient reason why they should not be exposed. England is asked to pay for the destruction of American commerce, which was destroyed not by the *Alabama's* and *Shenandoah's* but by class legislation and a protective tariff. If it can be proved conclusively that England permitted the neutrality laws to be violated, and connived at the building and fitting out of the *Alabama* and her sister cruisers, then she must be held to account for the shipping actually destroyed, which "little bill" she would doubtless settle with alacrity. But can she be held to further account? When the Confederate cruisers took the seas, our shipowners transferred their property to the British flag, under which they found protection. These transfers were merely nominal changes in ownership, and were characterized as 'white washing,' a term not unfamiliar hereabouts during the sessions of Congress. When the war ended, and the protection of the British flag was no longer essential, the owners of these vessels naturally wished to place them once more under the Stars and Stripes. But here intervened a law, framed in the interest of New England, which forbade the transfer of any vessel from a foreign flag to our own. And what made matters worse was the fact that this fleet, under its false colors, could not engage in the coasting trade—another regulation framed in the interest of our shipbuilders and owners. Thus was our commerce, which had been compelled to seek the protection of a foreign power, cut off bodily and permanently transferred to our great maritime rival.

When the war was over the construction of a new merchant marine was commenced, notwithstanding the difficulties thrown in the way by a protective tariff. Hoping for relief in some form the shipbuilders struggled on year after year, but finding none had been compelled to close their yards, in many cases not until their means were exhausted. A thousand ton ship can be built in Canada to day at fifty per cent. less cost than in this country, and our shipowners have to pay taxes on this increased cost, while the vessel is worth no more and can earn no more than her Canadian rival. In the face of these facts what mockery it is to demand that England shall compensate us for our decayed or destroyed commerce. Not only is its destruction largely due to

class legislation, but its revival is rendered impossible by the operation of a protective tariff. Our fleet has gone to pieces on a reef of pig iron. Will Congress remove the obstruction?

#### THE COST OF MONARCHY AND REPUBLICANISM.

Some of the American papers are continually contrasting the economy of Republicanism with the amount necessary to sustain Monarchy. The *New York Albion* refers to the subject in an able article, it says:

"We are of the opinion that if the emoluments allowed to Senators and Deputies in both the National and State Departments, as also the salaries of the civic Solons should be carefully compiled, that the republican form of government in the United States, as regards these offices would aggregate at least ten times the amount required in Great Britain. The reason is obvious. Both in the Houses of Lords and Commons, as well as the municipal boards, the appointments, with the exception of the Executive, are all honorary, and there is no lack of talent displayed by the holders of those offices, in consequence of this trifling discrepancy between the usages of the two countries. The class of needy, greedy politicians, and the professional loyalist are unknown in England. The civic service is conducted on the sound principles of successful examination, and no officer is removed unless through misconduct or inattention to his duties. It is true that there is always a keen strife between the liberal and conservative parties for the attainment of Power, and the consequent distribution of patronage as regard the heads of departments, but the experienced and intricate management of affairs is not subverted, as in this country, to a mere partisan policy, and in our opinion this difference between the two systems is again greatly in favor of the monarchical form of government. In conclusion we might be allowed to suggest that the interest on the amount expended on the House in this city, would alone suffice for all the allowances made in England for the personal expenditure of the members of the Royal family, and that more money will be spent in the ensuing Presidential canvass, than will be required for the entire civil list of England for the next four years: Under these circumstances is royalty so costly?"

#### A WEST OF ENGLAND CIRCULAR.

Roger Giles, Sur John Parish Clark, & skulcrafter reforms ladys and gentlemen that he dress tectho withowe waitin a moment, blisters on the lowest terms and viziks vor a penny a pease. Ho Zolls Godfathers Cordel, kutz korns and hundertakes to keeps hevery bouys nays by the year or so on. Young lodies and gentlemen larned their granmar language in the purtiest manner, also gurt kare taken off there morals and spellin, also Zam Zangig teechn the bas vial and all sorts of phancy Work, Queer-drills, dokers, Weazils and all other contrary dances tort at hoom and abroad at perle-shun Perfumery and snuff in all its branches. As times be cruel bad Ho begs to tell that ho has just begun to sell all sorts of Stashuary wares, Kox, Kox, Hens,foles, cheese, doitry, klackin bauls, herrins and coles skrubbin brushes, trakel, Godley bokes & Bibles, Gimblets, micetraps, brick dust, & whisker seed, and hall sorts of sweatmeats, inkludin taters, sassage, and other garden stuf, also phrute, hats, Zougs, hoyle, lattin buckets, and other eatables. Korn & bun yard zave, and all hardwares. He also performs fleabotomy on

the shortest notice and further more in particular he has laid in a large ascortment of trype, dogs meet, lollipops and other pickels—such as Heppsom Zaltz, hoysters, wizrden Zoap &c, old rags bort & sold heare & now he reshelse new laid heggs hevery by me Roger Giles.

Half Holiday.—

#### RAILWAYS IN GREAT BRITAIN.

The following will give some idea of the money invested on railways in Great Britain. "The extent of capital invested in railways in the United Kingdom, and the enormous circulation of money involved in them, is something startling. A recent number of the *Builder* says that it has been shown that 14,217 miles of railway are now being worked in the United Kingdom, on which have been expended no less a sum than £500,000,000, which is five times the amount of the annual value of all the real property of Great Britain, and two thirds of the National Debt. The gross net annual revenue of the railways in this country, after deducting all working expenses, exceeds £22,000,000 sterling, more than the total revenue, from all sources, of Belgium, Holland, Portugal, Denmark, Sweden and Norway. The companies have in their direct employment more than 100,000 officers and servants. The value of the tolling stock exceeds £30,000,000. The consumption of coal and coke by railway engines amounts to between 2,000,000 and 3,000,000 tons a year; so that in every minute of time throughout the year above four tons of coal are consumed, and twenty tons of water are flashed into steam. The consumption of fuel is about equal to the coal exported from Great Britain to foreign countries. There are more than 3,000,000 tons of iron laid down in rails alone, and the chairs would weigh nearly 1,000,000 tons, so that there are not short of 4,000,000 tons of iron on the permanent railways of the United Kingdom, and of these about 30,000 tons of rails have to be every year replaced.

#### THE SUEZ CANAL.

De Lesseps, the Suez Canal engineer, has just issued his report for 1871. The report is not as satisfactory as was expected. It was generally predicted that the last year's income of the canal would reach \$2,000,000, the result of tonnage fees on 6,000,000 tons of shipping. The report, however, shows that tonnage to the amount of 772,409 only passed the canal, at a toll of \$2 per ton, making the total receipts \$1,542,818. The total expenses, meanwhile amounted to \$3,700,000. Anybody but a Frenchman would be crushed at once at such a result, but M. De Lesseps now proposes to make up the deficit by raising a new loan of \$4,000,000, but just how it is to be done does not appear. Of the vessels which made up the canal traffic seventy out of every one hundred were English, making a total tonnage of 556,621, the tonnage of American vessels being only 4,170. There is little doubt that after another year or so more of M. De Lesseps' experience in keeping a toll-gate on the Suez Canal he will gladly "sell-out" to the English Government, which is looking on and patiently biding its time.

The great 154-carat diamond, found in South Africa, is said to have been discovered by a poor Irish adventurer in the wall of the hut where he had retired to rest. Its brilliancy shone forth from a clump of earth, and attracted the eyes of the fortunate finder.