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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. X

OTTAWA, (CANADA,) TUESDAY, FEBRUARY 15, 1876.

No. 6.

The Volunteer Review

Published EVERY TUESDAY MORNING, at OTTAWA, Dominion of Canada, by DAWSON KERR, Proprietor, to whom all Business Correspondences should be addressed.

TERMS—TWO DOLLARS per annum, strictly in advance.

TO CORRESPONDENTS.

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

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

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

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

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

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

TERMS OF ADVERTISING:

First Insertion, measured by } 10cts. per line.
solid nonpareil type.

Subsequent insertions..... 5cts. " "

Professional Card six lines or under, \$6 per year; over six lines and under fifteen, \$10 per year.

Announcements, or Notices of a personal or business nature, in the Editorial, Local or Correspondence columns, Twenty-Five Cents a line for the first insertion and 12½ Cents for each subsequent insertion.

Advertisements of Situations Wanted, Fifty Cents the first insertion, and Twenty-Five Cents each subsequent insertion.

Special arrangements of an advantageous character made with Merchants for the Year, Half Year or Quarter.

PROSPECTUS FOR 1876 OF THE "WITNESS."

THE friends of healthy literature have, by persevering diligence, placed the *Montreal Witness* in the very first rank of newspapers. The rapid growth of trashy reading, and of what is positively vile, stimulating good people to more earnest efforts than ever to fill every household with sound mental food. A clergyman has lately secured for the *Witness* hundreds of subscribers, and declares his intention to make this one of his first duties in his present and every future field of labor, as he holds that by no other means could he do so much for the future of a neighborhood as by placing good reading in every family.

Successive attacks upon the *Witness* during each of the past three years, culminating in what has been called "The Ban" of the Roman Catholic Bishop of Montreal; although not otherwise desirable circumstances, have done a great deal to concentrate and intensify the zeal of the friends of Temperance and religious liberty in

favor of the *Witness*. Indeed, the fact that the last assault has been followed up for six months with the most untiring efforts to break down the paper on the part of the most powerful moral opposition that could be organized on earth, and has resulted in cutting us off from some, at least, of those Roman Catholic readers whose good will we formerly enjoyed and highly prized, give us perhaps, some claim on the kind offices of those who value free speech and freedom of religious belief. The actual diminution of the circulation of the *Daily Witness* is of course, comparatively small, amounting to about 500 out of 13,000, or less than four per cent., and does not affect us peculiarly, as we can still claim a circulation equal in volume to that of all the rest of the daily city press, probably the majority of our old Roman Catholic reading being such still.

The progress of the paper may be gathered approximately from the following figures:

	Cir. Daily.		Cir. Semi-Weekly and Tri-Weekly		1st Weekly
	1st Sept.	1st Sept.	1st Sept.	1st Sept.	
1871,	10,700	3,000	8,000		
1872,	10,000	3,600	9,000		
1873,	11,600	3,600	10,750		
1874,	12,900	3,800	17,000		
1875,	12,400	3,200	19,700		

We have good reasons to be specially desirous to reach the whole country this winter, and have the *Witness* presented earnestly to the notice of every family. To this end we have determined to depart from the usual course of allowing our publications to commend themselves on their merits alone, and to inaugurate on a large scale a competitive effort on the part of all our subscribers to increase the subscription list. This competition will last during the month of October, and will be open to all. The list of prizes will be found below.

If this comes to any who are not familiar with the *Witness*, we may say that for twenty-nine years it has labored for the promotion of evangelical truth, and for the suppression of the liquor traffic. Our effort is to produce a *Christian Temperance Newspaper*, unattached to any political party or religious denomination, seeking only to witness fearlessly for the truth and against evil doing under all circumstances, and to keep its readers abreast with the news and the knowledge of the day. It devotes much space to Social, Agricultural and Sanitary matters, and is especially the paper for the home circle. It is freely embellished with engravings.

The *Weekly Witness* has been enlarged twice, and nearly doubled within four years, and is the very most that can be given for the price—\$1.10 per annum.

The *Montreal Witness* (Tri-Weekly), gives the news three times a week, and all the reading of the *Daily Witness* for \$2.00 per annum.

The *Daily Witness* is in every respect a first class daily containing much more reading matter than the papers which cost twice as much, for \$3.00 per an.

All of course, are post-paid by Publishers. Subscribers remitting new subscriptions beside their own are entitled to the following discounts on such subscriptions:

Daily Witness	50c.
Tri-Weekly	35c.
Weekly	25c.

PROSPECTUS FOR 1876 OF THE "CANADIAN MESSENGER."

THE PIONEER PAPER.

The *Messenger* is designed to supply the homes of the Sunday School scholars of America with family reading of the most useful and interesting sort at the lowest possible cost. It consists of eight pages of four columns each, and contains a Temperance department, a Scientific department, a Sanitary department, and an Agricultural department. Two pages are given to family reading, two to a tale in large type for children, and

one to the Sunday School lessons of the International Series, and a children's column. The paper is magnificently illustrated. There has been a very rapid increase in its circulation during the past year, namely, from 15,000 to 25,000, and the ratio of increase rises so rapidly that the proprietors have sanguine hopes of doubling the latter figure before the end of next year. There has been, as a result of this prosperity, some improvement in the style of the paper, and it will, of course, be possible to introduce more and more improvements as circulation grows. Most of the growth of the *Messenger* has been by the voluntary recommendation of it by friends who have formed their own opinion of its worth, and by the introduction of it into Sunday Schools. Young correspondents say that their Sunday Schools are more interesting and better attended since it has been introduced.

The following are the prices of the *Messenger*:

1 copy	\$ 0 30
10 copies	2 50
25 copies	6 00
50 copies	11 50
100 copies	22 00
1,000 copies	200 00

Surplus copies for distribution as tracts, twelve dozen for \$1.

PROSPECTUS FOR 1876 OF THE "NEW DOMINION MONTHLY."

In general style and appearance the *Dominion* has, during the last few months, very considerably improved, and it is intended to improve on the present as much as the present is an improvement on the past, and the Magazine of next year will be read with an ease and pleasure greater than hitherto. When we say that these improvements are not to be marked by any change of price, we refer to the full price of \$1.50 per annum. Hitherto the *Dominion* has been clubbed with the "Weekly Witness" at \$1.00, which it will be simply impossible to continue now that one fifth has been added to its bulk, along with better paper and printing. The *Dominion* is henceforth to be clubbed with the "Witness" at \$1.25, and is better worth its cost than ever before. Twenty-five cents, instead of fifty will be the discount allowed to friends obtaining for us new subscribers at full rates, the inducements to subscribers being now put into the magazine itself. The object of the publishers of the *Dominion* is to develop a native Canadian literature, and very much has been accomplished in this way during its history of nine years, the age of the magazine being that of the *Dominion* of Canada. Those interested in the same object will not, we think, waste their efforts if they do what they can to make the magazine a pecuniary success, what we presume no magazine in Canada has ever yet been for any length of time.

LIST OF PRIZES.

- To the person sending the largest amount of money on or before 1st Nov., as payment in advance for our publications..... \$50.00
- To the person sending 2nd lar't am't 40.00
- " " 3rd " 30.00
- " " 4th " 20.00
- " " 5th " 15.00
- " " 6th " 10.00
- " " 7th " 10.00

Five prizes of \$5 each for the next largest amounts..... 20.00

JOHN DOUGALL & SON,
Publishers, Montreal.

195,000. The DAILY and WEEKLY Editions of the
MONTREAL STAR

have now (it is estimated) an audience of *One Hundred and Ninety-five Thousand Readers*, which makes them the most widely circulated and influential newspapers published in Canada.

BOYNTON'S PATENT LIGHTNING SAW.

\$500 CHALLENGE,

That it is the **FASTEST-CUTTING SAW** in the world.

In order to introduce my unrivalled Cross-Cut Saws to the Canadian market, I will send my best saws to any address at **50 cts. per foot** for cash in advance for one month. This is one-half my list price. *Perfect quality guaranteed. Agents wanted.*

E. M. BOYNTON,
13-1 80 Beekman St., N. Y.

DR. WARNER'S SANITARY CORSET.

With Skirt-Supporter and Self-Adjusting Pads.



Patented Sept. 28th, 1875.

Secures health and comfort of body, with grace and beauty of form.

We would particularly call attention to the following advantages:

1st. It affords a convenient and efficient support for the underclothing.
2d. The Self Adjusting Pads are the delight of every lady. They give elegance to the form, and are not in any way injurious or objectionable.
3d. It combines three garments in one—a corset, a skirt supporter, and self-adjusting pads—and yet costs no more than an ordinary corset.

In ordering, give size of waist instead of number of corset usually worn.

Price in London Cord, \$2.00, Satteen, \$1.75, Misses' Corsets, \$1.25, Children's Corset-waist with stocking supporter, \$1.50. Samples sent by mail, on receipt of price.

25 cts. will be allowed for this advertisement, if it is cut out and sent with the order.

Great inducements to good Agents.

Address,
WARNER BROS.,
703 Broadway, N. Y.

5in-1

THE WEEKLY SUN.

1776. New York. 1876.

Eighteen hundred and seventy-six is the Centennial year. It is also the year in which an Opposition House of Representatives, the first since the war, will be in power at Washington; and the year of the twenty-third election of a President of the United States. All of these events are sure to be of great interest and importance, especially the two latter; and all of them and everything connected with them will be fully and freshly reported and expounded in **THE SUN**.

The Opposition House of Representatives, taking up the line of inquiry opened years ago by **THE SUN**, will sternly and diligently investigate the corruptions and misdeeds of GRANT's administration; and will, it is to be hoped, lay the foundation for a new and better period in our national history. Of all this **THE SUN** will contain complete and accurate accounts, furnishing its readers with early and trustworthy information upon these absorbing topics.

The twenty-third Presidential election, with the preparations for it, will be memorable as deciding upon GRANT's aspirations for a third term of power and plunder, and still more as deciding who shall be the candidate of the party of Reform, and as electing that candidate. Concerning all these subjects, those who read **THE SUN** will have the constant means of being thoroughly well informed.

THE WEEKLY SUN, which has attained a circulation of over eighty thousand copies, already

has its readers in every State and Territory, and we trust that the year 1876 will see their numbers doubled. It will continue to be a thorough newspaper. All the general news of the day will be found in it, condensed when unimportant, at full length when of moment; and always, we trust, treated in a clear, interesting and instructive manner.

It is our aim to make the **WEEKLY SUN** the best family newspaper in the world, and we shall continue to give in its columns a large amount of miscellaneous reading, such as stories, tales, poems, scientific intelligence and agricultural information, for which we are not able to make room in our daily edition. The agricultural department especially is one of its prominent features. The fashions are also regularly reported in its columns; and so are the markets of every kind.

THE WEEKLY SUN, eight pages with fifty-six broad columns is only \$1.25 a year postage prepaid. As this price barely repays the cost of the paper, no discount can be made from this rate to clubs, agents, Postmasters, or anyone.

THE DAILY SUN, a large four page newspaper of twenty-eight columns, gives all the news for two cents a copy. Subscriptions, postage prepaid, 50c. a month or \$6.50 a year. **SUNDAY** edition extra, \$1.10 per year. We have no travelling agents.

Address,
THE SUN, New York City.

Prospectus for 1876---Ninth Year.

THE ALDINE,
THE ART JOURNAL OF AMERICA.

SOLD ONLY BY SUBSCRIPTION.

THE REPRESENTATIVE AND CHAMPION
OF AMERICAN TASTE.

Steadily, since its inception, **THE ALDINE** has been growing in the affections of the American people. As the exemplar of national achievement in the highest departments of illustrative and mechanical art, it has won for America respect and consideration from the most restrictive art schools of the Old World. **THE ALDINE** plates now go regularly by contract to publishers in England, France, Germany and Russia, and are also copied, without permission, by the punctilious foreigners who have hitherto denounced such appropriation on this side as "piracy." No better proof of superiority could be asked than the fact that it was reserved for **THE ALDINE** to start the flow of original American illustrations to Europe in the face of all tradition and experience. This Nazareth of the art world has produced a good thing at last!

That this progress has been achieved in a period of general financial depression, shows how deep an interest is felt in the enterprise; and now that the support of the American people has brought it triumphantly to the threshold of their centennial jubilee, the conductors of *The Art Journal of America* are fully impressed with the responsibility of the situation, and are determined to spare no exertion to co-operate with the national idea of demonstrated progress.

Undaunted by the misfortune which in a few moments made ashes and waste of the beautiful work of years, the lapse of a single day found **THE ALDINE** people housed in larger and finer quarters, and bending every energy to restore and replace their lost facilities. Condolence and sympathy, with generous tenders of substantial aid, poured from every quarter; and while relying wholly upon their own resources, the conductors of **THE ALDINE** were deeply moved and strengthened for the work by these evidences of the general anxiety for the welfare of their charge.

The idea of **THE ALDINE** has always been to win its way as a teacher through the interest and affections of the people—to avoid a technical exclusiveness, and to show rather than to talk of art matters. Without abandoning the popular feature, the publishers feel that the time has come for a more particular discussion of topics connected with the artistic and aesthetic culture of our people, and to this end they propose to introduce many new features.

In attempting to describe what *The Art Journal of America* will be, it may be expedient to begin by stating what it will not be.

It will not be imported from England, and "published" hereby the addition of an American imprint.

It will not be foreign to the ideas and interests of Americans.

It will not depend for its American character mainly on added pages from the illustrated catalogues of large manufacturers.

It will not hinder art cultivation by using supererogated processes of illustration because the

plates are to be had second-hand and because there was a popular prejudice, preceding education, that valued "steel-plates" by comparative expense rather than by excellence.

It will be thoroughly American and national, without being narrow or conceited.

It will teach Americans the beauties of their country and the progress of their art workers; but it will also bring home to their firesides examples of foreign masterpieces that shall show the heights to be conquered, and stir the emulation and ambition of our younger civilization.

It will furnish communications on art topics from a corps of regular correspondents at the principal art centres of the world—making a connected contemporaneous history of the higher branches of human industry.

THE ALDINE AND AMERICAN SCENERY

The glories of the unrivaled scenery of our country afford an exhaustless field for the exercise of the painter's art. Many attempts have been made to gratify the popular longing for scenes of "home, sweet home," but it will be universally acknowledged that, so far as our illustrated periodicals are concerned, such attempts have hitherto proved miserable failures—mere caricatures or topographical diagrams rather than pictures. It remains for the publishers of **THE ALDINE** to inaugurate an artistic movement that shall be worthy of the subject—that shall give American scenery its rightful pre-eminence in the pictorial world.

In this age and country of universal travel, it is astonishing how comparatively few are acquainted with scenes not to be viewed from the windows of a railway car. To ordinary American "tourists" the mission of **THE ALDINE** will be to reveal the undiscovered beauties, to them "so near, and yet so far." To lovers of nature whose privilege it has been to enjoy the realities, these delineations will come as souvenirs in grateful harmony with the pleasures of memory.

1776. 1876.

The Aldine and the American Centennial.

In accordance with their purpose to give the American people an Art Journal that shall be characteristically their own, the publishers have availed themselves of the approaching anniversary of the birth of the country, to inaugurate that which shall hereafter constitute a principal feature of the enterprise; namely, the artistic illustration of leading historical events in our history. The noble proportions of the **THE ALDINE** page afford every facility for the most effective rendering of details, without which a succession of pictures on any subject become monotonous and wearisome to a degree.

THE ALDINE AND PICTURESQUE EUROPE.

While all proper attention is given to national topics as a distinctive characteristic of the work, no fear need be entertained that its scope will be contracted or the cosmopolitan features of art neglected. The publishers are happy to announce the success of arrangements for placing before their readers a series of views of the grandest and most interesting scenes of Europe on a scale which is possible only with the broad pages of **THE ALDINE**. These pictures are no mere repetitions of the peculiarities of two or three artists, dealing with nature on so small a scale as to afford no opportunity for variety of detail or effect, but they are magnificent full-page plates in every way worthy of costly frames, were they not so appropriately placed in a work which is in fact an ornamental portfolio of high art. This new series of European landscapes will demonstrate the intention and ability of *The Art Journal of America*, to satisfy all demands and to occupy every field of high art illustration.

The art of **THE ALDINE**, national and cosmopolitan, is permitted to range the entire world of reality, and to soar to the heights of the imaginative, so that a surfeit of one thing, however sweet, is impossible. Its subscribers shall recognize that they are supplied not only with the best, but with a healthful and refreshing succession of topics, as comprehensive and exhaustless as the appetite which is so carefully considered.

PRESENTATION PLATES.

Four beautiful designs by John S. Davis, artistically printed in colors, will be presented gratis to subscribers with the March number.

TERMS

The postal edition of **THE ALDINE** will be issued monthly, and mailed, postage free, to subscribers at \$6 per annum, in advance. The publishers are only responsible for advance payment where the money has been actually received at the office of publication in New York, or their regular printed forms of receipt signed by the President and Secretary of the Company is produced.

Parties desiring to act as local agents, will receive prompt information regarding discounts and territory by applying through the mails or in person at the office of publication.

THE ALDINE COMPANY,

18 and 20 Vesey street, New York.

JAMES SUTTON, President.
ISAAC NEWTON, Jr., Secretary.



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. X.

OTTAWA, (CANADA,) TUESDAY, FEBRUARY 15, 1876.

No. 6.

NEWS OF THE WEEK.

The Ontario Legislature was prorogued on Thursday last—the day the Dominion Parliament was opened.

Major General Smyth's annual report was laid on the table of the House of Commons, on the day of the opening of the Session. This is commendable dispatch. The report is a valuable one—containing many points of interest to the Force, and the country generally. We will shortly commence its publication.

Mr. Delorme, on Monday, moved for a return showing the names, age and residence of the veterans of 1812-15; who have received a gratification from the Federal Government of Canada, the number of those militia men having commissions as officers, and how many such applications have been made by persons living out of Canada.

New York was visited on the 8th inst., with one of the most destructive fires that has occurred for years. Property to the amount of four or five million dollars were destroyed, and four firemen lost their lives, and several others badly wounded by the falling walls of the burning houses. One firm that of Casher, Brundertie & Co., lace dealers, estimate their loss at one and a half million dollars.

The Lords of the Admiralty have appointed Mr. George Frederick Smith, of Ottawa, a Lieutenant on board Her Majesty's ship Rover, now fitting out at Sheerness.

The London Globe says it is reported that the difference between the British and French fishermen has led to the destruction of certain machinery which the French used in their operations at Newfoundland. The Government have impressed upon the Colonial Office the advisability of stationing a man-of-war permanently at St. John.

Her Majesty Queen Victoria opened the Imperial Parliament of the British Empire on the 8th inst., in person. Her renewal of the wonted custom was the signal for a grand demonstration, and the thoroughfares of London were thronged. The following is a digest of the Speech from the Throne:—

"England has not stood aloof from the effort now being made by other Governments to bring about the pacification of the Turkish Provinces. England has agreed, with the sanction of Parliament, to purchase the Khedive's shares in the Suez Canal. China has received in a friendly spirit the representation made by England in regard to Margary's murder, and it is hoped the discovery and punishment of the offenders

will speedily follow. The Queen expresses her thanks at the manner in which the Prince of Wales has been received by her Indian subjects. She declares that the course pursued by England, in putting an end to slavery within her own dependencies, makes it important that the action of her ships elsewhere should be in harmony with that course. The affairs of the colonies have generally continued to advance in prosperity though troubles in Malacca and South Africa are pointed out briefly. Bills for regulating the United Kingdom, for the amendment of the merchant shipping laws, and for prison management and primary education, are promised.

The official correspondence relative to the purchase by Great Britain of the Khedive's shares in the Suez Canal, is made public. The details of the commencement and object of the transaction correspond with the explanation made by Mr. Disraeli in the House of Commons last night. In November last the Egyptian Minister of the Interior secured the British Agent that the Egyptian Government considered England her most sincere friend, and would infinitely prefer the Egyptian interest in the canal transferred to England than to any other power. The Rothschild's receive 2½ per cent. commission on the \$20,000,000 advanced, and 5 per cent. interest until the British Government refund. The correspondence includes a letter from Lord O to Russell, the British Minister at Berlin, reporting that Prince Bismarck had mentioned the purchase in terms of high appreciation and approval. A letter of the British Agent at Cairo shows that the Khedive offered to sell England the right to 15 per cent. of the net revenue of the canal, to which he was entitled after the earnings of the canal exceed a certain specified sum. The Khedive recommended the purchase as giving additional control over the canal. The Earl of Derby refused and stated that England would regard as inconsistent with the integrity of the Ottoman Empire any act by which the Khedive dispossessed himself of control over the canal.

The Hungarian diet has decided to erect a national monument to the memory of the late Mr. Dank, the celebrated statesman.

General Garibaldi, son of the Veteran Liberator of Italy, died a short time ago at Florence, without receiving extreme unction. The clergy refused Christian burial, and his father, in consequence, advised a cremation of the remains.

King Alfonso leaves Madrid for the army on Wednesday next. The Government has purchased six Krupp guns, and 6000 rounds of ammunition, to be sent to Cuba.

The Anglo-Egyptian Bank has contracted to advance \$10,000,000 to Egypt on the security of her crops, and also a loan of \$70,000,000. to meet the Egyptian floating debt and other charges.

The *Keles Uepe* a journal of Pesth, publishes the following:—The sublime Porte, on account of its financial difficulties, recently requested Roumania to pay her customary tribute in advance. The Roumanian Government has sent a note in reply declaring that treaties stipulate that the tribute is payable only in return for obligations assumed by Turkey to defend Roumania from foreign invasion. The Porte, however, has shown itself incapable of quelling a local insurrection. The Roumanian Government is convened. It can no longer rely on Turkey for protection, therefore the obligation to pay tribute is at an end. Roumania, moreover, complains that the Porte has concentrated troops at Wedin, and sent ships up the Danube under a false pretext, that the threatening attitude of Serbia rendered such measures necessary. Roumania is consequently compelled to take such measures to protect her frontier. The note concludes with the declaration that Roumania is an independent State, will resist every attempt to occupy the territory or march foreign troops through it.

The Queen will probably proceed to the continent on the 25th March.

The Mutilation Bill introduced in the Imperial House of Commons yesterday, places passengers on the same footing as cargo, in regard to the liability of ship owners for their safety.

Sir Charles A Herby has introduced his Merchants' Shipping Bill in the Imperial House of Commons. It contains all the provisions of the temporary act of last year. Mr. Parnell said his present impression was that the bill fell lamentably short of securing a satisfactory settlement of the question.

Right Hon. Sir John Taylor Celeridge, formerly one of the Judges of the Court of Queen's Bench, and afterward editor of the *Quarterly Review*, died on the 11th inst., aged 86.

In the House of Lords on the 11th, Lord Cairns introduced a Judicature Amendment Bill, maintaining the final appellate jurisdiction of the House of Lords, on an improved system and providing for sittings during the recess of Parliament.

The *Daily Telegraph* has a report from an Egyptian source worthy of credit, that Mr. Cave's departure has been postponed, and when he leaves Cairo he will be succeeded by an Englishman, who will hold the post of permanent adviser to the Khedive.

The Vanguard Court-Martial.

(BY SPECIAL TELEGRAM TO THE BROAD ARROW)

(Continued from page 52.)

The court martial on Captain Dawkins and the officers and crew of Her Majesty's ship *Vanguard* was resumed on Friday morning on board the *Royal Adelaide*, lying in the Hamoaze. Admiral John Hay presided.

The President and other members of the court strictly cross examined Captain Dawkins as to his reasons for ordering the pumps to be deserted and the ship to be abandoned. He said he noted on reports made to him by Commander Tandy, Commander Young, and the chief engineer. He did not go below to verify these by personal observation, as it was unnecessary, it being obvious that the ship was sinking. He knew that if water was pouring through No. 99 bulkhead, and that it could not be checked, no pumps could be of any use. He was anxious above everything to save the lives of his crew, and did not know but that at any moment the *Vanguard* would go down bodily. From the situation nothing could prevent the provision room flat filling, and the ship must inevitably founder.

Why were the men ordered into the boats when the pumps had just been manned through the advice of the chief engineer, who had observed the water coming in less rapidly than before?—Because the ship was sinking more rapidly than she had done before, and I had remained by the ship longer than the judgment of my principal officers advised me to do, and it being evident the ship would founder with all of us on board. It was my duty knowing she was lost, to save the lives of the crew. In this opinion the chief engineer concurred acknowledging that he had made a mistake about further pumping, as it was useless.

Was it twenty minutes before the ship foundered when you left the ship?—By the log I had left her a quarter of an hour before she foundered.

Did an hour and twelve minutes elapse between the collision and the foundering of the vessel?—Yes.

Were the whole of the ship's company on board the last time you gave the order for the pumps to cease working?—No. I had previously sent a portion of the men—a couple of boats' crew that I knew could be spared—to the *Iron Duke*, knowing in my own mind at that time—

The President: The simple answer to that question is enough. We don't want the reason. How many men remained?—About two thirds—230 out of 340.

Considering that the ship took an hour and twelve minutes to founder, and that the sea was smooth, can you give any explanation of no attempt being made to stop or check the leak, either by sails outside or materials inside shored up against the site of the leak?—The shoring up of the fracture from inside I consider not practicable at all; at the time I felt the *Vanguard* to be sinking there was no time then to get sails prepared to go over the side; the suggestion of sails was never made to me, neither do I conscientiously believe, when I first knew the *Vanguard* was going, that I could have got them up, or that they would have been ready for service before the vessel foundered.

Considering that the ship took about one hour and twelve minutes to founder, explain why no effort was made to tow the ship on to the banks, with eleven fathoms of water on it, at the time of collision, about eight

cables distant?—I did send a message to Captain Hickley to see if he could take us in tow, and I am not sure whether he received it, but I believe Captain Hickley did not consider it practicable.

Did you?—If the *Iron Duke's* hemp cable had been ready it might have been done, but Captain Hickley entertained the same opinion as myself, that the *Vanguard* would have gone down half an hour before she did.

Believing that your ship could be taken in tow by the *Iron Duke*, did you order Captain Hickley to take the *Vanguard* in tow?—Yes. My message was—"Ask Captain Hickley if he will take us in tow." No answer was received.

Did not your navigating officer suggest to you to take the ship into shallower water?—No.

Does it appear that the ship foundered eight cables from twelve fathoms?—Yes.

Robert Brown, chief engineer of the *Vanguard*, was recalled and examined. He believed there were two covers of the wing passages off at the time of the collision to prevent the generation of a noxious gas from the paint which had been applied. The whole of the double bottomed doors were screwed down tight before the ship proceeded on her cruise, and were not to his knowledge taken off again. The water from the fracture could not have found its way into the wing passages which had the covers off, as they were protected by bulkheads the water tight doors of which were closed. He knew that these doors leaked, but the water had not risen high enough to flow into those passages when they left the ship. Witness believed he was entirely responsible for the water tight space and wing passages. Witness did report to the captain immediately after the collision that the ship was sinking, and he regretted having used the word "sinking," his meaning being not that she would go down at once, but to make the captain understand the serious nature of the injury the ship had sustained.

The cross examination of this witness was continued on Saturday, with a view to fix the liability of the subordinate officers for closing the doors and rigging the pumps, and also to the extent to which the pumps could reach the various compartments. The purport of the answer went to indicate considerable delays in making the compartments watertight. The stoke-hole doors could only be closed one at a time, as the ship had only been supplied with one spanner. When the witness reported to the captain five minutes after the collision that the watertight doors were closed, he meant only the doors requisite to confine the leak, and so he believed the captain understood him. The doors in the 117 bulkhead, as well as those in 25 abaft the sick bay, he knew were open, and as there was no likelihood of the water passing through them, he thought it was quite unnecessary to close them under the circumstances, as they could have been got to at any time. As to the doors in the after parts of the shaft alleys, he judged it of far more importance to close the outer than the inner ones; and when the outer were closed the inner could not be got at, even if there had been no water there. The water got into the provision room principally from the starboard door in 99 bulkhead, from which it ran down into the starboard provision room and thence over the starboard shaft alley through the provision room amidships. There was only a very low combing of 1 1/2 in. to 2 in. above the deck. From the beginning the ship had a list to starboard, and nearly all the water that leaked through the bulkhead above the

lower deck ran down into the starboard, provision room. This accounted for the water never having been at any depth on that deck, and including the leakage from the doors, more water came through the ninety nine bulkhead than could be pumped out by the 7 inch pump continuously worked. He saw no water in any other of the four compartments or spaces abaft 99 bulkhead; when he suggested to Captain Dawkins that the ship might be towed into shallow water, he saw Captain Dawkins look over the side, and say, to some one apparently in a boat alongside—"The chief engineer suggests that the ship should be taken in tow, will you take the message to the *Iron Duke*?" The orders of the Admiralty regarding watertight compartments were complied with while in harbour, but while on cruise it was not strictly worked once a week, but portions of them were examined and worked whilst at anchor.

Captain Hope: It is in evidence that at the time of the collision the engines were moving ahead. Did you, hearing the rush of water, order the bilge injection to be turned on?—No. The *Vanguard* was fitted with surface condensers, and the means provided, instead of bilge injections, was to alter the condensers from surface to common. To effect the requisite changes it was necessary to get below the plates of the engine room floor, and it could not have been done in less than seven minutes for each engine, or half an hour for the four engines, and I saw that it was hopeless to effect these changes before the engine room was flooded. All four engines could have been worked together, with sufficient men that understood them. Two would be required for each engine. The *Vanguard's* engines were fitted with circulating pumps, and by the changes I have indicated the circulating pumps became bilge pumps.

Then was this the only bilge injection possible?—Yes; but besides there were four of the ordinary plunger bilge pumps driven by the engines.

Was the valve in connection with the steam pump and the main drain a stop valve?—Yes. It was the practice to keep it closed, and it was necessary to do so, because there was a suction from the sea on a branch of the same pipe. The engines were also intended to be used as fire engines, and if the sea communication and the valve were open together there was nothing to prevent the ship being flooded through the drain valves. The stop valve could only be got at below the stoke-hole plates.

Is not, in your opinion, the arrangement of the suction communication from the steam pump to the main drain a most objectionable one?—Yes; I consider it should have been a non return valve, and it would also be an advantage if the stop valve was capable of being worked from the lower deck.

When the court reassembled on Monday, the same witness described, in answer to the president, how the water passed into the stokehole:—"There were ventilation holes cut in 85 bulkhead, and also in 67 on both sides of the ship, and after the engine room was full the water would pass in among the coals, and then forward through the opening in 85, after filling the space that was open to be filled in the coal boxes which pass out through 67, just above the athwart ship doors of 67 bulkhead. The ventilation holes were immediately under the lower deck, and were eight inches long and four wide. There was a strip of sheet iron over them, but it was not watertight. These holes were made by the dockyard in June last."

Nicholas Gedge, leading man of the millwrights of Keyham Factory, said the pumps of the *Vanguard* available for pumping out of her were two 9 inch pumps and three 7 inch. The 9 inch would throw from 24 to 26 tons per hour each, with 30 revolutions a minute. The 7 inch would throw about half that quantity each. This would make a head pumping power of 84 tons an hour.

David Fiddy, carpenter of the *Vanguard* recalled, said he did not know whether any part of the double bottom was filled with water before collision. It was his duty to know, and Circular 52 of 1873 said that the state of the compartments, as to being full or empty, or having water in them, was to rest with the carpenter of the ship, who was to sound them morning and evening and report their state. He did not report in the morning, but always in the evening.

It being your duty to stop leaks, did you make any suggestion to your captain as to how the leak should be stopped? No. There was a diver on board with the necessary apparatus.

Why was he not employed, the ship being motionless and the sea smooth, while the *Vanguard* was foundering?—I cannot say not having charge of the diver.

Mr. Trickett, chief engineer inspector of machinery, Devonport Dockyard, in reply to Captain Hope, said the available pumps and other means of discharging the water of the *Vanguard* were four bilge suction pumps attached to the circulating pumps, each suction being five inches in diameter. These would take out twenty three tons per minute with the engines going full speed. There were also four bilge pumps attached to the engine, which would throw 1½ tons per minute; a 40 horse pump engine with two pumps capable at 100 revolutions of discharging four tons per minute; two hand pumps in each screw alley raising a ton an hour; two 9 inch Downton pumps, and three 7 inch Downton pumps, raising half a ton per minute. The total of these appliances would take up thirty tons a minute.

How many men are requisite to change the circulating pumps to discharge from the bilge?

Witness: Two for both engines in an emergency.

Can you state whether the appliance alluded to in the *Vanguard* are situated in a readily accessible place for an emergency?

Witness: So far as I remember and can gather from drawings in the office, they are situated near to the inner bottom, and two of them are, I believe, below the flow-plates.

Captain Ward: From your knowledge of the 40 horse power engines, do you think it possible for the engineer department of the *Vanguard* in a quarter of an hour to transfer its internal suction to another part of the ship?

Witness: There was no provision made for anything of that kind; but the lower end of the suction pipe above the inner bottom could be chopped off, and that would have enabled the pump to take the water from the upper part of the inner skin.

Captain Parken: Could water be taken from the inside skin by the 40 horse engines if the screw down valve of the drain pipe had been closed?—No, as far as I know.

Captain Hope: Supposing two men available, how long would it take to make the necessary alterations in the circulating pumps to enable them to discharge from the bilge?

Witness: About four minutes, everything being ready and the way clear.

Commander Tandy, recalled, said: When I went below, abaft the engine room, after

every one was out of the ship except the captain and a few officers, the starboard tank room was full, the centre provision room had water up to about the bottom of the upper tier of casks. The place being about two thirds full of casks, I did not lock into the starboard provision room; but the hatch was off, and the water was flowing down.

Why were these hatches off?

Witness: The hatch was taken off occasionally for ventilation, and I suppose that was the case on the day of the collision.

And left off while the water was running down them?

Witness: It was off when I went below.

Captain Lethbridge: What was the depth of water on the after provision room flat when you looked down just prior to leaving the ship?

Witness: On the port side about an inch to about four inches, on the starboard side the deck cloths were floating about.

On the assembling of the court on Tuesday, several witnesses were recalled to clear one or two minor points, and then the president announced that the prosecution was closed. After a short adjournment.

Captain Dawkins read a defence for himself, Lieutenant Hathorn, and Navigating Lieutenant Thomas, which went through the whole of the evidence, and of which the following are the chief points:—The squadron was formed into two columns line ahead Vice Admiral Sir W. Tarleton, who commanded the squadron, leading the starboard column, composed of the *Warrior* and *Heclor*, the port column consisting of the *Vanguard* and *Iron Duke*. By adopting the rectangular mode of performing the revolution, we, the port column, were left at the termination of the manoeuvre not quite abreast our respective opposite ships in the starboard column, but slightly astern of our stations, and it was our duty as soon as possible to obtain our proper position. To this end the *Vanguard* and *Iron Duke* increased speed to eight knots and upwards, which, as the speed of the admiral's column was seven knots, would obviously have put us in our station very shortly. While thus occupied a fog came on—a sudden, dense, and impenetrable fog—and I was very properly sent for by Lieutenant Hathorn, my able officer of the watch, with a message that he did not consider we were quite in station. Lieutenant Hathorn relieved the deck at thirty minutes past noon, and the ship was then three cables, or within less than one third of a mile, from being abreast the *Warrior*; but, as the *Vanguard* was going at the very least one mile an hour (as the evidence has shown) more than the admiral's flagship, she could not have been many yards short of her prescribed position when I went on deck at 12.40. It is to be borne in mind that we had been given a course to steer, which was immutable. The course was S. ½ E. Our bounden duty was to steer that course, no other; and before the fog set in the *Iron Duke* was following in our wake three cables astern, or one cable more than the regulations enforce for close order; but she was steering our course precisely. We were now in the fog. At once, owing to long standing and strong feelings on the subject, and being dissatisfied to rush through the water in a dense fog at a speed of eight knots, prepared, as leader of my column, and in the absence of any instructions from the admiral by signal or preconcert, to act according to my own judgment, which, I shall presently show, was precisely what I was relied on to do. I therefore made the signal, to my follower, the *Iron Duke*, to slacken speed. I believe now there was a better signal, but

it was not known offhand by my lieutenant and his signalman, and was not used. Still the signal I adopted—namely, sounding the pennants with the steam whistle on Morse's principle of long and short pauses, followed by a prolonged scream or shriek—was made and repeated three or four times, but without any response from the *Iron Duke*, from the fact, as we now know, that her steam whistle could not be used. At 12.43 I ordered speed to be reduced to six and then to five knots, but it was never actually lowered beyond six knots. Six minutes only or thereabout have elapsed since I came on deck on account of the fog, the whistle is beseeching an answer from the *Iron Duke*, we hear the admiral on the starboard bow making his pennants, the speed of the *Vanguard* is being reduced gradually, extra look outs are being placed "keep a sharp look out" is ordered by the officer of the watch, repeated by the signalman to his staff, eyes are strained through the fog, and now comes the cry from the starboard bow, "Ship right ahead." "Stop her," I exclaimed, and rush forward to the forecabin, hearing simultaneously the correct order from Lieutenant Hathorn, "Hard a starboard with the helm." On the arrival at the forecabin I discover a ship for an instant, and she is gone past. Most providentially for her our speed had been reduced to get my ship under the greatest possible command in the event of necessity from the proximity of the strange ship, which, however, I felt convinced was now clear of our progress forward. I gave the order, "Full speed ahead," and in doing so with my face ast discovered a ship coming straight on to us on the port beam, and a few seconds afterwards the *Vanguard*, whose helm had already been reversed from starboard to port, received her fatal stab from the *Iron Duke*, whose silence had induced the belief that she was far astern in the fog out of hearing, and out of danger to me, and who had she came up in our wake in the course ordered, and from which we had only turned a moment before a slight degree, that is one and a quarter points, to avoid the strange vessel which we had confronted, and which turning from our course absolutely made the way clear for her, she could not have fouled us, as is admitted by Captain Hickley in his evidence, for a few spokes of her helm on either side would have cleared us easily. The idea that the reduction of the speed of the *Vanguard* caused or contributed to the collision cannot, I feel sure, be entertained, for the difference in our position at the moment of the collision consequent on the reduction of speed from eight to six knots for seven minutes (the mean speed of which would be seven knots), would be a little over one cable; and as the *Iron Duke* came to be in such an unexpected quarter is a matter left to the decision of the court, and I gladly abstain from any comment on it. I now apply myself to justify the conduct of myself, my officers, and ship's company from the collision to the abandonment of the ship. It is known to the court that from the moment of the collision to the actual foundering of the *Vanguard* was an hour and ten minutes, which must from the evidence be distributed as follows:—From collision to order for crew to get to boats, 5 minutes; from collision to captain quitting the ship, 50 minutes; from collision to actual foundering 70 minutes. So that there were 40 minutes only of working time to save the ship if possible and ensure the safety of her crew, the last 20 minutes of which was a very critical period, and was time I could not rely on for one moment to another. This is a very important consideration to bear in mind, for if I had been

able to rely on the whole of the 40 previous minutes which events proved were available, the time was not enough for any great engineering or carpentering work to stop the leak or to devise and carry out any plan for saving the ship beyond what was done, but each minute after the first ten or so intensified my anxieties and responsibilities a hundredfold, and I knew not the moment at which our labours might terminate perhaps for ever. In conclusion, it is due to myself and to my officers and ship's company to state that on my ordering the crew a second time to the pumps on the suggestion of the chief engineer, I was acting entirely against the advice of the principal officers (except the chief engineer, which had been given to me shortly before; but this advice was not repeated at the moment, for we all felt it was our duty to go down with the ship rather than the smallest shadow of a reflection should ever be thrown on our conduct or efforts to save our nobleship. We now leave the case in the hands of this honourable court with complete confidence that we shall be held to have acted justly before the accident and becomingly afterwards.

After being in deliberation for three hours and three quarters the court adjourned till Wednesday, when a further deliberation of four hours took place; the Deputy Advocate then read the following finding:—"Having heard the evidence which has been adduced on this enquiry and trial, the court is of opinion that the loss of the *Vanguard* was occasioned by the *Iron Duke* coming into collision with her off the Kish Bank, in the Irish Channel, at about 12.50 on the 1st September inst., from the effects of which she foundered; that such collision was caused—firstly, by the high rate of speed the squadron, of which these vessels formed a part, was proceeding whilst in a fog; secondly, by Captain Dawkins, when leader of his division, leaving the deck of his ship before the evolution which was being performed was completed, as there were indications of foggy weather at the time; thirdly, by the unnecessary reduction of the speed of the *Vanguard* without a signal from the vice admiral in command of the squadron, and without Her Majesty's ship *Vanguard* making the proper signal to the *Iron Duke*; fourthly, by the increased speed of Her Majesty's ship *Iron Duke* during a dense fog, the speed being already high; fifthly, by the *Iron Duke* improperly steering out of the line; sixthly, by the want of any fog signal on the part of the *Iron Duke*. The court is further of opinion that the cause of the loss of the *Vanguard* by foundering was a breach being made in her side by the prow of the *Iron Duke* in the neighbourhood of the most important transverse bulkhead, namely, that between the engine and boiler rooms, causing a great rush of water into the engine room, shaft alley, and stokehole, extinguishing the fire in a few minutes, the water eventually finding its way into the provision room flat and provision rooms through imperfectly fastened watertight doors, and owing to leakage of 99 bulkhead. The court is of opinion that the foundering of the *Vanguard* might have been delayed, if not averted, by Captain Dawkins giving order of immediate action being taken to get all available pumps worked instead of employing his crew in hoisting out boats, and if Captain Dawkins, Commander Tandy, Navigating Lieutenant Thomas, and Mr. David Tiddy, carpenter, had shown more resource and energy in endeavouring to stop the breach from the outside with the means at their command, such as hammocks and sails; and the court is of opinion that Captain Dawkins should have ordered Captain

Hickley, of the *Iron Duke*, to tow the *Vanguard* into shallow water. The court is of opinion that blame is imputable to Captain Dawkins for exhibiting want of judgment and for neglect of duty in handling his ship, and he showed a want of resource, promptitude, and decision in the means he adopted for saving the *Vanguard* after the collision. The court is further of opinion that blame is imputable to Navigating Lieut. Thomas for neglect of duty in not pointing out to his captain that there was shoaler water within a short distance, and in not having offered any suggestion as to the stopping of the leak on the outside. The court is further of opinion that Commander Tandy showed great want of energy as second in command under the circumstances. The court is further of opinion that Mr. Brown, the chief engineer, showed want of promptitude in not applying the means at his command to relieve the ship of water. The court is further of opinion that blame is imputable to Mr. David Tiddy, of the *Vanguard*, for not offering any suggestions to his captain as to the most efficient mode of stopping the leak, and for not taking immediate steps for sounding the compartments and reporting from time to time the progress of the water. The court adjudges Captain Richard Dawkins to be severely reprimanded and dismissed from the *Vanguard*, and he is hereby severely reprimanded and so sentenced accordingly. The court adjudges Commander Goldie Tandy and Navigating Lieutenant James Cambridge Thomas to be severely reprimanded, and they are hereby severely reprimanded accordingly. The court adjudges Mr. Robert Brown, chief engineer, and Mr. David Tiddy, carpenter, to be reprimanded, and they are hereby reprimanded accordingly. The court imputes no blame to the other officers and ship's company of H. M. S. *Vanguard* in reference to the loss of the ship, and they are hereby acquitted accordingly."

CORRESPONDENCE.

The Editor does not hold himself responsible for individual expressions of opinion in communications addressed to the VOLUNTEER REVIEW. The real name of the writer must invariably accompany each communication to insure insertion, but not for publication.

(FROM OUR OWN CORRESPONDENT.)

MONTREAL, 12th Feb., 1876.

Thanks to the energy and perseverance of our worthy Deputy Adjutant General Colonel Fletcher, and strongly backed in the Council chamber by Alderman George Stephens the claims of the Volunteers for services rendered at the "*Guibord*" funeral on the 16th November 1875, have at last been liquidated, and there is also a slight probability, that the pay due our citizen soldiers for two days attendance under arms, when called out during the elections some six years ago, may, likewise be favorably considered by the present corporation.

A very old and respected officer of the Reserve force has just paid the debt of nature, I allude to Lieut. Colonel Rodier whose decease took place on the 3rd instant. Colonel Rodier held the appointment of Mayor of Montreal at the time of His Royal Highness the Prince of Wales visit to this country. Colonel Rodier had attained the ripe

age of 79 years and is much and deservedly regretted as a loyal subject and true gentleman.

The 5th Royal Fusiliers were lately inspected by their new commanding officer Lieut. Colonel Crawford and turned out for the first time with arms and in uniform.

The 6th Fusiliers furnished the Guard of Honor on the occasion of the departure of His Excellency the Governor General from the City.

The revised Infantry Sword exercise for 1875, is almost a *fac simille* of that produced and published by Lieut. Col. McLeod Moore late H. M. 69th Regiment when that officer was stationed in Ottawa in charge of Penitentiaries a few years since, Colonel Moore was a pupil of Angelo's, and was considered one of the best Swordsmen and singlestick player in the British Army, his system, of only four cuts and Guards (similar to the present cavalry exercise) has been adopted in the new practice. Of this more anon.

X.

DOMINION OF CANADA.



MILITIA GENERAL ORDERS.

HEAD-QUARTERS,

Ottawa, 11th February, 1876.

GENERAL ORDERS (3.)

No. 1.

MILITIA STAFF.

Storekeepers Frederic Lampson, at Quebec, and Samuel Pope, at Montreal, having respectively the relative rank of Captain, to have the Honorary rank of Major.

ACTIVE MILITIA.

SCHOOLS OF GUNNERY.

Recommendations for admission.

The Schools of Gunnery being chiefly intended for the instruction of officers, non-commissioned officers and men of the Canadian Artillery in the drills, duties &c., pertaining to that branch of the Service—Officers commanding Batteries of Artillery are requested to exercise care and judgment in the selection and recommendation of the

non-commissioned officers and men whom they are desirous of sending to Kingston or Quebec for a course of instruction.

It has been found in several instances, that strangers in the country in need of employment have been enrolled by officers commanding Batteries for the purpose of being sent to a school of Gunnery, such men rarely return to their Batteries, and frequently proceed to the United States on the completion of their course of instruction.

It is therefore considered advisable that only persons having a permanent residence in the Brigade Division to which the Battery belongs, should be recommended by the officer commanding it for admission to a School of Gunnery.

PROVINCE OF ONTARIO.

38th "Brant" Battalion or "Dufferin Rifles."

To be Lieutenant Colonel:

Major Hiram Dickie, V. B., from Retired List, vice Patton, retired.

No. 3 Company, Brantford.

ERRATUM.—In No. 2 of General Orders (S), 30th April, 1875, read "Alfred John Wilkes" instead of "Arthur John Wilkes."

56th "Grenville" Battalion or "The Lisgar Rifles."

No. 1 Company, Prescott.

To be Captain, provisionally:

Alphus Adams, Esquire, vice Mowat, resigned.

PROVINCE OF NOVA SCOTIA.

63rd "Halifax" Battalion of Rifles.

To be Captains:

Lieutenant Edmund Fultz, M. S., vice Vaughan, retired

To be Lieutenant:

Ensign John Hawkins Anderson, M.S. vice Fultz, promoted.

To be Ensigns:

Corporal Henry Ritchie, M.S. vice Anderson, promoted.

Private Thomas Halliwell, M. S., vice Daniel B. Ready, left limits.

Sergeant William Bishop (provisionally).
Corporal Kynaster Fife-Paulin (provisionally).

ERRATUM.—In No. 1 of G. O. (21), 13th August, 1875, read "Ensign John Millsom" instead of "Ensign James Millsom"

No. 2.

CERTIFICATES GRANTED.

SCHOOLS OF MILITARY INSTRUCTION.

PROVINCE OF NEW BRUNSWICK.

<i>Regimental Divisions,</i>	<i>Names,</i>
Northumberland,	—Sergt. Allan Cameron, 73rd Bat.
3rd St. John,	—Private James Milledge, 62nd Bat.
York,	—Private Moses Sharp, 71st Bat.

RESERVE MILITIA.

PROVINCE OF QUEBEC.

REGIMENTAL DIVISION OF BERTHIER.

No. 1 Company, Division.

To be Captain:

Lieutenant Archy Dostaler, vice J. O. Chalut left limits.

To be Lieutenant:

Henry Meek, Gentleman, vice A. Dostaler, promoted.

To be Ensign:

John Coyle, Gentleman, vice Alphonse Ferland, left limits.

No. 2 Company, Division.

To be Captain:

Lieutenant George Champagne, vice James D. O. McBean, deceased.

To be Lieutenant:

Ensign C. Raymond Magnant, vice G. Champagne, promoted.

To be Ensign:

Alfred Destaler, Gentleman, vice C. R. Magnant, promoted.

REGIMENTAL DIVISION OF JOLLETTE.

To be Lieutenant Colonel:

Major James Read, vice de Lanaudière, deceased.

PROVINCE OF NEW BRUNSWICK.

REGIMENTAL DIVISION OF 2ND ST. JOHN.

No. 1. Company, Division.

To be Lieutenant:

Ensign William G. Leo, vice Edward T. Sturdee, transferred to Active Militia,

No. 2 Company, Division.

To be Captain:

Lieutenant Charles D. Jordon, vice G.M.C. Howard, left limits.

To be Lieutenant:

Ensign William H. Thorne, vice C. D. Jordon, promoted.

To be Ensign:

Robert A. Cameron, Gentleman, vice W. H. Thorne, promoted.

No. 3 Company, Division.

To be Captain:

Lieutenant Silas H. Brown, vice George Stymst, deceased.

To be Lieutenant:

Ensign Thomas H. Lawson, vice S. H. Brown, promoted.

No. 6 Company, Division.

To be Ensign:

Henry Eagar Blakeslee, Gentleman, vice James Sidney Kaye, transferred to Active Militia.

By Command,

WALKER POWELL, Colonel,

Adjutant General of Militia,

Canada.

REVIEWS.

The British Quarterly Review for January, republished by The Leonard Scott Publishing Co., 41 Barclay Street, New York, contains as follows:

1. Herbert Spencer's Sociology.
2. Among the Prophets.
3. The Hindu Woman, real and ideal.
4. Servia.
5. The Stock Exchange and Foreign Loans.
6. Disestablishment in New England.
7. Political Questions in Italy.
8. Contemporary Literature.

The periodicals reprinted by the Leonard Scott Publishing Company (41 Barclay Street, N. Y.) are as follows: *The London Quarterly*, *Edinburgh*, *Westminster*, and *British Quarterly Reviews*, and *Blackwood's Magazine*. Price, \$4 a year for any one, or only \$15 for all, and the Postage is prepaid by the Publishers.

The hard times and scarcity of money do not seem to be felt by our confier of the *St. John Telegraph*, for the Weekly edition of that journal has been recently considerably enlarged, by the addition of two columns to each page, as well as the lengthening of the columns to make the page uniform. The *Telegraph* is neatly got up, well printed, ably edited, and the selected articles always good—in a word it is a first class newspaper.

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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, TUESDAY, FEBRUARY 15, 1876.

TO CORRESPONDENTS—Letters addressed to either the Editor or Publisher, as well as Communications intended for publication, must, invariably, be *pre-paid*. Correspondents will also bear in mind that one end of the envelope should be left open, and at the corner the words “Printer’s Copy” written and a two or five cent stamp (according to the weight of the communication) placed thereon will pay the postage. No communication, however, will be inserted unless the writer’s name is given, not necessarily for publication, but that we may know from whom it is sent.

We have for the past *nine* years endeavored to furnish the Volunteer Force of Canada with a paper worthy of their support, but, we regret to say, have not met with that tangible encouragement which we confidently expected when we undertook the publication of a paper wholly devoted to their interests. We now appeal to their civility and ask each of our subscribers to procure another, or to a person sending us the names of four or five new subscribers and the money—will be entitled to receive one copy for the year *free*. A little exertion on the part of our friends would materially assist us, besides extending the usefulness of the paper among the Force—keeping them thoroughly posted in all the changes and improvements in the art of war so essential for a military man to know. Our ambition is to improve the *Volunteer Review* in every respect, so as to make it second to none. Will our friends help us to do it? Premiums will be given to those getting up the largest lists. The *Review* being the only military paper published in Canada, it ought to be liberally supported by the officers, non-commissioned officers, and men of each Battalion.

The notice subjoined will tell its own story—and we can only regret that none of our Canadian officers are likely to be competitors—we are quite certain that there are men amongst them fully capable by education and ability to produce a creditable essay on the proposed subject:

LOYAL UNITED SERVICE INSTITUTION.

Memorandum for 1876.

The Council having decided that a Gold Medal be granted annually for the best Essay on a Naval or a Military subject, to be de-

termined on, each year, by the Council, make known the conditions of competition:—

(1) The Candidates must be Members of the Institution.

(2) The subject for this year shall be of a Military character.

(3) The Essays must not exceed 48 pages of the size and style of the “Journal.”

(4) The Essays must be forwarded to the Secretary, on or before the 1st November next.

(5) The Essays must be strictly anonymous, but each to have a Motto, and be accompanied by a sealed envelope with the Motto written on the outside, and the name of the Candidate inside.

(6) The Essays will be submitted for decision to three Referees chosen by the Council; but no award will be made by them in favour of any Essay which does not, in their opinion, attain a sufficient standard of excellence.

(7) The successful Candidate will be presented with the Medal at the Anniversary Meeting, and his Essay will be printed in the “Journal.”

The following is the subject for the Essay for the present year: “On the Causes which have led to the Pre-eminence of Nations in War.”

By Order.

B. BURGESS, Capt.,
Secretary.

Whitehall Yard, London,
4th January, 1876.

The lectures for the current season are the following highly interesting subjects:—

“Another Warning Voice from 1805,” by Major General COLLINSON, R.E.; “Circular Ironclads,” by E. J. REED, Esq., C.B., M.P.; “How best to keep up and Improve the Seamen of the Country,” by T. BRASSEY M.P.; “On Cavalry Tactics,” by Major FRANK S. RUSSELL, 14th Hussars; “The Roman Military Occupation of Britain,” by Major General J. L. VAUGHAN, C.B.; “The comparative cost of Armies of different Nations including the loss to a country by Conscription,” by Captain J. C. ARDAGH, R.E.; “Ancient Naval Tactics,” by Rev. EDMOND WANE, M.A.

Those will be followed by a series of able papers on practical subjects by distinguished experts in both services. Altogether the lectures before Easter are of the most interesting description. The last subject has been dealt with by a distinguished Naval Officer in the United States service.

“THERE is no confirmation, and, what is equally important, there is no contradiction of the report that the British Government has acquired the harbor of Mohamerah, the port at the head of the Persian Gulf, at the junction of the Rivers Tigris and Euphrates. If the acquisition has been made, our Eastern policy is coming clearly out of the fog which has enveloped it. We shall be in firm position to do several things. We can promote the Euphrates Valley Railway, and so obtain an alternative route to that of the Suez Canal. It will be possible to make Mohamerah a strong position in the event of Russia ever pushing forward to Constantinople, and the Turks being driven into Asia Minor, a not improbable, if a somewhat remote, event. Our power to protect Persia will have been increased, and, with Persia

as our ally, we shall be in a position to neutralize some of the advantages Russia has acquired by her predominance in the Caspian Sea, and to prevent any westward movement into Afghanistan. There will be no chance of the Persian Gulf ever passing into the hands of Russia. As the *Pester Lloyd* says, we shall have ‘one foot in the stirrup at Suez and the other at Mohamerah,’ and Russia will have received a decided check. For those reasons, we sincerely hope the news is true, although we shall probably have to wait until Parliament meets before we obtain decided information.”—*Naval and Military Gazette*.

The above paragraph shows what a vigorous Eastern policy the D’ISRAELI Government have inaugurated—a policy we venture to say distinguished alike by its wisdom and philanthropy. If the Turks must be driven out of Europe there is no reason why they should not constitute a strong state between the Caucasus and the Valley of the Euphrates; but the British occupations of Palestine, Cyprus and Crete must be the necessary corollary of the purchase of the KNEBIVE’s share in the Suez Canal.

English humanitarians and philanthropists have now a fine opportunity of displaying their love for all mankind by taking up the cause of oppressed people and making their peculiar ideas square (for the first time in history) with their patriotism, and urging on the British people in the career of civilization by advocating the rescuing of the cradle of religion, science, and art from the mis-government and superstition that now covers it, rendering the most fruitful regions of the *old world* barren wastes, and paralysing the energies of noble races of men.

Palestine alone needs only a strong government to make it one of the most fruitful and productive regions on earth, while the researches of RAWLINSON and others gives us a faint glimpse of what the Valley of the Euphrates once was and what it may yet become. If those good people want wars to cease they cannot do better than strengthen D’ISRAELI’s hands.

THOSE English and Canadian philosophers who labour under the idea of the vast expansion in territory, wealth, and population which our neighbours are to make within or before the close of the present century, will be considerably taken aback by the following synopsis of a report made by a gallant general officer of the United States army—embracing the whole tract of country within the States, west of the Red River, and south of the boundary line of the Dominion of Canada:

“General W. H. HAZEN, who has been entrusted with the duty of enquiring into the character of the western portion of the United States sends an important report to the *New York Tribune* from Fort Burford, Dakota territory. He quotes the testimony of persons who have examined the country as ‘confirming my repeated statements that the country lying between 100° west longitude and the Sierra Nevada Mountains, all the way from Mexico to the British Posses-

sions (and far into these Possessions), is, in an agricultural sense, practically valueless, except in a few exceptional cases, where water can be used for irrigation; and that even with this process not more than one acre in many hundreds upon the average can be made available on account of the scarcity of water.

"General Hazen proceeds:—The reports in the office of the General Land Commissioner at Washington show that the Surveyor General of New Mexico and Arizona estimates that not to exceed one acre in seventy can be cultivated in those Territories, and that 'cultivable is synonymous with irrigable.' In Colorado, the various Surveyors General have placed their estimates from one acre in thirty to one in sixty, while Mr. N. C. Meeker's letters would appear to put it somewhere within these limits. The grazing interests here are, however, much more valuable than the agricultural, a fact just dawning upon the Greeley colony. The arable lands of Utah correspond in quantity very nearly to those of New Mexico, while the report of Gen. John Day, Surveyor General places those of that State as one acre in sixty. The proportion of arable land in Montana and Idaho is somewhat greater than in the other middle Territories, but the same necessity for irrigation exists in all of them alike, as well as in the western half of Texas, Indian Territory, Kansas and Nebraska. The eastern portion of Dakota including the Valley of the Red River of the North, is most excellent, and requires no artificial irrigation. The pastoral interests are valuable all over this region.

"Much has been said of the agricultural advantages of the Black Hills, but Prof. J. M. W. Smith's expedition reports that on the 11th of June they encountered a snow storm there 'of such severity as to baffle all efforts to proceed,' and on the 10th of September 'ice on still water froze a half inch thick.' With these facts, remembering the altitude of this region is 1,000 feet above the sea, intelligent men are able to judge for themselves the desirableness of this section for agriculture. I have before me the itinerary of the expedition that went up the Yellowstone the past summer as far as a light river steamer could go, or about to the mouth of Prior's Fork. Up to the mouth of the Big Horn, the Yellowstone Valley does not differ materially from that of the Missouri; that is, it is from a few yards to a half mile or a mile wide, with bad lands on both sides beyond. Above the mouth of the Big Horn, the foot hills of the Rocky Mountains appear, the river becomes a torrent, the valleys are more extensive, one being found some fifteen miles long and five or six in breadth. There is a good supply of pine timber on the hills, and an extensive supply of excellent cottonwood along the river. But the white men living there with the Crow Indians report that agriculture is very uncertain, owing to short seasons and the liability of frosts, due to the altitude.

"The past season has been one of unusual and somewhat remarkable rains in Dakota as well as in many other parts of the world. This has given fair crops of roots, vegetables, and some grains, without irrigation, and has given the few struggling farmers about Bismarck great hopes for the future, but the officers of the land office there told me in November that they are selling very little land, and that even if the crops of the last very exceptionally favourable year could be taken as a criterion, general agriculture could not be made profitable in that region. Remembering the suffering of those who have sought homes to the westward of the limit of sufficient rainfalls, of the great need

of correct information upon this subject to enable Congress to dispose intelligently of questions involving the capabilities of this country and the fact that many hundred thousands of dollars are spent each year in 'sectionizing' this worthless land that can never be sold for a tenth of the money spent in making surveys, would it not be well for Congress to take steps to gather, for the use of all, the facts respecting the agricultural qualities of this interior country? This most useful and practical knowledge seems to be subordinated in all our surveys to more purely scientific questions, and although giving much of the data from which the fact of the question now discussed are deducible, yet it does not come in a form that is plain and comprehensive to the general public. The best and most disinterested witnesses, possessing all these facts, can be found within the limits of Washington—Gen. Warren, Lieut. Wheeler, Lieut. Carpenter, and Dr. Yomans, of the army; Profs. Hayden and Powell, Mr. Gardner, Clarence King, and many other perfectly trustworthy men, who have spent many years passing over and examining this country, would tell the whole story.

"I will recapitulate what I have previously stated—that the region of country between the 100th meridian and the Sierra Nevada mountains—all the way from Mexico to the British possessions—is practically valueless for agricultural purposes; that while mining interests of great value will be developed, and scattered pastoral communities of great thrift will occupy the country, with an agriculture of sufficient extent in exceptional localities for all local wants, yet none of this region can support more than a very meagre population until there shall be changes in natural phenomena not reasonable to hope for. In other words, the building up of new and populous States, such as Wisconsin, Iowa, and Missouri, will no more be seen on our present domain, and all calculations based upon such a thing are false, while all extraneous influences brought to bear upon emigration to carry it west of the 100th meridian, excepting in a few very restricted localities, are wicked beyond expression, and fraught with misery and failure."

We have had occasion some years ago to draw attention to the gallant and humane conduct of the light keeper at the mouth of the Thames, and it is now our pleasing duty to again bring his heroic daring before our readers. We have no society for rewarding acts of human daring such as those displayed by the hero of the following notice from the *Detroit Free Press*:

"It will, perhaps, be remembered by the readers of the *Free Press* that some time about Christmas several small sailing vessels started up Lake St. Clair after loads of wood, the weather being warm and little or no ice in sight anywhere. They had fine sailing until near the mouth of the Thames River, when they got stuck in a field of ice and dragged their anchors into Mitchell Bay, there being rather a brisk wind at the time, and their anchors not being heavy enough to withstand the heavy pressure of the ice forced on by a moderate sea.

"When within the bay they felt quite secure, but their provisions soon gave out, and there were no signs of the ice either freezing hard enough to form a safe passage to the shore, or thawing sufficiently to allow them to work their small boats through without a certainty of being crushed by the

constant dead swell. This being the case, they signalled for help, though scarce daring to hope for assistance, as none of them possessed the hardihood to even get out upon the nearest floating cake. The fleet consisted of the *Cora Bell*, Captain George Bryant; *Wild Flower*, Captain Peter Lemond; *Linda Bell*, Captain Forca, daring hardy seamen all, but unaccustomed to that particular style of being cast away. Thomas Cartier, keeper of the lighthouse at the mouth of the river, set out on foot across the broken sea of ice to ascertain what assistance he could render. Capt. Bryant, from whom this intelligence was received, tells the remainder of the story as follows: 'A braver man than Thomas Cartier never lived. He risked his life to save the lives of those three crews when not one of us dared make the attempt. We felt certain we could not get out until a hard freeze came, and the weather indications were not encouraging for that under a week or more, and we had eaten nothing for twenty-four hours. He jumped on to the ice when he saw our signal and came running and jumping from one floating cake to another, and our eyes were strained hard with watching him. Presently down he went, out of sight, and a shudder went up from us that you could hear from one deck to the other, but he came up again, many feet from where he went down. He had actually swum under a number of small bits of ice, too little to hold his weight, and so far as he could see without any passage around the terrible channel. Then he came on more cautiously than before, but fell several times, never turning back once. When he got to us he did not appear tired or cold, but asked what was the matter. We told him we were out of provisions and hungry, and had no boats that would stand that moving, broken ice. All right, he said, and away he went back as he came, and with meat and bread cooked by his wife he came to us day after day for fifteen days, and fed us, and finally after working all night some nights they got out our line, he and his wife, daughter, and a neighbour, and at last we got it ashore and hove in with the capstan. And what do you think when we wanted to pay him? Not a cent would he take, not even for the provisions we had eaten. I tell you, sir, we shan't forget that man and his family right away.'

"The *Linda Bell* returned to this port, but the other two boats got safe inside of the Thames, and are content to stay there the remainder of the winter."

"From a recent return we learn that nine large ironclads are either being built, or are approaching completion in England. We hear also that the plans for two other armoured ships have been received at the dockyards, and that the vessels will be begun as soon as the necessary material has been collected. Of the ironclads already in hand four are turret ships, carrying each four guns. These are the *Inflexible*, 7000 tons; the *Dreadnought*, of the same tonnage; the *Thunderer*, 6000 tons; and the *Rupert*. The *Inflexible* is being built at Portsmouth, and great exertions are being made to get her ready for launching in March next. In the *Thunderer* an improvement is being introduced in the fitting of the watertight doors; the handles with which they are generally closed have been removed and the doors formed in two parts, the one ascending and the other descending by means of a common motion imparted to them by one screw. The new broadside ironclads are the *Alexandra*, 6000 tons, which

is to be ready for sea in a few months; the *Téméraire*, 5600 tons, building at Chatham, and to be ready for launching in May; the *Nelson*, 4000 tons, the *Northampton*, of the same tonnage, both being built in the yard of Elder and Co. on the Clyde; and the *Shannon* on the stocks at Pembroke. The ships not yet begun are the *Ajax* and *Agamemnon*, double screw turret ships, of four guns. A novelty to be introduced in them will be the filling of the lower watertight compartments with cork to prevent the inflow of water should they be stove in below the water line. As a new *Dreadnought* and a new *Ajax* are thus springing up, the old *Dreadnought*, so familiar an object for many years as hospital ship in the Thames, and the old *Ajax*, a seventy-four gun line-of-battle ship, are being broken up in Chatham Dockyard. Truly the old order passeth away, and giveth place to the new."

The foregoing from *Broad Arrow* shows that England yet has a navy, and that there is no intention of allowing it to fall into decay. A new feature has been introduced into the construction, one of those vessels about to be built, a contemporary says:

"The designs for the *Agamemnon*, 4, double screw, iron, armor-plated turret ship, 8,492 tons, 6,000 horse-power, are being prepared, and she will be commenced as soon as possible. This vessel and her sister ship the *Ajax* will carry heavy guns in revolving turrets behind armor of immense thickness. In order to provide against the *Agamemnon* sinking should a hole at any time be made in her below the water line, it has been decided to fill her water tight compartments with cork, so that there would be no room for such an inrush of water as that which caused the sinking of the *Vanguard*. She will be 250 ft. long between perpendiculars, with an extreme breadth of about 66 ft. Great efforts are being made to complete the *Inflexible*, a twin-screw, iron turret ship, armor-plated, 11,165 tons, 8,030 horse power, for launching in March. An improvement has been introduced in respect to the loading of her guns by hydraulic power. In the *Thunderer*, the muzzles of the guns have to be depressed to the deck below, which not only requires that there should be two distinct sets of ports, but renders the shot liable to shift after being rammed home. In the *Inflexible*, which is undergoing alterations on the other hand, the requisite protection is afforded while loading by undulating elevations of the upper deck itself out of the line of fire. After being discharged, the turret is rotated until the guns are brought under cover of the elevations, so that no alteration of level is necessary."

We copy from the *New York Herald* the following notice of the military career of the late General STISED:—

"Lieutenant General Henry William Stisted, C.B., whose death in England we announced a few days since, was the first Lieutenant Governor of Ontario, under the Dominion Government, and will be remembered by many of our citizens in connection with the inspection of some of the regular regiments quartered in New York. General Stisted was a very distinguished officer. His military career was principally in India, where he served with such distinction as to earn the honor of being made a Companion of the Bath. He entered the army as cornet in the cavalry on the 4th December, 1835, attained a lieutenant-colony in April, 1850, and a major-generalship on the 10th August, 1861. He served with the Queen's Royals,

under Lord Keane, and took part in the campaign in Afghanistan and Beloochistan and the Shuznee. He was wounded in the action at Shuznee, and obtained a medal. He afterwards served with the 78th Highlanders in the Persian war, and in 1857 commanded a brigade in the night attack and battle of Kooshan, for which he received the distinction C. B. He was also with the same regiment at the bombardment of Mohundra, and served with Havelock's column in 1857, being present in the action with the insurgents at Bithoor. He commanded a regiment in the several actions ending in the relief of Lucknow. He afterwards served with the 78th Highlanders in the Persian war, and in 1854 commanded a brigade in the night attack and battle of Kooshan, for which he received the distinction C. R. He was also with the same regiment at the bombardment of Mohundra, and served with Havelock's column in 1857, being present in the action with the insurgents in Bithoor. He commanded a regiment in the several actions ending in the relief of Lucknow. He afterwards succeeded to the command of the first brigade on the death of General Neil, and held it during the whole of the operations toward the defence of the Residency. He was for two months with Dutrain's force at Alumbagh, and participated in several attacks, ending in the final capture of Lucknow. Again he participated in the Rohilcund campaign in April, 1858, and commanded the second brigade at the capture of Bevreilly, for which he received a medal with two clasps and a year's service."

Opening of Parliament.

The third session of the third Parliament of the Dominion of Canada was opened on Thursday with the usual imposing ceremonies. There was a good attendance of members and senators, and an immense crowd of visitors to see the ceremony. The Chamber has been carpeted since last session with a very costly bright scarlet carpet; the desks have been newly varnished and brightened; new drapery has been arranged around the throne; the chair has been burnished until it shines like fine gold, and the whole chamber wears a gorgeous appearance. The Governor, with his staff, arrived at the usual hour, attended by a guard of honor composed of 100 men from the Governor General's Foot Guards, under command of Captain Tilton, and a detachment of the Ottawa Cavalry commanded by Captain Sparks. A detachment of the Ottawa Field Battery, commanded by Captain Stewart, fired the usual salute. The "faithful Commons" were summoned and the speech from the throne was delivered with the usual ceremonies. The five Supreme Court Judges were present in their official robes of scarlet and black, and their presence was one of the novelties of the opening. They sat directly in front of the Throne. Major General Smythe and his staff with their military trappings also added to the brilliancy of the scene. There was a large attendance of ladies, owing to the mildness of the weather, and the dresses were very rich and attractive. His Excellency and Lady Dufferin were accompanied by the Marquis and Marchioness de Bassano, the Hon. Mr. Littleton, the Count de Turenne, Mdlle. Gerrault and Major Hamilton.

THE SPEECH FROM THE THRONE.

Honorable Gentlemen of the Senate.
Gentlemen of the House of Commons.
I have much pleasure in again calling you together to attend to the business of the country.

Since you last assembled it has been my happiness to visit the Mother Country, and to have had the opportunity while there of calling public attention to the remarkable progress of the Dominion, and giving expression to the feelings of attachment to the person of Her Majesty and the interests of the empire which animate the Canadian people.

The great depression which has prevailed throughout neighboring countries for several years, and which has more recently been felt in the old world, causing a general stagnation of business, has extended to Canada and has seriously affected our trade. At the same time, we have reason to be grateful for an abundant harvest; and while I deeply regret the suffering which exists among certain classes and in particular localities, I believe, nevertheless, that the great bulk of our people continue to enjoy a condition of reasonable prosperity.

I am happy to be able to congratulate you on the fact that the great railway undertaking, connecting the former Province of Canada with the Maritime Provinces, provided for by the Act of 1867, is approaching completion. Early in the coming summer the small portion of the International line not already in operation will be opened, when the connection with other systems of railway will be formed, so as to enable passengers and traffic to pass over continuous lines of railway from Halifax or St. John to the extreme western railways of Ontario.

The opening of the Prince Edward Island Railway during the past year marks an epoch in the history of that Island, and cannot but exert a beneficial influence on the people, and add to their material prosperity.

Every effort has been made to obtain an early settlement of the claims of Canada for compensation for the use of her Fisheries by the United States, as provided by the Treaty of Washington. Her Majesty's Government in the early part of last summer, at the instance of my advisers, appointed the British Commissioner, but I regret to have to state that the United States Government have not yet appointed a Commissioner, and that consequently no progress has been made.

I have given effect to the Supreme and Exchequer Court Act of last session by issuing the proclamations and by appointing the judges and officers of the court.

A Bill to simplify and amend the law relating to common carriers will be submitted for your consideration.

A Bill will be brought before you containing provisions for affording greater security to policy holders in Life Assurance Companies.

The want of reliable and systematic information relating to the several classes of crime and the importance of collecting and classifying criminal statistics have engaged my attention. A Bill will be introduced to provide for what is most successful in this direction.

You will be asked to make provision for the commencement of the work of consolidating the statute law.

The Acts relating to the enfranchisement of Indians and the management of Indian affairs have been fully considered, and steps have been taken to ascertain the views of the Indians themselves. A measure on this subject will be submitted for your approval.

A measure will be introduced to provide for the better administration of the estates of insolvent banks.

Gentlemen of the House of Commons.
The accounts for the past and the estimate for the next financial year will be laid

before you. The estimates have been framed with every possible economy consistent with the public interests. I regret that the depression in trade to which I have alluded, has seriously affected the revenue. It will be necessary in view of this circumstance to curtail the expenditures in the several branches of the public service.

Honorable Gentlemen of the Senate:

Gentlemen of the House of Commons:

Correspondence, reports and other papers regarding the construction of the Pacific Railway will be laid before you.

During the recess a deputation from the Government of Manitoba visited Ottawa to invite the attention of the Government of the Dominion to the circumstances of that Province. They represented that the income of the Province was insufficient to provide for its ordinary Governmental expenses. The papers on this subject will be laid before you, and certain propositions will be submitted for your consideration. The Legislature of Manitoba has in the meantime adopted some measures to reduce the expenditures of the Province.

I invite your earnest attention to the several subjects mentioned, and to the general business which will come before you, and I trust that your deliberations may be guided by wisdom and moderation.

Why Turkish Rule is Detested.

A correspondent, writing from Pera on the 20th ult., thus describes some incidents connected with the rule of the Turk:—

"I am not surprised at anybody's sympathy with the Turks, for they and the Spaniards are still, in manners, the first gentlemen of Europe. But I did not think any one can entertain kindly feelings towards their Government. I do not believe any one can 'love' the Sultan. One may pity the Sultan, because, such as he is, he is only such as his education in the Harem, his early dissipation, and the flattery and abject prostration of all around him have made him. Like the Pope, the Sultan is not a person, but the result of a system—a system which one could never sufficiently abhor; and it is difficult to see how any scheme of reforms which should not begin with the overthrow of that system can lead to any satisfactory results. Such a sight as an eye witness described to me yesterday ought to be held decisive on this point. He was standing on the foot path of one of the Galata thoroughfares near Tophaneh the other day, when a tramping of horses preceded the arrival of a court carriage, conveying the Sultan's son, Izzedin Effendi. An unfortunate Armenian carter was obstructing the way, and, although on hearing the cavalcade he did his utmost to drive his restive horse aside, he was unable to master the wretched animal so as to give way in time. He was fallen upon by the outriders with their whips and so belaboured by the Zaptiehs, or policemen, hastening to the spot, that, when at last they left him, he was hardly able to move. The young prince, whose carriage was thus unavoidably detained half a minute, sat and looked on unconcerned, and proceeded on his way to the palace, apparently satisfied that the chastisement inflicted on one of his father's inoffensive subjects was simply an act of homage due to his exalted rank.

"Already, thanks to the inspiration of Sophias, Ulemas, and the men of that cloth, the exasperation among the Moslems is becoming dangerous, and their ill will is turned, not so much against the Christians as against the Government, whom they charge with abject weakness for their proposal to

introduce innovations in the laws of the country at the Giaour's suggestion, and with incapacity in dealing with an insurrection stirred up at the Giaour's instigation. The Imperial Firman of Reforms and the civil war in Herzegovina are both, in the Moslem's estimation, the consequence of the Porte's subserviency to the European Powers. They bear no good will to the Powers, but they harbour something very like contempt for the Porte. Aleary symptoms of the evil mind of the people towards the Christians are apparent in occasional breaches of the public peace, reports of which find their way into the newspapers, notwithstanding the gag imposed by a rigid though solid censorship of the public press. A Christian, living under the protection of the French flag, had taken up his quarters in the ward of Ainaly Tchessme, at Pera, inhabited by a mixed population of Moslems and Christians. On Thursday morning last, the day after his installation in his new abode, a mob of Turkish women, children, and men of all ages assembled before the house, smashed all its windows, broke through the door, and invaded the house, crying 'Get out, Giaours!' The moohtar, or mayor, and the imam, or priest of the district, led the riot. Three of the Zaptiehs attracted by the clamour and the sight of the furniture, which the rabble sent down flying from the windows, deemed it their duty to interfere, but, far from protecting the Christian, the made common cause with the law breakers. They knocked the man down with the but end of their carbines, and dragged him, his wife and children to the station house, whence the poor family were released after four hours' duration. The house meanwhile was gutted by the populace from the basement to the garret. The humour of the multitude, in short, is by no means reassuring. I hear persons sneer at the idea that any real mischief may be apprehended on the part of such wretched hinds as the rabble of Stamboul consists of, and I am told that 'a whiff of grapeshot would be sufficient to clear the streets of whole legions of such beggars.' The question is, where are the men to fire the grapeshot? for, in the case I have quoted, the local authorities and the public force were on the side of the populace, and in any effervescence of evil passions public order has no worse enemies to fear than the very soldiers whose duty it ought to be to maintain it.

"At Eizeroum, in Armenia, a woman of the people, persecuted by the unwelcome advances of a Turkish officer, took refuge in the house of a dervish of her acquaintance. The young officer went in quest of a squad of his soldiers, broke into the house, arrested the woman, the dervish, and four Christians, Armenians from Moosh, who happened to be in the house, and denouncing his captives to the populace by false accusations, he so roused the mob's anger against them that it was with difficulty they could be conveyed to the governor's house, all maimed and bruised by the stones hurled at them on all sides. Upon the governor enquiring into the causes of their arrest, the dervish and the woman were released. But the four Armenians were cast into prison, where they are still, for no imaginable reason, unless it be from the impossibility of otherwise saving them from the fury of the populace.

"Abdul Rahman, a person of reputation so equivocal that he served a term of six years in prison for embezzlement, was appointed caimakam of Boulanik. While there, he demanded of a Christian, who was said to be well to do, the loan of 50 liras. The Christian replied that he had not the money.

The caimakam was displeased, and told him plainly that he would have the money yet. Immediately after this a Koordish woman came forward with a complaint against this Christian that he owed her 150 liras, which she could not collect. Upon this the man was seized and thrust into prison, and two of the caimakam's servants testifying in favour of the claim, the man was told he must pay the money or remain in prison. The poor man's remonstrances that he owed no such debt did no good. He was kept in prison four months, the latter part of the time being frequently beaten and otherwise maltreated. At last, in despair, he begged his friends to raise the money at any cost, that he might be freed from the restraint he was suffering. By extraordinary effort, they succeeded in raising 80 liras, which was paid over, and his release secured, he supposing nothing further would be demanded of him. But in a few days he was called upon for the remaining 70 liras, and, in default of payment, was again thrust into prison, where he remained fifteen days, beaten and harassed as before. At last he was permitted to go, under guard, to his village to collect the money. Arriving at his village, he managed to elude his guard and escape, whereupon he immediately came to this city, and entered his complaint against the caimakam. Fortunately, the mushir (governor general), who had either culpably or stupidly appointed the man caimakam, was persuaded immediately to remove him from office. But where is the redress for the poor man's sufferings and losses?"

The Russian Circular Ironclad.

A model of Admiral Popoff's invention was placed in the United Service Institution this week, and has been inspected by a large number of naval and military officers, besides a great many others interested in the subject. The model which is enclosed in a large glass case, has been most carefully constructed, each part, down to the minutest detail, being in position. At the first glance, the ship resembles nothing so much as the lower end of an ordinary breakfast roll cut off about an inch from the end. The level part from the deck, though in point of fact in the ship the deck very gradually rises until it attains the highest point in the centre, the object being to allow the water to run off more easily. The stern of the ship only differs from the bow in having a rudder and no less than six propellers. In the centre of the deck is a round turret containing the two guns, while in front is a kind of fore-castle for the crew to live in, and behind is the bridge, from which the ship is steered. The boats—four in number—are carried on deck just below the bridge, two on either side. Her two funnels, which could not possibly be lowered in action, are decidedly in the way of an all round fire, and this was, in the opinion of several authorities, one of her chief defects. Being only one foot out of water, she could not fight in any sea, however small; and how her boats were to be kept from being washed away was another question asked. Altogether the general opinion seemed to be that for harbour defence she is decidedly inferior to the *Staunch* class of gunboat; while from her circular form she would not have the slightest chance at sea. The handsome model, which was presented to His Royal Highness the Duke of Edinburgh by the Czar, and by him presented to the Lords of the Admiralty, will be lent by their lordships to the Royal United Service Institution for some time to come; and every facility will be afforded by the secretary, Captain Burgess, to visitors desiring to see it.

"LET SLEEPING DOGS LIE."

Old England's sons are English yet,
Old England's heart is strong;
And still she wears her coronet,
A flame with sword and song,
As in their pride our fathers died,
If need be, so die we,
And wield we still, gainsay who will,
The sceptre of the sea!
England, stand fast! let heart and hand be steady;
Be thy first word thy last—Ready, aye ready!

Some say we've made of Trade our king;
Some say our blood is cold;
That from our lips no longer ring
The trumpet notes of old,
With jibe and jeer they gather near
The sleeping lion's den;
O Teuton fair, O Russ, beware
Of these "shopkeeping" men!
England, stand fast! let heart and hand be steady;
Be thy first word thy last—Ready, aye ready!

We've Raleighs still for Raleigh's part,
And Nelsons yet unknown;
The pulses of the Lion-heart
Beat on through Wellington,
Hold Briton, hold thy creed of old—
S'ron' foe and steadfast friend;
And still unto thy motto true,
Defy not, but defend!
England, stand fast! let heart and hand be steady;
Be thy first word thy last—Ready, aye ready!

Faint not, nor fail, ye sons of those,
The bravest-born of men;
Our nearest friends may be our foes
When turns the wheel again.
The while we pray in Heaven's good day
The reign of saints may come,
Until its dawn with weapons drawn
We wait the tack of drum!
England, stand fast! let heart and hand be steady;
Be thy first word thy last—Ready, aye ready!

The Prince of Wales in India.

[From the London Times.

CALCUTT, Jan. 2.

A grand Chapter of the Order of the Star of India was held on Saturday, which promises to give weight and dignity to the Order, to increase its political value, and exalt its importance as a mark of Royal favor. At first its honors were little esteemed, as Orders of chivalry are scarcely understood in India. How many millions of people in the United Kingdom are unacquainted with the differences in the Orders of the Bath and the Garter and other Orders? In India Orders of merit are associated with ideas of reward and pension. One great Chief to whom the Star of India was sent a few years ago would not wear the Order, but put the insignia contemptuously on one side. When India learns that the Prince of Wales, specially commissioned by Queen Victoria, in the presence of the Viceroy and various dignitaries, European and Native, presided in great State to confer decoration and grades, the Star of India will be highly advanced in public estimation.

It is difficult to reproduce by telegraph impressions of a pageant, but I may say that the scene was stately and picturesque, and was splendidly successful. There were certain attributes connected with it reminding the spectator that, it was an exotic. The pomp of elephants, the noisy cavalcade of Eastern ceremonial, were wanting, and so was the public interest such a grand spectacle would arouse in any European capital. From the triumphal arch near Lord Harding's statue to the entrance to the enclosure, few people were congregated. At Government House gateway a few hundreds assembled, and at the enclosure some thousands of spectators had gathered. The route was lined with cavalry infantry, and police. The preparations have already been described, and the general arrangements were similar to those when the Duke of Edinburgh held the first grand chapter. A vast enclosure of canvas was prepared, running north east and north

west, on an open plain about a mile from Government House. The Rajah's tents were ranged on the longest side of a parallelogram opening on the enclosure at one end, on the Maidan at the other. At the north eastern extremity of the enclosure was a dais, with silver pillars and a canopy of blue silk and satin, the color of the Order. On the dais were two chairs. The one for the viceroy was of silver and blue, with a crown behind, and golden lions at the side. The footstool was the same, with golden lions. On the right of the Viceroy was a similar chair with the Prince of Wales' plumes at the back and silver arms, with a footstool of blue and silver. Before the dais were a scarlet carpet and a cloth of gold tent carpeted with scarlet and the Royal Arms in the centre. Behind the dais and on each side rows of seats were arranged. The front rows were for members of the Order.

Behind were eight compartments for Native Chiefs, European ladies and gentlemen. Outside the Chapter tent, which is used by the Viceroy for Durbars, were seats rising in tiers. At the approach to the grand entrance were lines of Marines and Sailors. On the left looking towards the tent, were drawn up Infantry in light order as Guard of Honor. A large flagstaff with the Union Jack stood in front, where a military band was placed.

The list of notables present would be too long for the present despatch. Natives and Europeans had assembled, not only from Benegal; but from many other parts of India. All fashionable Calcutta was awake and busy early, those who were to be in attendance being summoned for 7.45. Before eight streams of Rajahs in carriages, some with four horses each and outriders and an escort, down to the humblest contrivance, which it would be an insult even to London vehicles to term a "cab," were directed towards the enclosure on the Maidan. The police arrangements were very good, and there was no confusion. The Rajahs had numerous retainers, and the *cortège* sometimes combined incongruously Asiatic and English equipments. As each arrived, he was met by the Foreign Under Secretary, and conducted to his tent to robe and await the marshalling of the procession. At 8.45 the Prince left Government-house, escorted by a troop of the 18th Bengal Cavalry, a most picturesque body of Cavalry. After the Prince's carriage came another troop, and next the carriages of the suite, all in full uniform, Civil and Military. Cavalry closed the rear. The next *cortège* consisted of a troop of the Body Guard, then the Viceroy's carriage and another troop of the Body Guard. The suite, in carriages, followed, and a detachment of the Body Guard closed the procession. At nine the Union Jack was run up and a salute fired. There was great excitement in the Enclosure, and a flutter of expectancy on the ladies' benches looking toward the entrance. After the Royal salute there was a flourish of trumpets, and the procession, advancing up the open space between the rows of tents from the grand entrance at 9.10, was a very fine sight. First came servants in liveries of scarlet and gold, two and two, bearing punkahs embroidered with silver, maces, spears, and wands of office. Next came the Grand Marshal of the camp, Mr. Henvey, and General Aitchison abreast; then the Companions of the Order, two and two, more than thirty in all, one-half being Natives. Conspicuous among the Chiefs were the Maharajahs of Vizianagram and Johore, and among the Europeans Colonel Dillon, Colonel Lumsden, Dr. Fayer, Colo-

nel Keating and Sir T. D. Forsyth. As the procession entered the Durbar tent the servants ranged themselves right and left at the entrance, the companions taking their seats next.

Scarcely had the splendor of uniforms and costumes somewhat toned down when the procession of the first Knight Commander entered, Colonel Osborne, the Political Officer, preceding eight Sirdars in much splendor of brocade and jewelled turbans. Then came a solitary native officer bearing quaint devices on a silken banner, which announced the Begum of Bhopal, a small figure almost swathed in stuffs of many colors, over which was an ample light blue satin robe, with white shoulder knots of the Order, attended by two native pages in very handsome dresses with bare feet. The face of the principal figure was thickly veiled, and the ladies on the rows of seats whispered that she never veiled until lately. The Begum sat down in the front row and never uncovered her face. A lady, said to be her daughter, and the Sirdars sat behind her. The banner was suspended over her seat. Close behind the pages of the Begum came the Political Agent, Mr. Trevor, leading the procession of Salar Jung. Eight Sirdars marched in, Mahomedan nobles, all dressed in that charmingly striking arrangement of color and fashion which is the joy of artists and horror of martinet, and which the West has taught to smother memory of by the word uniform. The banner bearers were tall and of stately presence. Sir Salar wore a small white turban, quite plain. The train was borne by two pretty bright eyed pages, dressed in green and gold. The Nizam's Minister has fine features. His manners are dignified, and there is no more remarkable man. In contrast to his studied simplicity came Puttiala. His procession of eight attendants was preceded by a Political Officer, followed by a banner, after which came the Maharajah. He wore £100,000 worth of the Empress Eugenie's diamonds on his white turban, and the great Sanci diamond as a pendant. These were supplemented by emeralds, pearls, and rubies on his neck and breast. His pages as by subtle intent, were not by any means so fine. He sat next the Begum, but apparently had no fund of small talk for her Highness. Lord Napier of Magdala came next, attended by General Hume, Captain the Hon. R. W. Napier, Surgeon Major Bradshaw, Lieutenant Colonel R. Davidson, Lieutenant Colonel H. Moore, and one Native Major, Lidayat Ali. The train was borne by two midshipmen. As he took his seat next Salar Jung, he courteously saluted him and the veiled Begum of Bhopal and Puttiala opposite as well as the Colonel of Indian Engineers who was summoned by Colin Campbell to Lucknow 18 years ago. He won his many honors, and none who knew him who will not wish him long life to wear them. The Maharajah of Travancore is more enlightened, but a thorough Hindoo. He is learned and benevolent, but full of prejudices. He came next. He is very like Mr. Buckstone, if one could find him in Oriental garb. Among his attendants were his Dewan, Sashia Sastre, and Madhava Rao, born, perhaps, 100 years too soon.

Preceded by naval officers—Mann, Hammet, Gough, Mannsell, Mangles, Forbes, Drummond, and by Burrowes, bearing a banner with many an ancient quartering, recognized by all, appeared Sir Bartle Frere, his train, held by two midshipmen. It was as striking a figure as any, always excepting his successor, Maharajah Rewab, whose procession, led by Major Bannerman, consisted of eight Sirdars, any one of whom would

make a sensation in a London or Paris theatre. They were like animated nuggets, ambulatory mines of jewels. One especially wore a most striking chain of armour, arabesqued breast and back pieces, jewelled casquet and plume of gold, and enamelled gauntlets. Rewah himself reminded one of the great King on whose palace wall fingers wrote his sentence. His face was covered with saffron colored pigment, which hides all traces of skin complaints. His features are fine and expressive, sad and gentle. He wore a crown like a headpiece. The gold, exquisitely worked, was blazing with gems. He sat next the Bajah of Travancore. The Maharajah of Jeypore's procession included eight Thakoors, head by Colonel Beuon, and very characteristic native pages, with caps, doublets, and trunk hose of light blue satin, which contrasted with their dark faces. Next Maitland headed the Maharajah Holkar's procession. That burly gentleman looked like the Indian Henry VIII, in his robes. His pages were in Vandeyck brown and gold. Next came the Maharajah of Cashmere, Major Jenkins in front. There were eight most resplendent warriors and courtiers finely shawled and jewelled, but they were utterly eclipsed by the magnificent Maharajah and his train, carried by pages in green velvet tunics and pink turbans. In the last, Grand Commander Maharajah Scindia's procession, Colonel Hutchinson was at the head. Eight courtiers preceded the gorgeous Chief of Gwalior. He sat next Holkar, who scarcely turned his head.

But brilliant as Scindia was, Europeans noticed him comparatively little, for the procession of the Prince was advancing in two lines. The Prince was in Field Marshal's uniform, with a white helmet and plume. His train was carried by Messrs. Grimston and Walshe, naval cadets, in cavalier hats and cloaks, tunics, trunk hose, and rosetted shoes, all of blue satin. They wore cavalier wigs. The Prince took his seat on the dais, the band playing "God save the Queen," and all standing. The interior was very imposing, the drooping banners were a blaze of colors. The Viceroy ordered the Secretary to read the roll of the Order. Gen. Aitchison did so in a loud clear voice. Each member bowed and sat down as his name was called. The Chapter was then declared open by the Secretary, who reported the business to be the investiture of the persons named, and read a warrant from the Queen, dated Balmoral, October 25, directing the Prince to invest them. The Viceroy and the members of the Order rose, bowed to the Prince, and sat down. The Prince returned the salutation, and received from the Secretary grants of dignities, which were handed to a page. He directed the investiture to proceed.

One account must do for all. The Maharajah of Jodhpore was first conducted from the tent to the presence of the Prince by General Aitchison, who held him firmly by the hand, and indicated when he was to bow, kneel, walk backwards, and sit down. He was met at the entrance of the tent by two junior Knights, the Under Secretary bearing the insignia on a blue satin and velvet cushion, two junior Knights, the Maharajah, and an attendant. The Guard presented arms. After the Queen's grant was read by General Aitchison, the Maharajah was led aside, and, having been decorated with a Knight's riband, badge and star, and robes, returned and stood before the dais. He made two obeisances, and knelt while the Prince was placing the collar of the Order round his neck, and admonished him in

the prescribed form. Seventeen guns were fired. The Maharajah of Jodhpore then rose, instructed by General Aitchison, who led him backwards, bowing with his face to the dais, towards the seat. There his banner was unfurled to a flourish of trumpets. The Secretary proclaimed the titles of the newly made Knight Grand Commander, and all resumed their seats. Next came the Rajah of Jheend, to be invested in a similar manner. The Knights Commanders' investiture followed. Robinson, Maharajah Panna, Rajah Mahon Kasee (Holkar's brother), Ramsay, Runnodeep (Nepalese General), Gunput Rao, and Faiz Ali Khan. Rose and Ramsay after investiture were knighted. Next came Chapman, Bullen, Smith, Daggumber, and Mitter, who received badges of the third class of the Order. The Prince then desired the Chapter to be closed. The procession leaving was by far the most picturesque part of the pageant. It was led by the Prince and his suite. The Viceroy's Guard and the Knight Commanders and Companions followed in reverse order of their entry, so that from the Durbar tent seemed to flow an array of banners, plumes, and dazzling colors the like of which was not seen even in the best days of the Covent Garden *Prophete* or at the coronation of the King of Hungary. Nowhere else could be seen such a combination of Asiatic costumes. Calcutta unquestionably entertains royally, but the populace is far more apathetic than any we have yet seen. It manifests far less interest in the visit than that of Madras, which, again, was not so excited as that of Ceylon or Bombay. Nevertheless, the illumination of the Native Town was one of the most spontaneous and touching marks of humble welcome ever witnessed.

The native press persists in drawing comparisons between the Prince and the Government, although not in the least attacking the Viceroy, whose justice and abilities are acknowledged. It would not be possible to make the Prince's visit an occasion for repression, but the tone and temper of some of the native papers are very offensive, and quite disapproved by the Chiefs and native gentlemen. They are utterly unknown to the common people, who never read the papers.

The presents offered by the Chiefs here were very beautiful and costly, and showed that they well understand how to select their offerings. Scindia wanted to present five lacs' worth, and Puttiala's offerings are regal. They are founding all kinds of institutions in commemoration of the Prince's visit.

The nights now are chilly, and many European visitors are suffering from colds.

The Prince of Wales has had a slight cold for some days, but he continued to transact business indefatigably, and went out as usual.

The Viceroy is quite well, and General Aitchison nearly so. Colonel Grey remains behind at Government House to recover his strength. Mr. Gregory has a cold. Lord C. Beresford is not at all disfigured by his accident, and is in pretty good health.

Many officers are going to the Delhi Camp on leave. It is understood that Lord Napier will invite the Chiefs to attend. Two native Princes have been appointed to the Prince's staff as aides-de-camp.

The Duke of Sutherland goes to night to await the Prince at Benares.

The Prince of Wales has reached Delhi on his tour in North-western India. The *Times* correspondent says that there is every reason to be satisfied with the favorable impression produced on the talookdars and people of

Oude by the Prince's visit to Lucknow. On the 7th inst. certain faithful princes of the Oude Royal family were presented to the Prince and there was afterwards a levee of Europeans. In the afternoon His Royal Highness laid the foundation of a memorial of the native defence of the Residency, a happy idea of Lord Northbrook's. The survivors were passed in review. They were, the telegram says, lame, blind and halt, many miserably clad. The scene was most affecting. Many had petitions for the Prince. The Royal party then examined the ruins of the Residency, and then proceeded to Fort Machine Bawun. At 9.30 the Prince went to the Kaiserbagh, which was brilliant by illumination. His royal Highness then received an address from the talookdars of Oude and a jewelled head piece. The talookdars were presented and the Prince expressed his pleasure at seeing them. This was followed by a display of fireworks. On the 8th the Prince went on a pig-sticking expedition, which was marred by an accident to Lord Carrington, who broke his collar bone and had to be left behind. He is stated to be progressing favorably. At night there was a grand ball given by the United Service Club in honor of his Royal Highness. At noon on Monday his Royal Highness presented colors to the first battalion of the 14th Regiment of the Line, and after the ceremony went to Cawnpore, where he visited the memorial church, the fatal well and the enclosure, and the cemetery. His Royal Highness then went to Mr. Prinsep's where he dined, and afterwards left by special train for Delhi. The Prince entered Delhi at 9 a. m. on Tuesday, 11th. Lord Napier of Magdala (who had been thrown from his horse on the previous Saturday and sustained a fracture of the collarbone) was present, and the generals and an immense mounted staff rode with the suite through the lines of artillery, cavalry and infantry from the station through the city out by the Lahore Gate over the ridge for 4 miles to the camp, where the Prince held a levee of European and native officers, lasting two hours. The Prince dined with Lord Napier. The general attitude of the population is said to have been very respectful and courteous, and His Royal Highness was, it is stated, much interested in passing the memorable sites, surrounded as he was by many who had borne a share in the great siege. On Wednesday a review was held in honor of the Prince. It was (a telegram says) a grand spectacle, the varied uniforms of the natives and the elephant molar batteries adding greatly to the beauty of the scene. The forces paraded were about 18,000 strong. The Prince of Wales, followed by a brilliant staff, rode along the line, and afterwards the troops marched past. At the conclusion of the review the Prince presented colors to the 11th Native Infantry Regiment, famous for its loyalty during the mutiny. At night his Royal Highness was present at a grand ball at the palace of the old kings of Delhi. The decorations were gorgeous, and the town was brilliantly illuminated.

The "Times" Panegyric on a Quarter of a Century's Progress.

The following is part of an admirable article in the *Times*. The writing is of the nature of a prose poem, and is worthy of the grandeur of the theme. The writer is referring to third quarter of the nineteenth century, the strides taken in the last twenty-five years, and he proceeds:

It is not too much to say that the period is not surpassed by any former equal period in the importance, the interest, and even the surprising character of its events. It does not lack a single circumstance of distinction, and, upon the whole, Englishmen must regard it as one continued triumph of progress, though not always in the way that had been expected. This quarter of a century has seen the beginning and the end of the Second Empire, the first and second International Exhibitions, with the numerous useful and magnificent institutions that have risen out of them; it has seen the Crimean War, and the ultimate surrender of the chief object supposed to be then secured; it has seen the Indian Mutiny, long forbidden, and now long forgotten; it has seen the union and independence of Italy, established by the overthrow of Austrian influence, and the expulsion of the Bourbon and Austrian Princes, and the foundation of the Italian kingdom; it has seen the extinction of the Papal Temporalities and the preposterous attempts to restore the mediæval Papacy by the Vatican Council and other like extravagances; it has seen Pio IX. starts a Liberal Reformer and finish a despot in a self made prison; it has seen the beginning and the end of the war which threatened to break up the American Union; it has seen the last of Wellington's glory and the cutting short of the Prince Consort's useful and exemplary career; it has seen Prussia begin on the Danish peninsula, carry on to the shores of the Danube, prosecute through the many realms of much divided Germany, and accomplish at Paris her long matured scheme for the restoration of the German Empire under her own dynasty; it has seen the losses and humiliations of Germany repaid with tenfold interest on her foe, and France, in her turn, laid under the heel of an un pitying conqueror; it has seen in France a political beginning of which none can guess the end. In the course of these events it has seen battles, defeats, surrenders, capitulations, on a scale and with incidents beyond all former example. At home it has seen a Parliamentary Reform Act, hardly less important than the first; it has seen British armies triumphant in Abyssinia; in Ashanti, and in the Malay Archipelago; it has seen Spain surpassing herself in revolution, anarchy, and civil war; it has seen the commencement, the completion, and now the acquisition of a part ownership by our own country of perhaps, the grandest material work ever achieved by man—the canal which divides continents and unites the northern and southern oceans; it has seen the disestablishment of the Irish Church, the settlement of Irish tenant right, the foundation, at length, of a really national system of elementary education, and the effectual progress of many measures for the health of the people; it has seen England visited by distant potentates better known hitherto in travel or in tale; it has seen steam substituted for sails, and iron armor plates for the "wooden walls" of England, on a scale beyond the dreams of our forefathers; it has seen even the army accept some once impossible reforms; it has seen the electric wire, which, twenty five years ago was just known to the educated and used by the wealthy, carried to every post office, and station in the country; it has seen the Thames embanked and the metropolis drained; it has seen the completion of Free Trade, the removal of all religious disabilities and restrictions; it has seen our colonies, by the gold discoveries and by emigration from home, rise to the rank of free States and valuable allies; it has seen

an extension of our manufactures, trade, and commerce beyond all anticipation; it has seen discoveries and inventions which it takes volumes even to enumerate; it has seen our system of law and judicature reformed from the base to the summit; and, meanwhile, it has seen the working classes, whether in country, or town, receive their full share of the national gains.

It is hard to say what subject of interest has not become more interesting, more stirring, and more important during this period. In matters of faith there have been controversies, secessions, conversions, church and chapel building and restoration, such as there never was before. Ancient cities have been discovered, with buried literatures, languages, and annals. Central Africa has been opened to science, humanity, and enterprise. Asiatic empires are enduring, and even inviting European civilization. England, in spite of herself, is extending her posts and stretching her limits year by year, as told in these pages. The changes may not be rapid, sudden, or unaccountable; the development may seem measured, and even slow; but they who can recall the general state of feeling this very day twenty-five years since may remember that England was looking with not a little incredulity, and even apathy in some quarters, to the completion of a material effort—the Exhibition in Hyde Park, expecting not very much from it, but one thing, at all events—the substitution of peace for war, and the arts of peace by those of war by all civilized nations. Little did it foresee of the marvellous tenour, and still more marvellous episodes of the time that was coming—as little as we can forecast the manifold good and ill we by the first law of human probabilities are destined to accomplish in the course of the next twenty five years."

Cameron's March Across Africa.

(From *St. John Telegraph*).

The proceedings at the meeting of the Royal Geographical Society held at London on the 10th inst., were rendered very interesting from the account given by Sir Henry C. Rawlingson of lieutenant Cameron's recent journey across the continent of Africa. This journey entitles Lieut. Cameron to stand in the highest rank of African explorers. Livingstone, some years ago, crossed the continent of Africa from the mouth of the Bombezi to the West Coast, and that was then justly regarded as a most wonderful achievement. Cameron's journey was still more remarkable, because he crossed the African continent nearer the equator, by a longer route, and because he crossed it entirely alone and without any adequate supplies. He left Ujiji in March 1874, with a view of proceeding down the newly discovered outlet from Lake Tanganyika to the Lualaba, and pursuing its course, supposing it to be the Congo, as far as the West Coast of Africa. Although Cameron failed to follow the Lualaba directly to the Congo, he, nevertheless, fairly crossed the continent of Africa from the east to the West Coast, and in making that transit traversed 1,200 miles of new country. By a series of 400 lunar observations he has laid down, for the first time, a sound geographical basis for further explanation, and we may presently hope to have maps of Africa of some value. The letter announcing his arrival at the Coast is as follows:

BRITISH CONSULATE, LOANDA,

Nov. 22, 1876.

MY DEAR SIR—I have the honor to report the safe arrival of the Livingstone East

Coast Expedition at the West Coast. Letters which I wrote and forwarded long ago, and overtook again, accompany this, and also a tracing of part of my route, some sections and miscellaneous papers which I made out in the interior. I am not able to write much now, as I am only recovering from an attack of scurvy, which came on the day I reached the coast of Katombela, or Catumbella, according to the Portuguese. My thermometers, are all right; of course they must be retested at Kew when I return. I must stop here till it is warmer weather in England, as, though I want much to revisit the dear old mother country, it is no use, for the sake of a month or two, risking being ill again. The interior is mostly a magnificent and healthy country of unspeakable richness. I have a small specimen of good coal; other minerals, such as gold, copper, iron, and silver, are abundant; and I am confident that with a wise and liberal (not lavish) expenditure of capital, one of the greatest systems of island navigation in the world might be utilized, and in from thirty to thirty six months begin to repay any enterprising capitalists that might take the matter in hand. Whilst I am here I intend to work, and therefore keep my journals, sketches, etc., so that when I return to England the work will be in a forward state.

I have two private letters here which say that the Society had declared its willingness to be answerable for the expenses incurred and to be incurred by the expedition, and that a fund had been raised by subscription on my behalf, or rather on behalf, of the expedition. I risked everything, put all down on the turn of the die. I said the British public and the Society will never desert any one who tries to do his best, and I am proud and and happy to think that my confidence has not been misplaced, and that, beginning with Her Most Gracious Majesty, all England has taken an interest in the work to which I hope to devote my life. Another expedition I should be able to carry out with twice the comfort and half the expenditure of this one. *Nutmegs, *coffee, *samsen, *groundnuts, *oil palms, the *mpafu (an oil producing tree), *rice, wheat cotton, all the productions of Southern Europe. *India rubber, *copal and *sugar cane are the vegetable productions which may be made profitable. Those marked with an asterisk exist there now, and wheat is cultivated successfully by the Arabs, as well as onions and fruit trees brought from the coast. A canal of from twenty to thirty miles across a flat, level country, would connect the two great systems of the Congo and the Zambesi—water in the rains even now forming a connecting link between them. With a capital of from £1,000,000 to £2,000,000 to begin with, a great company would have Africa open, as I say, in about three years if properly worked. What the diplomatic difficulties might be, I of course cannot say, but I expect they would be far greater than the physical ones.

I remain, dear sir, yours truly,

V. LOVETT CAMERON.

The Scotch rifle team have resolved to hold a council to consider the question of withdrawing their separate acceptance of the American challenge.

The London *World* reiterates the statement of the coming marriage of Princess Beatrice with Prince Louis of Battenberg, and denies the story of the Marquis of Ripon's gift of ten thousand pounds to the Pope.

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CIRCULAR No. 5.

QUEBEC, 31st January, 1876.

With the sanction of the MAJOR-GENERAL COMMANDING, a General Meeting of the Dominion Artillery Association, will be held at

OTTAWA, on the 22nd FEBRUARY, 1876.

The undermentioned have kindly signified their intention of honoring the Association by their patronage.

PATRONS.

His Excellency, The EARL OF DUFFERIN, Governor-General, etc., etc.

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His Honor, The Hon. J. W. TRUICH, Lieutenant-Governor of the Province of British Columbia.

The Honorable the Minister of Militia, The Honorable, the Deputy-Minister of Militia.

PRESIDENT—

MAJOR-GENERAL SELBY SMYTH, Commanding Canadian Militia.

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VICE-PRESIDENTS OF COUNCIL—

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Presidents of Rifle Associations.

T. BLAND STRANGE, Lt.-Col., Insp'r of Artill'y.

2m.6



Department of Militia and Defence.

SEALED Tenders will be received by the undersigned up to noon of the 29th day of February next for the manufacture of the following articles, viz:—

- 1,000 Tent Poles,
- 100 Mallets, of arquee, large,
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- 500 Tent Pins, Marquee, large,
- 1,500 do do medium,
- 75,000 do Tent, small,
- 200 Handspikes, 6 feet,
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5m.1

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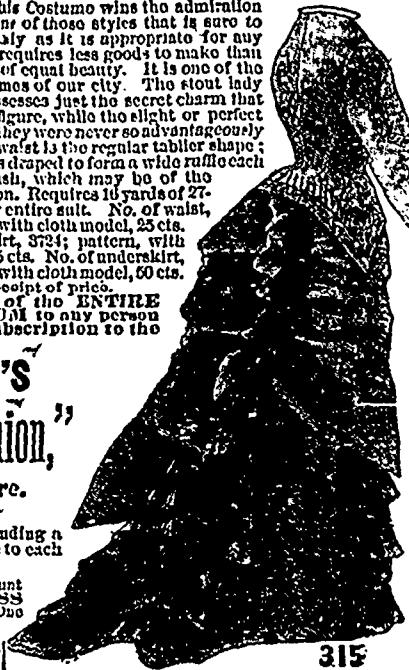
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