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The Volunteer Review

AND MILITARY AND NAVAL GAZETTE.

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

VOL. V.

OTTAWA, CANADA, MONDAY, FEBRUARY 6, 1871.

No. 6.

HER MAJESTY'S SHIP "CAPTAIN."
PROCEEDINGS OF THE COURT MARTIAL ON THE
CAUSE OF HER LOSS.
(From the Broad Arrow.)
[CONCLUDED.]

On Saturday, October 8th, at 9 a.m., the Court assembled on board Her Majesty's ship *Duke of Wellington* in Portsmouth Harbor, to conclude the deliberations and weighing of evidence adduced before the Court by the various witnesses, and to deliver judgment. After the formal opening and mustering in the Court of Mr. James May, the gunner of the *Captain*, and the seventeen petty officers and seamen, the Court was closed, and remained so until a quarter to seven in the evening, when the doors were opened, and the President and members seen seated round the large table of the Court, wearing their cocked hats, a sign that the Court had framed and was about to deliver its judgment. The uncertainty when the judgment would be delivered, and the lateness of the hour—considering the locale of the Court on board ship in the middle of Portsmouth Harbor, at which this actually occurred—caused the number of spectators from the shore to be rather scanty. Among the few persons present in the body of the Court were Captain Rogers, commanding the United States frigate *Franklin*, Rear-Admiral Sir John Hay, M.P., and a party of ladies, and several naval officers on full and half pay, besides officers and men belonging to the ship.

The judgment of the Court, opening with the usual preliminaries in naval legal technical formalities of wording, was read by Captain Blake, and divested of its technical preparatory of wording, was as follows:

"The Court having heard the evidence of Mr. James May relating thereto (the loss of the ship), and that of the remaining survivors, and such other evidence as they deemed necessary, and having deliberately weighed and considered the whole of the evidence before them, do find that Her Majesty's ship *Captain* was capsized on the morning of the 7th of September by the pressure of sail, assisted by the heave of the sea, and that the amount of sail carried at the time of her loss (regard being had to the force of the wind and the state of the sea) was insufficient to have endangered a ship endowed with a proper amount of stability. The

Court, further find that no blame is attributable to Mr. James May, gunner of the second class, and the survivors of the *Captain*, for her loss, and the Court do fully acquit them of all blame, and the said Mr. James May and the other survivors are fully acquitted accordingly. The Court, before separating, find it their duty to record the conviction they entertain that the *Captain* was built in deference to public opinion, as expressed in Parliament and through other channels, and in opposition to the views and opinions of the Controller of the Navy and his department, and that the evidence all tends that the Controller of the Navy and his department generally disapproved of her construction. It further appearing on evidence that before the *Captain* was received from the contractors a grave departure from her original design had been committed, whereby her draught of water was increased by about two feet, and her freeboard was diminished to a corresponding extent, and that her stability proved to be dangerously small, combined with an area of sail, under these circumstances, excessive; the Court deeply regret that, if these facts were duly known and appreciated, they were not communicated to the officer in command of the ship; or, that, if otherwise, the ship was allowed to be employed in the ordinary service of the fleet before these facts had been sufficiently ascertained by calculations and experiment.

After the reading of the judgment had been concluded, the President, directing Mr. James May, the gunner, to stand forward at the head of the table, returned his sword to him, and said:

"Mr. May, I am desired by this Court to avail myself of this present occasion, the returning to you of your sword, to acquaint you that the Court is satisfied that you did everything in your power at the time of the loss of the *Captain* to save the lives of your shipmates, consistent with your duty, and that your conduct, and that of the other survivors of the crew of the *Captain* during the period they were under your command, reflects credit on yourselves and on the service to which you belong."

The Court was then declared dissolved.

Captain Sherard Osborn has published the following letter on the subject:

"Sir,—I have intentionally been silent during the sitting of the court martial ordered by the Admiralty to try *pro forma* the survivors of the lost turret ocean-cruiser *Captain*, and to inquire into the cause of that sad catastrophe.

"The Court was composed, whether Admirals or Captains, of officers in whom the

whole Navy would have the utmost reliance, so far as their independent integrity and their intelligence was concerned, and the verdict on the point they had to consider is all that could be desired. Their duty being done, it is now for those who hold, like myself, the professional reputations of my lost friends, Cowper Coles and Hugh Burgoyne, very dear, to ask the following questions, and to insist, sooner or later, on straightforward replies:

"First—By whose order was it that the *Captain* was inclined in Portsmouth Harbor early last August, for the purpose of ascertaining the position of her centre of gravity and consequent stability; and what was the date of that order?

"By the evidence before us, it appears that Mr. Barnes, of the Constructor's Department, Whitehall, did not complete the necessary calculations, based on the experiments of the 6th of August, until the 22nd of August. Mr. Robinson, the late Master Shipwright, and Chief Engineer, speaks of a report on the stability being completed on the 23rd of August—a fortnight, mark, before the ship was capsized. I therefore inquire,—

"Secondly—Whether these calculations ought to have occupied sixteen days for an expert to work out?

"An eminent shipbuilder whom Captain Coles was in the habit of occasionally consulting, tells me that the necessary formula should not have required more than eight hours' hard work.

"Thirdly—To whom was the report on the results of the experiments of the 6th of August communicated? Did the Board of Admiralty ever receive them? If so, on what date?

"I have reason to believe that the experiments were ordered, very wisely by the Board of Admiralty. With whom, then, lies the blame of the report and the necessary diagrams of the defective stability of Her Majesty's ship *Captain* not having been brought to the knowledge of the Admiral of the fleet of which she formed a part, or to that of her gallant officer commanding her?

"On these points, I maintain, the whole question turns of whether the blame of her loss lies with those on board the *Captain* or with the Controller's Department of the Admiralty, who now, like other prophets, are so wise after the event.

"I desire to make no charge as yet, but I maintain we have a right to replies to these queries.

"Admiral Sir Alexander Milne tells us that when he expressed alarm to Captain

Coles of the extent to which they were pressing the *Captain* on the 6th of September, Captain Coles pointed to a certain angle as her safe point of inclination, while we now know that the Controller's Department as early as the 23rd of August possessed mathematical proof that it was utterly or roneous. Between that 23rd of August and the fatal night on which she and her gallant crew perished, there was ample time to have put every one concerned in testing so novel a form of warship on their guard, and, as Captain Commerell, of the *Monarch*, justly pointed out, had the information proffered to the court-martial been put earlier into his or any other senior officer's hands, such a catastrophe would have been in all probability averted.

"Mr. Reed, the late Chief Constructor of the Navy, in his evidence, leads it to be inferred, if he does not actually say so, that official caution of the stability of a ship, though given under Admiralty seal, would have been treated with indifference or incredulity. In this I totally disagree, and had he been brought up as a naval officer he would know that, as a profession, the tendency is quite in a contrary direction. If he meant that Coles and Burgoyne would have attached very little weight to his own opinion, unsupported by data or mathematical demonstration, of the seaworthiness of a low freeboard turret-ship, I think he is right, and he would find hundreds, and I among others, of their way of thinking. Mr. Reed and Sir Spencer Robinson have produced too many failures in the shape of men-of-war for the Service to consider them oracles.

"But of Captain Burgoyne I can say this—I and he have been constant friends for fifteen years, since, as a young lieutenant, he commanded a gunboat under my orders in the Sea of Azof, to the time I selected him as my second in command of the flotilla I took to China in 1863. It was at my suggestion Captain Coles requested he might be appointed to the *Captain*. I always knew Captain Burgoyne to be as watchful as he was an expert seaman and most able officer. Blessed with great nerve and calmness, he was never foolhardy, and with such a high sense of responsibility to those under his command and care, that, much as he would have striven to satisfy Captain Coles of his ship's qualities having been fairly developed, he would have been the last man in the Navy to treat with indifference any official and unbiassed intimation, had it been given him, of the sad lack of stability of the *Captain* after she had passed a certain point of inclination under sail.

"It was the withholding of that information now that we find it was in the possession of certain parties which I maintain requires the strictest inquiry.

"Before I close this letter let me again ask you to say a word on behalf of the fund for the relief of the destitute relatives of those who went down in the *Captain*. Captain Peile tells us they number, so far as is already known, some 539 persons, and I estimate from certain facts, that the ship's company contributed nigh £5000 per annum out of their pay towards the support of those who, but for public charity, will shortly have no refuge but pauperdom. The £15,000 already subscribed, the greater portion of it from the officers and men of the Navy, is only a third of what is needed. Surely our great commercial and manufacturing cities, whose interests the sailor watches over in every part of the world, will not, in such an hour of need, let the orphan and widow perish? Yours faithfully,

"SHERARD OSBORN, Captain.

"London, October 10."

PREPARING FOR EMERGENCIES.

Whether or not Great Britain is at the present moment in a position to commence an aggressive campaign by, and, it seems pretty certain that before many months elapse, if the proposed increase in the British Army and reserve forces is carried into effect, she will be. The cable despatch sent to this continent in reference to the proposed increase was incorrect, the figures being altogether wrong.

The following table gives the strength of the British Army after the proposed augmentation. It must be remembered that this does not include the Indian native army of Sikhs &c., nearly 200,000 strong.

CAVALRY—		
Regulars.....	55,800	
Yeomanry.....	18,400	
Light Horse Volunteers, and Mounted Rifles..	2,000	76,200
INFANTRY—		
Regulars.....	181,300	
{ Militia.....	174,000	
{ Volunteers.....	198,000	
{ Army Reserve Class A..	21,150	
do Class B..	18,400	
Pensioners.....	40,000	
Marines.....	8,000	640,950
ENGINEERS—		
Regulars.....	7,400	
Volunteers.....	8,100	15,500
ARTILLERY—		
Regulars.....	52,000	
Volunteers.....	43,360	95,360
Military Train.....	3,600	
Army Works Corps.....	2,000	
Army Hospital Corps.....	800	6,400
Railway Transport Corps...		15,000
Staff (Regular and Volunteer).....		2,000
Total.....		851,410
Available for foreign service :		

CAVALRY—		
1. Regulars.....	55,800	
2. Yeomanry.....	18,400	74,200
INFANTRY—		
1. Regulars.....	181,300	
2. Militia.....	174,000	
1. Marines.....	8,000	
2. Army Reserve... ..	39,550	402,850
Engineers.....	7,400	
Artillery.....	52,000	
Military Train.....		
Army Works Corps.....		6,400
Army Hospital Corps... }		
		542,850

Thus considerably over a million of men in all would be available for the defence of the Empire, more than half that number being ready for service in any portion of the world. Already extraordinary efforts are being made to increase the strength of the navy, which is already so enormously powerful. We find from a list lately published that the following war vessels are now in course of construction and are being pushed forward to completion as rapidly as possible while others are about to be commenced :

Arrow, 1, double-screw iron gunboat, 245

tons, and 28 horse power building by Messrs Rennie, at Greenwich.

Blazer, 1, double screw iron gunboat, 245 tons, 28 horse power, at Portsmouth.

Blonde, 27, iron screw frigate cased with wood, 4089 tons, 1000 horse power, at Portsmouth.

Bloodhound, 1, double-screw iron gunboat 245 tons. 28 horse power, by Messrs Mitchell at Newcastle-on Tyne.

Bonetta, 1, Double-screw iron gunboat, 245 tons, 28 horse power, by Messrs. Rennie at Greenwich.

Bustard, 1, double screw iron gunboat 245 tons, 28 horse power, by Messrs. Napier & Sons, Glasgow.

Comet, 1, double screw iron gunboat, 245 tons, 28 horsepower.

Coquette, 4, screw composite gunboat, 294 tons, 60 horse power, at Pembroke.

Cyclops, 4, double screw, iron armor-plated turret ship, 2107 tons, 250 horse power, by the Thames Company, at Blackwall.

Devastation, turret ship, armor-plated, 4406 tons, 800 horse power, at Portsmouth.

Fury, 4, turret ship, armor-plated, 6030 tons, 1000 horse power, at Pembroke.

Glutton, 2, double-screw turret ship armor plated, 2800 tons, at Chatnam.

Gorgon, double-screw iron armor plated turret ship, 2109 tons, 250 horse power, at Messrs. Palmer & Co., Jarrow-on-Tyne.

Uccate, 4, double-screw iron armor-plated turret ship, 2106 tons, 250 horse power, by Messrs. Dudgeon, Poplar.

Hydra, 4, double-screw iron armor-plated turret ship, 2106 tons. 250 horse power, by Messrs. Elder & Co., Glasgow.

Kite, 1, double-screw iron gunboat, 245 tons, 28 horse power, by Messrs. Napier & Sons, Glasgow.

Lively, 2, paddle despatch vessel, 835 tons 250 horse power, at Sherness.

Mustiff, 1, double screw iron gunboat, 245 tons, 28 horse power, by Messrs. Mitchell, at Newcastle-on-Tyne.

Osborne, 1, royal paddle yacht, 1530 tons, 450 horse power at Pembroke.

Raleigh, 22, iron screw frigate sheathed with wood, 3210 tons, 800 horse power, at Chatham.

Rupert, iron-clad ram, 3159 tons, 700 horse power, at Chatham.

Scourge, 1, double screw iron gunboat, 425 tons, 28 horse power, at Chatham.

Snake, 1 double-screw iron gunboat, 425 tons, 28 horse power, at Chatham.

Thetis, 13, screw corvette, 1323 tons, 350 horsepower, at Davenport.

Thunder, turret ship, armor-plated 4406 tons, 800 horse power, at Pembroke.

Vigilant, 2, paddle despatch vessel, 835 tons. 250 horse power, at Davenport.

Woodlark, 3, double screw gun vessel, 663 tons, 160, horse power, at Chatham.

A man said, the only reason why his dwelling was not blown away during a late storm was because there was a heavy mortgage upon it.

It was told to Jekyll that one of his friends, a brewer had been drowned in his own vat. "Ah!" he exclaimed, "floating in his own watery beer."

The Washington correspondent of the New York Commercial Advertiser explains the nature of the business which has brought Sir John Rose to America. It is understood that if Mr. Boutwells \$5,000,000,000, five per cent loan passes Congress, it will be negotiated in London, and that Sir John Rose, on behalf of the banking firm of which he is a member, had expressed his readiness to subscribe for a large portion of it.

PROMOTION IN THE ARMY.

(From the Spectator.)

The most popular of all the professional arguments for the retention of purchase lies in the objections always advanced to the system of promotion by seniority. You can, it is argued, under the system of purchase, promote rich young men very quickly, and that practice works very well in two ways. It tempts rich young men into the public service, thereby utilizing for the state a class which might otherwise be useless, and it so cures in some degree the possibility of youthfulness in high command. It is possible, at all events, for a man who is rich, and who likes the profession, to obtain a command at thirty-five, and limited as the benefit is, still it is an undeniable benefit. It greatly increases the country's range of choice when special work has to be done; and sometimes, as in the Wellesley case, gives it a General young enough to have a world to conquer still before him.

If, the arguers say, you abolish this system, you must promote by seniority, and in a few years the country will find all commands monopolized by Major Generals of sixty, and all other offices filled by men disheartened by a "block,"—that is, by an apparent impossibility of reaching commands in time to acquire distinction, and give the State good work. Military officers, under such circumstances, lose heart, reduce their work to a mere routine, and ultimately permit themselves to become almost inefficient, while their non-commissioned subordinates, and even privates diligently follow their example.

A tone of depression spreads through the service, the daily duty is badly done, and ultimately, though the prospect of "service" always cheers Englishmen, there is inefficiency manifest even in the field. Mere certainty as to a rise of pay does not correct this evil, nor any formal increase of rank—if it did brevet promotion according to length of service, and conveying certain good service allowances, would at once remove the grievance—for good men do not enter the army for mere pay. Officers never can be paid as professionals are paid, and if they were, they would, if worth their salt, still long for more, for commands, opportunities of service, places in that special world whose opinion is to them all in all.

Anybody who knows the army knows that the difficulty of a Commander-in-Chief is not to remove grievances about money, but to content good officers with their rank, their chances of selection for service, their reputation in the military hierarchy. Sensitiveness and not greed is the foible developed by an officer's life; and it is not altogether his fault, being in part at all events the result of that thirst for opportunities of action and distinction without which no army is worth its pay.

The objection is always advanced in the most serious way, and is always treated by statesmen in the most serious spirit, and yet it is most difficult for laymen to see that there is very much in it. In the first place, the officers who cannot purchase, say nearly a half of the army, are promoted by strict seniority, and do quite as well as their richer comrades, and this in spite of the aggravation caused by seeing rich young men promoted over their heads. The Lords Cardigan are not of so much better metal than the General Havelocks, nor is there the slight security under the present system that merit and wealth should assist each other or be found in the same man.

As a rule, it is found that the man with-

out money makes the best officer, takes most pride in his profession, which is to him all in all, and devotes himself most diligently to the acquirements through which alone he can hope for high ultimate distinction. Soldiering is the business of his life, and he tries to do his business well. Decrepitude in command is by no means a necessary result of promotion by seniority. It can always be prevented by the provision already existing that an officer unless re-appointed for special service, must retire at the age of sixty; while it is by no means so certain as soldiers assume when talking to laymen, that age, unless accompanied by decrepitude, is a drawback to an officer in command.

Experience counts for a great deal in soldiery. Young generals have beaten old generals before now; but Von Moltke directs the Germans well enough at seventy: very few generals in the German service not of the Royal blood are under sixty, and in our own service it is not the grey-headed Colonel who has lived his life among the men who lets his regiment out of hand, or blunders in the field, or runs away from the neighbourhood of the shells. On the contrary, we have heard men full of services declare that age, with all its drawbacks, has for General officers one great gain, an impassiveness, an incapability of flurry, which in a general is far more useful than mere courage. Good, steady professional work is what is wanted out of the majority of officers, and we get it from the officers of the Royal Artillery who are promoted by seniority, and from those of the Royal Navy, who are promoted to a great extent at haphazard. At least, no Admiral ever yet pretended to explain why he was an Admiral, and his fellow midship a "Captain," eating out his heart on shore.

Besides—and this is our real point—granting seniority as a system, why are we obliged to refrain from supplementing it by selection? Everybody turns with horror from the supposition, but we should like to know why? Is it the truth that all Englishmen, and especially all Englishmen of high military experience, are so corrupt, or so given to favouritism, or so hampered by the political influence, that no Commander in Chief or Minister at War can be trusted to promote officers with a single eye to the welfare of the State, or at all events, to the welfare of the State and popular opinion; that he would always promote his courtiers, or those who had some return to offer for his patronage? Because, if that is the case, the sooner we annex ourselves to the American Union and give up the pretence of being a Great Power the better.

No system can be successful if there is rottenness of that kind at its core, nor would any successful general in the field remain satisfied without power to set aside the rules of the service on his own responsibility. Suppose the rule to be Seniority, but the reward for special service of any kind, in the field or the cantonment, to be the antedating of the officer's commission by so many years or months, would not that system enable a Von Moltke, dealing with officers selected by competition, and not by landlord pressure, to push a competent man up pretty rapidly, or compel an incompetent man by supercession to resign? We do not see, if the reasons for the grant were gazetted, or the Commander-in-Chief permitted to add to his signature, 'on my responsibility,' why the power should be abused, or why it should not be the interest of the department to push on marked ability.

There is such a vice as distrust, and we do not know that in matters of organization

it is not more ruinous even than neglect. The power is not abused in Prussia, where the King the sole pivot of the army, wishes efficiency first of all; and we do not see why it should be abused in England, if the Commander in Chief did but wish it too. Let the regimental grades be given by age, but make every command of every kind a Staff appointment to be filled as cabinet offices are, without attention to anything except the necessity of success. As for the chance of unwarrantable discontent arising in the army, owing to mere suspicion of headquarters, we should under any system have to risk that, and it is possible to be swayed too much by the fear of it. The interest of the State is before the interest of the army, and if there is one thing more injurious to rulers in a free country than in justice, it is this trembling apprehension lest justice should not be sufficiently appreciated.

Every profession knows pretty well the comparative value of its own men, and its members always in their hearts think it fair that the ablest should jump up quickest, and do not usually grudge them just a little luck. There is a little too much of this fear of Service opinion abroad just now, a little too much readiness to believe that the first business of Government is not to use but to content its servants.

THE KING OF SPAIN.

The new king landed at Cartagena on the day of Marshal Prim's death. He was received by Admiral Topeto, who has succeeded Prim as President of the Council. Topeto at first felt scruples about going to receive the king, as it might, he thought, be construed into want of consistency with the course he had always advocated. Finally, he said he would be governed by the advice of those of his friends who were present, who like himself had consistently upheld the claims of the Duke of Montpensier. Rios Rasas said he thought the Admiral ought to accede to the unanimous wish. Others of the same party spoke in the same sense, and the result was that Topeto said he was at the disposition of his companions to do whatever they wished. King Amadeus arrived at Madrid on Monday, accompanied by General Cialdini, and immediately proceeded to the Church of Atocha, where the remains of Marshal Prim had been deposited. He then went to the Cortes, where the Regent delivered a speech, in the course of which he said that the task of the revolution was at an end, having succeeded in establishing a monarchy based upon democratic institutions. The king, it is said took the oaths to the Constitution in a very firm voice, Senor Zorrilla then made a speech, and on leaving the Cortes his Majesty proceeded to the Ministry of War to pay a visit of condolence to the Duchess de Reus; and afterwards rode to the palace, being on the road enthusiastically cheered by the vast crowd which thronged the streets. The telegram says that "complete tranquility prevailed." As soon as the King was installed the Ministry placed their resignation in his hands, and a new Ministry has been formed which is constituted as follows:—Marshal Serrano, President of the Ministry and Minister of War; Senor Martos, Minister for Foreign Affairs; Senor Ulloa, Minister of Justice; Senor Beranger, Minister of Marine; Senor Sagasta, Minister of the Interior; Senor Zorrilla, Minister of Public Works; Senor Avala, Minister of the Colonies.

VOLUNTEER CAVALRY.

THE LESSONS OF THE DECADE.*

BY A VOLUNTEER CAVALRYMAN.

(From the United States Army and Navy Journal.)

THE SABRE.

We may say without boasting that at the close of the great civil war in America the armament and training of our volunteer cavalry on both sides were more practical and efficient than those of any regular cavalry in Europe. If in drill and personal appearance many a crack regiment of the latter could surpass them, in a week's real hard campaigning over any country at hazard, one of our regiments could have marched around their opponents, decimating them without loss to themselves. Under the system of *raids* our cavalry, with a battery of flying artillery to each brigade, put the whole country in terror for a distance that would require a whole army to influence in Europe. Infantry and artillery of equal force we despised. The mobile and elastic dismounted skirmish line with artillery supports was far superior in destructiveness to the infantry line of battle, on account of its rapidity and dash.

This is the bright side of the picture. I expose the dark with the greater readiness now because the fault is easily remedied in the future, and if so done, our cavalry would then be the best in the world.

The fault is this:

Had one of our cavalry regiments been put into a level plain with no arms but sabres, opposed to a like force of European heavy cavalry, especially cuirassiers, they would in all probability have been routed. With lancers opposed to them in the same manner their defeat would have been nearly certain. Deprived of firearms, our cavalry would have been overthrown.

The fact is an unpalatable one to an American cavalry officer, and many will utterly deny it from *esprit de corps* and national vanity. But a fact it is, and both the reason and the remedy are simple.

The reason was that our men had little or no confidence with the sabre. The reason of that again was that they were never taught to use it properly. The ultimate reason of all—our system of sabre exercise, as laid down in the tactics, is radically bad, and our men never fenced together.

The remedy is as simple as the reason. Introduce a good system and make your men fence constantly. Then American cavalry will be second to none other heavy or light.

During the war many officers contracted a positive prejudice against the use of the sabre, and in some regiments mostly Confederate, it was entirely left aside, all charging being done with the pistol. But, so far, as the author's observation goes, he never remembers an instance in which a sabre

charge, resolutely pushed, failed to *drive the pistols*. But the individual fancy of a colonel generally regulated the matter for his regiment. If he were an enthusiastic swordsman he always managed to infuse the same spirit into his men, and such regiments depended on their sabres with just confidence. But very few colonels on either side were swordsmen. The sabre is a weapon that requires constant practice to keep one's hand in, and our cavalry officers, as a class, are entirely deficient in that practice. Hence the contempt for the sabre inculcated by a class of men who simply could not handle it.

Many officers now advocate the pistol for a charging weapon, in preference to the sabre. They insist that a pistol shot kills, when a sabre cut only wounds. We have heard officers openly avow the sabre to be *useless*. In one regiment it was publicly boasted, in the writer's hearing, that they never had drawn a sabre in a charge and that they never would charge with anything but pistols. The slight effect of sabre cuts is noticed by cavalry officers on both sides, several who have written their own adventures have mentioned it in their books, and have been quoted in their turn by the cavalry compilers.

But in all the instances during the war, in which the sabre proved ineffective, it may safely be asserted that it was owing to two things—want of fencing practice and blunt sabres.

The latter cause, as much as the former, conduced to this want of confidence in the sabre. The men shrunk from using a weapon with which they never had encountered a foe, and they knew also that the said weapons would not cut.

It is a strange fact, that after all that has been said and written about sharp sabres, by every one who has written on the subject of cavalry they still remain, in every service known, blunt as ever.

Nolan constantly insists that "a sharp sabre will cut in any ones hand." De Brack remarks: "*Surtout conservez le fil de votre sabre, comme celui de votre rasoir.*"

Red tape at the head of affairs remains stolidly impenetrable. Sabres are issued blunt enough to ride on to San Francisco. The steel is hard. Grindstones are not to found. The soldiers lose confidence in the weapon and prefer the revolver.

Now if the War Department would simply require in all future contracts for sabres that they should be delivered, each sharp enough to cut a sheet of paper, by striking the paper on the sword lightly, the American cavalry of the future would be revolutionized.

If whetstones were furnished the men, or what are called scyth rifles, a sabre issued sharp would be kept sharp. But as it is the men cannot get them sharp. The writer has stood at a grindstone turned by steam, and tried to grind an Ames sabre for over an hour. He can testify that it is hard, the hardest kind of work. But if ground while in soft temper, at the factory, the hardening temper subsequently received would leave them sharp still, and easily kept so.

And there is no fear but that the men, with very little looking after, would keep them so. Soldiers are fond and proud of good weapons, and take good care of them. All men are apt to be vain of bodily strength and skill. It gives a man a braver feeling to cut down an adversary than to shoot him, and by just so much as he trusts to his sword, his *moral* will be raised.

That the sword may be made a murder

ous weapon when sharp we have no need to quote Nolan.

A more recent book unconnected with military science, and therefore unworped by prejudice, gives testimony on this point, convincing to any one.

Sir Samuel Baker, the bold traveller, who discovered the ultimate source of the mysterious Nile, so long sought in vain, has published a book of his adventures on the Blue Nile and its tributaries of Abyssinia, in which he gives a full account of the Hanan Arabs of that region, who hunt all kinds of game from the elephant to the wild boar or antelope, with no other weapon but the simple sabre.

Three or four of them combined are sufficient to kill the most vicious male elephant, if they catch him in the open. They hesitate not to attack the lion in the same way, and with equal success, if he too is caught in the open.

Their swords are Solingen blades, made in Germany, and quite common in the United States as officers' swords. It costs a poor Hamran half a life's labor to buy a new one and they are handed down from father to son as heirlooms. It is in their fancy to have them straight and cross hilted, unlike the equally keen Damascus scimitar.

But the remarkable fact about these swords is their wonderful cutting power. This cutting power arises simply from their being kept sharp as razors literally.

Sir Samuel Baker says that the Arab's first care after a march is to draw his sword and strap it to and fro on his leathern shield. He never rests satisfied till with it he can shave some hair off his bare arm. This shows to what keenness of edge our own weapons might be brought. No mysterious Damascus blades, but the familiar Solingen sabre, which is advertised daily in every military gazette; and we have no doubt that the Ames blades, from Chicopee, Mass., could be brought to an equally fine edge with care.

Now for the performances of these weapons:

On one occasion a wild boar at bay created much trouble for Baker's party. He charged a German servant, who awaited his attack, and got knocked over by the animal and put in imminent danger of his life. At this juncture, "Abou Do" leaped over from his horse and let his sword drop over the hog's back, nearly dividing the animal in half."

On another occasion, chasing a rhinoceros, it gets into the bushes after a hard race, but, just as it has almost gained the cover, "Taher Sherreef" sprang almost out of the saddle, and made a blow. A gash nearly two feet in length appeared in the rhinoceros's quarter." etc.

We quote from memory, but the verbiage is the only inaccuracy.

The facts are as stated.

Taher Sherreef, with a single blow, cut deep enough into the colossal leg of an old elephant to divide the tough back sinew and hamstring the animal, who bled to death in ten minutes, the artery being divided; and in the Arab fights, men are quite frequently cut in two at the waist, Baker informs us.

If our men had weapons like that, which they might have without expense almost, we should hear no more of "useless sabres." A sabre should be kept as sharp as a razor. No half-way ought to be allowed. It can be done and it ought to be enforced. Fancy our men armed with razors three feet long. What ghastly wounds they could inflict on an enemy, the very first fight, when every

*In presenting this series of papers to the world I wish to dedicate them to my friend, General J. Watts de Poyster of Tivoli, N.Y., without whose suggestions, encouragement, and assistance, as far as regards references, they would never have been written. His military library, the finest of its kind in this country, has always been open to me and afforded me information which I could not have dispensed with. I desire to render, also, full justice to his criticisms, and to acknowledge that friendship which cheered me in my labors. But for him the "Lessons of the Decade" would never have been put to proof. Four years' service in the field have afforded me many opportunities for observation. That I determined to present my views to yours is due in a great measure to the encouragement of my esteemed friend and your military correspondent, "Anchor."
THE AUTHOR.

accidental slash would open a gash a foot long; and how shy an enemy would fight of such men, if in other respects well armed and horsed.

In the cavalry of the future, those "three foot razors," if ever a man is found to introduce them, will be the greatest innovation of modern warfare since gunpowder.

But the greatest cause of the superiority of the sabre will be in its moral effect.

Morale becomes more and more every day the secret of modern warfare. Every new weapon which is invented if good for anything is immensely exaggerated in its moral effect. The needle gun has frightened ten men off the field for every one it has killed, because it was reported to be far better than it was. Its effects at close quarters and in the open field were awful. At long ranges and in wood skirmishing the muzzle loader could have held its own besides shooting stronger. But the moral effect of the needle gun scared away the Austrian jagers. Got a man well scared and give him a thirty shot repeating rifle and a dozen revolvers, and he'll run like a hare from old Brown Bess in the hands of his moral superior.

A good sound thrashing, whatever the weapons used, leaves a great respect for them in the minds of the thrashed party. I have heard men armed with breech-loaders talk longingly of the advantages of the muzzle-loading long Enfield rifle, because that rifle had been the instrument of their thrashing the day before.

Now the moral effect of a charge is tremendous. The fierce charging yell, rising and swelling higher and higher till it overtops the sound of musketry, frightens more men than the bullets. Very, very few troops will stand up against a charge unsupported by works; we might say none. One side or the other is sure to give way, not from the force of weapons, but simply because they're afraid. And anything which encourages men to charge home doubles their *morale*, and *morale* is everything.

It was *morale*, which, after the first victory at Woerth, gained by overwhelming numbers, (about four to one on the field) made the subsequent Pruss an successes so much easier to gain over the French in 1870. In that battle the celebrated Zouaves were forced into a complete rout, for the first time in their history. That corps had, up to that day, been considered the most desperate fighters in all Europe, and practically invincible. They really were so in any ordinary circumstances. Their *morale* made them twice as formidable as they really were. But, under the shock of numbers absolutely impossible for human beings to stand up against, they were routed at last. The spell was broken and with it the heart of the Zouave. His *morale* was shaken to dissolution, and with it sunk the *morale* of the whole French army. The men who could conquer their unparalleled Zouaves must be devils incarnate. So the French troops became easier to defeat every day, as bad generalship completed the wreck of their *morale*.

And as thers fell, so rose their adversaries. This is always the case. A scared enemy, after the loss of one battle, is half-beaten before he enters the next; and the attacking party, in nine battles out of ten, is the victor.

So with our cavalry of the future. Give them a weapon which they know to be irresistible at close quarters, and they will be only too anxious to charge. A charging regiment, with "three-foot razors," will not lose half as many men as its opponent the

"pistol chargers." Half the pistol shots are thrown away, fired from a galloping horse at a galloping horse in who passes like a flash. Mixed up in a melée the pistol chargers will soon learn to give a wide berth to the "razor bearers," and to do so they must run. Now a runner soon gets demoralized.

It may be said—I have heard it triumphantly instanced by an officer on the "pistol side" that the revolver men may run away before the others, and then turn on them with their pistols as soon as the swordsmen halt to rally to the recall. Instances of the sort had occurred in that officer's knowledge which had given him that opinion. He had seen a regiment so served. But the sabre charge was not pushed in real earnest, and the men had no confidence in their weapons. Had each man carried a sword, with which he knew he could cut his enemy in half at the waist with a good backhander, the revolver armed enemy would not have escaped, so "gayly laughing," as the narrator said. The moral effect of those "three foot razors" would have kept them at very long shots, and a cavalry charge become a thing far more dreaded than it is now.

We have entered into this question fully as its importance demands, without boring the reader with a long list of instances. It is a subject on which we contend that grave misapprehension exists. We have good sabres, excellent steel. The mere enforcement of what every cavalry officer must admit to be a good rule would at once work a revolution in the cavalry of the future, doubling its *morale*.

CORRESPONDENCE.

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

NOTES ON THE NEW FIELD EXERCISE, 1870.

BY MAJOR G. H. F. DARTNELL, LATE 34TH V.M.

BATTALION DRILL.

GENERAL RULES.—V. Field Officer to give points on foot, if his horse be unsteady. VI. The Field Officer's horse's body to be in prolongation of the alignment. Nos. X. and XI., struck out. The front is the direction in which the battalion is turned when in line. XII. When the order of companies is lost, each Captain to warn his company of its new number. XIII. Independent firing to be the exception, volley firing the rule, the latter in the discretion of the commanding officers to be by battalion, half battalion, companies, half-companies, or sections, the number of rounds to be expended, in all cases, to be specified.

MOVEMENTS IN LINE.

Sec. 6. The system of dressing a battalion in line is extended to the case where a battalion is required to change front at a very small angle.

Sec. 7. Files impeded by obstacles to break off without word of command.

Sec. 8 is struck out.

Sec. 9. Front line to retire by fours from either flank of companies, and to break into fours when at wheeling distance from the relieving line.

COLUMN MOVEMENTS.

GENERAL RULES.—Six paces to be the distance for quarter column.

Sec. 10. Leading used throughout for the company at the head of the column, also, (Sec. 11) "Remainder," instead of "remaining companies." A battalion on the march in quarter column may open to column from the rear company.

Sec. 12. Formations of half-companies and sections omitted. On turning into column after advancing or retiring in fours, the flank that was leading or in the rear respectively, when in fours, will direct.

Sec. 15. A column countermarching to move by companies, as directed in Part II., Sec. 16.

Sec. 16. Substituted for sub-sections 20 and 21. Changing the order of a column, when required, to be effected by forming fours deep and passing the companies thro' each other in succession.

Sec. 18 and 22, struck out.

Sec. 21. The caution is now "Break into column to the right, (or left.)"

Sec. 28. Struck out.

Sec. 23. Advancing in column, column of double companies or column of half-battalions, the movement is to be performed by the companies forming towards the Company or companies that will lead the column, and then turning to the front when in column, first making (to prevent loss of distance) a half-turn towards the front when its leading four is in rear of the centre of the preceding company.

Sec. 24. Returning from one flank in rear of the others, or from both flanks in rear of the centre, to be effected in fours and each captain ordering a half turn to the rear to prevent loss of distance. Provision is made for prolonging the line along the rear, the word being "Prolong the line to the right (or left) from the left (or right.)"

Sec. 25. In forming column from line no base points are to be given, and all such formations to be in rear of the named company.

Sec. 26. A quarter column on the march may wheel into line by successive companies from the rear, the rear company being wheeled at once to the named flank and halted when square, the other companies wheeling in succession as they gain their proper distances.

Sec. 29. In forming line by companies in succession to either flank, the caution is "line quarter, half or three-quarters, right (or left), or to the right (or left) on the leading company.

The formation of line to the front from double column is struck out.

DEPLOYMENTS, Sec. 29.—Each company to be led by the shortest line to the spot where the outer flank of the company preceding it into line will rest, then changing direction so as to become parallel to the alignment and then to halt, front and dress up. Provision is made for deploying on the march

the captain of the leading company halting his company as the remainder form fours.

ECHELLON MOVEMENTS.

Short echelon is formed by the two centre companies advancing and the remaining companies of half-battalions following in succession at six paces distance. It is stated as combining the advantages of an advance in line with greater freedom of movement than is possible in that formation.

Sec. 31. In moving in oblique echelon the directing flank is changed so as to permit of the companies being wheeled up into line, the word being "left (or right) wheel into line." A battalion may move to the right or left in echelon by fours (should the nature of the ground require it) reforming line parallel to the original front by the leading fours of companies turning to the original front, the remainder front forming; line may be formed at any angle on the leading company by wheeling the leading fours of that company (which thus becomes the base company), then front forming.

Sec. 32. Changing front on any named company. No material change. When the change is on a flank company, back the company is wheeled up, as when the flank is thrown forward. A battalion on the march may change front on any named company without halting, the named company doubling. Change of front may also be made in fours when rendered necessary by the nature of the ground.

Sec. 34. *Forming line from echelon.* If at wheeling distance this may be done to either flank.

Sec. 35. If line is to be formed obliquely the companies are to be wheeled to the required angle, on the word Forward, the named company to advance three paces and halt, the remainder closing and forming on it by fours, by command of their captains.

FORMATIONS TO RESIST CAVALRY.

GENERAL RULES.—Cavalry to be received in line on a plain where there are no inequalities of the ground to protect them or enable them to form unperceived. The flank companies may be wheeled forward or back, or one forward and the other back; where cavalry can approach unperceived the troops to be prepared to form two or four deep square at any moment.

Sec. 37. A battalion in line forms square on the two centre companies, these standing fast; the remainder form fours inwards and disengage to the rear. The remaining companies wheel to the right and left respectively and when in square are halted and turn to the rear. The flank companies are moved into and form the rear face of the square. The flank files of the front and rear companies turn outwards. Square is reformed by the side faces forming fours towards the line, the rear side form outwards and then proceeding to deploy into line.

Column of double companies may be formed from this square.

(To be continued.)

FROM BELLEVILLE.

To the Editor of the VOLUNTEER REVIEW.

In my letter of last week there is an error as printed. At page 75, middle column, twenty-fifth line, the words "and the" should read "another."

I am happy to inform you that our County Council granted \$100 in aid of the funds of the Hastings Rifle Association. A similar amount is expected from the Belleville Town Council. They threw out the request for \$100 towards sending men to shoot at Wimbledon, for the reason given in my last, viz: that the money might be much better used in encouraging rifle shooting amongst our thousands of Volunteers in the Province of Ontario than in sending twenty men away to shoot in England. I see that in the estimates for Ontario, under the head of "Unforseen Expenditure," \$1000 is put down for the team going to Wimbledon, and \$500 for the Ontario Rifle Association. Perhaps you can inform a few enquirers whether the Ontario Rifle Association expect to get any thing from the Dominion Government or not.

W.C.

NEWS OF THE WEEK.

The Emperor William has sent the following telegraphic despatch to the Empress Augusta:—"Versailles, 2 p.m., Sunday.—Last night an armistice for three weeks was signed. The regulars and Mobiles are to remain in Paris as prisoners of war. The National Guard will undertake the maintenance of order. We occupy all the forts. Paris remains invested, but will be allowed to re-victual as soon as the arms are surrendered. The National Assembly is to be summoned to meet at Bordeaux in a fortnight. All the armies in the field will retain their respective positions. The ground between the opposing lines is to be neutral. This is the reward of patriotism, heroism, and great sacrifice. Thank God for this fresh mercy. May peace soon follow. Signed. WILLIAM."

A special to the *New York World*, dated January 27th, says: M. Favre was in conference with Bismarck at midnight. Bismarck carried his point. The capitulation involves the cession of Alsace and Lorraine, and a part of the fleet. The money indemnity is to be guaranteed by municipalities; a portion of the German army to return home, and the war to cease. It is necessary that some territory be retained to secure the fulfilment of the compact. The Mobiles are to be sent home. The Emperor will return immediately to Berlin.

The same correspondent also sends the following: The terms of the capitulation of Paris provide for the possession of forts around Paris by the Germans, but no occupation of the city by them; and the Prince Imperial to be the future Emperor, with the Empress as Regent. A large force will be immediately despatched in pursuit of General Chanzy.

On the 23rd at noon a letter arrived from Favre addressed to Bismarck, requesting permission to come to Versailles. Bismarck replied that he might come, under the distinct understanding that no mention would be made of the London conference, that subject being disposed of. The reply reached Favre at half-past one p.m., accompanied by Bismarck's private carriage. Favre arrived in the evening. A council of war was held next forenoon to consider Favre's mission—the Emperor, Bismarck, Von Moltke, and the Crown Prince were present. The Emperor presided. The council sat for two hours, and the result of its deliberations was announced to Favre, who returned to Paris at half past four.

It is understood that Favre asked that the army in Paris be allowed to march out with full honors and take up a position in some unoccupied district of France, under his management, and not to resume hostilities for a term of months to be agreed upon; and that there would be no triumphal entry into Paris by the Germans. These terms were refused by the Council, which informed Favre that the only basis of surrender would be the same as at Sedan and Metz.

The state of Paris at the time was terrible. The political clubs were in arms, and a sortie with 200,000 men was demanded, but Gen. Vinoy refused to allow the useless butchery, and General Leflo was put in his place. The Reds demanded a new Government, and 210 members of the National Guard have been chosen for that purpose.

The German troops occupied the forts around Paris at ten o'clock on the morning of the 29th. The entire Garrison of Paris except the National Guard surrendered their arms. The armistice expires on the 19th of February.

It is said that Bismarck, alluding to the reported negotiations with Napoleon and the Prussian Government says the Emperor refers everything to the regency. He (Bismarck) denies that he has ever negotiated for a restoration of the Bonapartes, or that he intends to interfere in the domestic concerns of France.

Berlin is said to have been in a perfect frenzy of excitement when the news of the capitulation of Paris arrived. Church bells were rung from daybreak in the morning, and services in the churches were attended by crowds of worshippers; sermons of peace were delivered, and prayers of thanksgiving were offered. An immense crowd gathered in front of the Palace, and the ladies of the royal household appeared at the windows and waived their acknowledgments to the people. The scenes in the streets were beyond description. Every person on his way to church as he met his neighbor stopped and embraced, and the women congratulated each other with tears in their eyes. The news created a charitable feeling in the public mind, and there is said to be a strong desire to act generously towards the fallen foe.

It is officially announced that General Clinchart has been appointed to the command of the First army in the place of Bourbaki, who is no longer able to perform active service. The latter seems to have, in moment of mental aberration, attempted to commit suicide with a pistol.

The latest particulars with regard to the armistice are that the elections will be permitted in all departments, together with free circulation of deputies through the country. The army of Paris, regiments of the line, marines, and Mobiles are to be made prisoners of war, with the exception of 12,000 men who are required to maintain order in Paris. All the corps of the Franc-tireurs are to be dissolved; but the National Guard will remain armed. The French troops will deliver their arms, and flags, and field artillery, within fourteen days, all of which will be collected at Suran. The French troops may retire into Paris unarmed. The cannons of the forts are to be delivered up, but the *enciente* guns are to be dismounted, the carriages to be delivered to the Prussians, but the guns themselves to be left; a line of demarcation is drawn between the *enciente* and the forts—the French position to extend to the *enciente* only, and the Prussian position to extend 500 paces from the *enciente*, with certain topographical modifications. Fort Valenciennés will remain in the hands of the French. Three railway lines will be repaired, and permitted to convey sufficient supplies for the daily nourishment of the population of Paris. Bourbaki's army and the fortress of Belfort are not comprehended in the armistice. The Prussian line of demarcation for the Southern line is to be the line of the Loire. The object of the armistice is to spare further bloodshed, and give an opportunity to the French people, through the Assembly representatives at Bordeaux, to decide for war or peace. The neighborhood of the Jura is excepted from the provisions of the armistice, which includes the naval forces of both powers in all parts of the world. The German prisoners are to be exchanged, and the public funds are to remain in Paris.

There is little reason to believe that the opposition threatened at Lyons and in some other parts of France to the terms of the armistice, and the treaty of peace almost certain to follow, will amount to anything. Gambetta, the principal spirit of the heroic resistance of the latter part of the invasion, has, it is said, ratified the terms of the capitulation, though in another despatch he is represented as seeking further information. When he accepts the situation, and endeavours to make the best out of the changed aspect of affairs, it is very likely that Chanzy will agree to the armistice, and Bourbaki will no doubt follow his example, as he is very closely pressed.

Prompt and strenuous efforts are making to fully supply the Parisians with food; and until the railway connections are re-estab-

lished, by which contributions can be brought from England and Belgium, the Prussians have generously offered to share their rations with the starving citizens.

The Italian Deputies have finished a protracted debate on the Papal guarantees. An explanation was made by the Government that the responsibilities it proposed to assume towards the Pope were virtually the same as those adopted by the advice of Count Cavour, with relation to the liberties of the Church; and that the practical effect of this policy would be to exempt the Pope from subjection to any temporal authority. The Senate adopted a resolution providing for the removal of the capital from Florence to Rome on the 30th of June. The Senate has also in a further resolution declared its satisfaction with the engagements entered into by the Ministry concerning the guarantees of independence of the Pope and liberty of the Church.

The Honorable John Ross breathed his last on Tuesday morning, after a long and very painful illness.

A Washington despatch states that the *Alabama* claims, for the first time during the present session of Congress, were on Tuesday alluded to informally in the Senate Foreign Relations Committee. If this be true, a considerable portion of the structure raised by another correspondent respecting opposition to the recently proposed terms of settlement must fall to the ground.

Many thousands of French are said to have died from starvation in the Jura district. There were 15,000 prisoners taken at Dijon, including 100 officers, two being Generals. There were also captured 10 cannon, 7 mitrailleuses, and 2 eagles. Only 8000 men of the army of Bourbaki escaped in the direction of Lyons.

The *Echo du Nord* is in favor of peace. It calls the appeals for resistance made by the Municipality of Bordeaux, encroachments upon the power of the Constituent Assembly. Meetings are being called in the northern departments to nominate candidates for the Assembly.

A letter from Colonel Drucot's Secretary, assisting in the War Department at Bordeaux, says there is an immense reaction in official circles and among the populace against the Provisional Government, and that ten millions of people would vote for the restoration of the Emperor to-morrow. France will refuse to continue the war. Mobiles arriving at Bordeaux shout "Vive l'Empereur."

It is reported that Bismarck is indisposed, and was visited by the Emperor on Wednesday.

The Emperor Napoleon continues to be treated with every attention. With the heavy fall of snow which occurred in all Germany, some sledges have been sent to him straight from the royal stables at Berlin.

A Lyons newspaper publishes the programme of the Radical Society in Paris,

founded by Rollins, Doleschuz and Peyrou-tor. It pronounces for Alfor, the Republic, with one Assembly, an Executive to be chosen, and recalled by the Assembly; the suppression of the standing army, and the substitution therefor of a militia composing all citizens; the reduction of the budget, and the abolition of titles and privileges of nobility. It repudiates forever all wars for purpose of conquest, and concludes with the demand that no negotiations be pursued with the Prussians while they are on French soil.

The Government has decided to grant discharges to all the Volunteers now serving in Manitoba who desire to remain in the Province. A general order to that effect was read to the men on parade at Fort Garry on the 9th ult. The disbanding of the force will take place in May next, and in the meantime the commanding officer is authorized to grant "working passes" to all whose names stand clear on their company books. These passes will be valid until the discharges arrive from Ottawa, which will be about the middle of May. A small force, numbering about 90 men of all ranks, will be recruited equally from the two battalions, to serve for six months, with power to the Government to extend the term for an additional six months. These Volunteers, who re-enlist in May, will furnish guards for the forts and powder stores, and it is proposed to give them grants of land. It is expected that all the arms and equipments of the disbanded Volunteers will be lodged in Fort Garry, so as to form a military magazine in case of need. The recruiting depots at Kingston and Montreal will also be abolished and the new Province created the Tenth Military District.—*Globe*.

MORE BLUNDERING.—The 88th Regiment, which arrived at Portsmouth on Wednesday in Her Majesty's ship *Crocodile*, have all of them the Enfield percussion rifle, and as regiments coming from India bring no ammunition with them, it would be thought that on board the troopships there would be suitable ammunition for the rifles carried by the regiments; but instead of this the troopships only carry Snider ammunition. In precarious times like the present, the Naval or War Office authorities should attend to these details, as the destination of regiments at any time is liable to be changed and if ordered to disembark at any foreign port without suitable ammunition the state of things would not be creditable to any department.

An English writer who advocates the dropping of the letter *u* from the termination *our*, as is the universal practice in the United States says that the needless retention of this letter in a single copy of the *London Times* cost £40, and that in English books and periodicals alone it increases the cost of publication fully £10,000 a year, without yielding any practical good.

REMITTANCES

Received on Subscription up to Saturday, the 4th inst.

BROOKVILLE.—Lieut. Col. Atcherley, \$1:50; Lieut. Col. Jackson, \$1:50; Lieut. Col. Buell, \$1:50; Major McKechnie, \$1:50; Major Cole, \$1:50; Capt. Young, \$1:50; Capt. Cook, \$1:50.

THE
VOLUNTEER REVIEW
 And Military and Naval Gazette.
 VOLUME V
 1871.

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

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

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

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

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

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

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

AGENTS.

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

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

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

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

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TO CORRESPONDENTS

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

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

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

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

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

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

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The Volunteer Review,
 AND MILITARY AND NAVAL GAZETTE.

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

OTTAWA, MONDAY, FEBRUARY 6, 1871.

We would again remind our Subscribers in Ontario that our Agent Lt.-Col. LOVELACE is now on a collecting tour through that Province, and would feel obliged by their promptly paying up to him their individual indebtedness to this office.

The long agony is at length over and Paris the beautiful has fallen. Our telegraphic news declares the event to have occurred on the 26th of January, and the terms to be unconditional surrender. The troops that manned its fortifications have become prisoners of war, and France, without a government or army, is at the mercy of the conquerer.

If the Prussian occupies the city we hope he will take short order with the scoundrelly Red Republicans, spring neither steel nor hemp in their service; but for them the horrors, misery, and degradation consequent on the surrender need not have been encountered.

Trochu has proved himself what we always held him to be, an incapable scoundrel,—if he had done his duty by the Empress Regent, sustained at all hazards the legal and legitimate Government of France, the day of Sedan would have measured the extent of Prussian successes. Peace, and an honorable peace, could have been made by her Government, and if the Prussians refused to accede thereto there were means at hand in outside intervention to compel her. But with the wretched scoundrels the Parisian

mob placed over the doomed Empire no party would treat. They were in no sense a government, and all that could be done was to let their dupes pay the penalty of their stupendous folly in trusting such wretches.

Gambetta, Favre, Thiers, and their confederates are despicable agitators; but soldiers like Trochu are doubly dyed traitors. A philosopher, a politician, a military writer, with the ambition to be a second Napoleon le Grand, but wanting even the vulgar courage to lead in the desperate struggle to force the stern foe to loosen his grasp on the doomed city whose defence was entrusted to him. French history has furnished unhappily many miserable examples of traitorous soldiers, but not one whose infamy is a tenth as great as that of the late commandant of Paris.

But after the capitulation what next? It is said peace can be had on paying an indemnity of 1,000,000,000 francs, or about £40,000,000 sterling, the surrender of forty war vessels of the French fleet, and one colony, with, of course, the Rhine Provinces. We do not believe this will be the basis of the arrangement, or that England will sit quietly by and see such fearful spoilation without something more than verbal interference. The transfer of forty men of war would make Germany the second naval power in the world, and it is not for Britain's interest she should become so. It would seem to be more probable that the surrender of Paris being accomplished, a restoration of the Empress as Regent will take place, preliminaries of peace will be arranged with her Government looking to an indemnity in money, with probably the completion of the arrangement of that secret treaty, which evoked so much virtuous indignation from the English Radicals and their organ, the Times. All this and more is on the cards.

On the nineteenth of January, 1870, William of Prussia was proclaimed at Versailles Emperor of Germany, being exactly 170 years from the day when the first Hohenzollern was elevated amidst the ill-concealed sneers of European sovereigns, from Elector of Brunderburg to King of Prussia at Konigsburg.

The struggle with the Hapsburgs has so far been favorable, but what of the future? German Kaisers have never been powerful monarchs in modern days, nor does it seem probable that the military despotism which the newly created Emperor's advent to power will impose on all the petty states of the Empire can be lasting. It is true the military power of France is broken for the present, but Austria and Italy are yet formidable monarchies in Europe, backed by the "Old Lion of the Seas," they could put a snaffle on the Prussian war horse, and it is more than probable before this contest terminates all those powers may be compelled to put forth their strength,

Is German unity merely a philosophic dream, or is it the actual realisation of a patriotic wish to weld the Teutonic tribes into one grand nationality? Time alone can solve this question; but we are inclined to think that it is one of those idealistic conceptions of the speculative philosophy which has pervaded the German mind for the past century. Against actual materialist union there are many reasons—topographical, commercial, theological, political and practical, and it would appear that United Germany can only be held together by a strong hand. Whether the united resources of its people will long bear the strain of huge armaments and an expensive administrative system is another of those questions which time can only answer; but there can be no doubt of the purport of a resuscitated Germany to European liberty.

An article from the United States *Army and Navy Journal*, entitled "Volunteer Cavalry: the Lessons of the Decade," will be found in another column, and we recommend to our cavalry readers an earnest study of the facts stated by the author. It has been fashionable to decry the value of cavalry as an effective arm in warfare, inasmuch as it was supposed that the improved rifle made the infantry soldier more than a match for the cavalry. A little reflection will show that the theory, for it is nothing more, must be received with caution, inasmuch as the mounted soldier has an advantage over the soldier on foot by being doubly armed—with sabre and pistol or carbine. An infantry man with no weapon is but his bayonet is very poorly armed and quite inferior to a cavalry man with a sabre. The same rule applies in all cases if the latter are brought in masses to close quarters with the former.

We believe it to be a fact that good swordsmen, armed with a properly sharpened weapon, will do far more actual mischief than can be effected by a bayonet charge. Any officer handling cavalry against infantry would be guilty of murder if he brought them under fire while the position of the latter could not be reached, but if the opportunity occurred on the open field and the distance not over *two hundred yards*, it would be a very steady line indeed that could withstand the shock of troopers properly armed and disciplined.

Modern cavalry are ineffective because they never had a properly prepared weapon, as the author forcibly points out, and the stories of the heavy cavalry charge at Balaclava with its small list of casualties only argued that cavalry sabres were blunt.

All the talk about charging pistol in hand is valueless. With such an arm the infantry has the advantage altogether, because the cavalry on *constantly moving ground* cannot take aim with any certainty, while the former, immovable, will deliver its fire with deadly effect. In such charges the latter will always fail. A sharp sabre, wielded by a

practised hand, with the momentum of the steed, is decidedly the most fatal of warlike weapons at close quarters.

The Local Government of Ontario is administered with rare economy, combined with skill and ability, its departmental reports are records of the care and labor bestowed on its affairs, as a rule, as evidences of Provincial prosperity. Foremost among them is the "Annual Report of the Commissioner of Public Works of the Province of Ontario on Immigration, for the year 1870," and a more interesting document has rarely been laid before the people of Canada. The Honorable the Commissioner shew that one of the measures adopted for providing immigrants with employment on their arrival (a desideration of primary importance) was to solicit from each municipality a return of the number of agricultural laborers and others required, and that the numbers asked for in 1869 were as follows:

Agricultural laborers	.....	75,125
Mechanics	.....	1,448
Female servants	.....	6,576
Total	.....	23,149
In 1870.		
Agricultural laborers	....	14,407
Mechanics	.....	1,192
Female servants	.....	7,203
Total	.....	22,802

The number of emigrants arriving in 1869 being 15,895, in 1870 25,290—so that the supply did not keep pace with the demand. But the Commissioner states a fact of considerable importance, and it is that a large accession has been made to the ranks of the settlers in the Province from Great Britain and Ireland of parties "*who paid their own expenses out*," and of whom there are no available records as to numbers. The whole accession of population is taken at least at 50,000 souls in the last two years; and the gratifying fact is pointed out of the demand for the increase of dwelling house accommodation in every city, town, and village in the Province, which can only be accounted for on the supposition of a very large immigration from the United States. This latter fact is accounted for by the return of Canadians who had been allured to the States in pursuit of wealth, and who found that in Canada they could realise their ideas more rapidly, as well as by others of foreign origin, attracted by our growing agricultural and commercial prosperity.

The means adopted by the Ontario Government are admirably adapted to secure to Canada a first-rate class of settlers, and the selection of their agents, especially Mr. White, has been most judicious. The report will amply repay perusal.

The English *military organizers* have at length discovered that in one of that kingdom's most ancient dependencies within three hours sail of their own coast a most

efficient militia organization has been in existence for many years. In fact, in the Channel Islands—Jersey and Guernsey—are to be found a military force which will bear comparison with England's best trained regular soldiers, and whose services cost the country *nothing*, because every able-bodied inhabitant, with trivial exceptions, must be enrolled and submit to military training. In fact, a system exactly similar to the Canadian Militia Law exists in those Islands, and as an instance of its effectiveness the following from "The revolt of the British American Colonies," published in the *Volunteer Review*, Vol. III., Cap. XI., page 113, is indisputable evidence:

"The French opened the campaign of 1781 by a renowned attempt on the Island of Jersey; on the night of the 6th January some 2000 men under the Baron de Rullicourt landed at Baie-de-Violet and marched against St. Hiliers, the capital of the Island, seizing all the principal avenues of the town before the inhabitants were aware of their landing. The Lieut.-Governor, Major Corbet, was made a prisoner but not before he had time to send expresses to the stations occupied by the troops assigned for the defence of the Island. Meantime, the alarm had spread and the Militia of the Island, which have long been famous for their efficiency and *esprit de corps*, began to assemble rapidly. The French commander compelled Major Corbet to sign a capitulation for the surrender of the Island, although it was represented to him that no act done by a prisoner could be binding. Elizabeth Castle, the principal fort, was then summoned to surrender under the terms of the enforced capitulation but the officer in command peremptorily refused, although the French (placing the Lieut.-Governor in front of their columns) advanced to the gate but were fired upon and compelled to retire. After the capture of the Lieut.-Governor the command devolved on Major Pierson who assembled the troops and Militia and advanced on the town seizing the heights above it and driving in the French pickets. A summons was sent to him by the Baron de Rullicourt demanding his surrender according to capitulation, but was answered unless the French troops laid down their arms they would be attacked in twenty minutes. At the end of that period a furious attack on all the approaches was made simultaneously and the French driven at once into the market place. The French General, with a reinforcement of cruelty unusual in modern warfare, kept the Lieut.-Governor by his side during the whole action but the Baron de Rullicourt being mortally wounded the second in command surrendered—the gallant Major Pierson was killed in the moment of victory."

It is just ninety years ago since this brilliant action was fought by Militia troops against well-appointed and well-lodged veterans of the best regular army in Europe with every advantage on their side and even a preponderance of numbers, yet the lesson taught then has never been taken the slightest advantage of by the statesmen and people of Great Britain, and it is announced in the issue of the *Broad Arrow* of the 7th inst., as a fact unique in character, that the knowledge of the existence of this system of military organization has been forced on the people of England as a re-discovery.

We give our contemporaries article in full in order to show to what extent political theorists and *doctrinaires* can stultify the common sense of a people so generally astute as the British population :

THE CHANNEL ISLANDS MILITIA SYSTEM.

The re establishment of telegraphic communication with the Channel Islands, by their recent connection with the embryo military port of Dartmouth, after an interval of nine years' severance from the shores of England, recalls us to the recollection of the existence of these most out-of-the-way but loyal of England's possessions. Now that the Jerseymen and Guernseyman have means of hearing what we say, we should be discreet, and speak of this country as the last remaining dependency of the Islands, for in such light has Great Britain been viewed by them since Normandy was ruthlessly seized from their control by the French But to be serious. If the Channel Islands possess so high a sense of their own importance and general excellence (and they are sincere in such belief), there should be some justification for the good opinion in which they hold themselves. Their institutions are, at all events, unique. Economy is the leading principle brought to bear in the conduct of public business, and with certain success, for the free and enlightened islanders having from time immemorial refused to avail themselves of the power they possess of taxing themselves, it has arrived as a matter of necessity, there being no funds wherewith to pay public servants, that such public servants should give their work gratuitously. Thus, with the exception of the Constable of the Island (whose berth we take to be a snug one), neither judges councillors, magistrates, nor even policemen receive any remuneration whatever. While the Channel Islands Militia bears the palm as being the most inexpensive army in existence. So far as the limited information which we command goes, it would appear that, with the exception of those that are officers—no unimportant qualification: by the way—all ablebodied men are obliged to serve in the Militia and for nothing. At the same time the training to which the men are subjected is extremely light, being we believe limited to some three days a year; but none the less does a Channel Islands Militia regiment mustered on parade present no unimposing appearance, and it may safely invite comparison with many of the more highly-drilled battalions of the mother country. On the other hand, we hear it affirmed and we are disposed to believe, that there is much that is rotten in Channel Islands military affairs; that notwithstanding the liability of all to serve for a long time in the Militia, a majority of the population escape from the obligation which they have imposed upon themselves; but the fact that compulsory service is an institution tolerated and even fostered in states which boast of their independence still remains and should not be lost sight of.

The reflection, however, which suggests itself, and of which our remarks are based, is, if this same system in all its theoretical prettiness could be applied to England, what an advantage to the tax-payer it would be? We have so persistently condemned the practice, which has been very much in vogue of late years, of appointing War Office Committees to sit on all conceivable questions, that we feel we owe Mr. Cardwell an apology for suggesting to him that he might nominate a board of enquiry into the general conditions of service in the Channel Islands Militia, with a view to reporting on

the practicability of applying the same principles to the Reserve Forces of the United Kingdom. It may be, we admit, that there is little enough to be gained by the proceeding, that it will be shown that it is only under exceptional circumstances which happen to exist in the Channel Islands, that compulsory service is tolerable and is tolerated, and moreover that there are flaws in the system which would render it useless as a model to be copied on any extended scale; but as, on the other hand, it is generally understood by the public and seems to be as generally admitted by the authorities, that something must be done to put the country into a satisfactory state of defence, no stone should be left unturned which might in ever so small a degree conduce to the desirable end. That soldiering as a trade cannot be made attractive enough to ensure the enlistment of a sufficient number of men for the country's defence, has at length become apparent, and Mr. Cardwell is reported to be at his wits' end to hit upon some plan that would assimilate the military institutions of England as much as possible with those of Prussia without infringing the liberty of the subject. If, therefore, an inquiry into the practical working of the Channel Islands system can assist in affording a solution to the problem so much the better. Under any circumstances might a Committee sit on the subject with advantage, for, on the one hand, if the system in force were found to be sound, it would help the War Minister in his present difficulty, while on the other, if it should appear that it is rotten and worthless, the Committee's labours would not have been wasted. In any case an additional Committee in Pall Mall—last year there was upwards of a hundred Committees on various questions—would not, we presume necessitate an increase of the War Office Establishment, or of the forthcoming Army Estimates and we therefore recommend an inquiry being instituted into a subject small enough in itself, but which it is within the bounds of possibility may produce really important results.

It is certainly gratifying to find that the nooks and corners of the Empire have not been pre-vented with Gladstone's philosophy, Bright's ethics, Cardwell's talent for organization, or Childers' knowledge of naval mechanism or tactics, and that these out-of-the-way people have solved the mighty mystery in a quiet way which has so long seethed and bubbled in the brains of the English *doctrinaires*. If the British people are in earnest to maintain their naval supremacy, preserve the respectability of their military force and prevent Britain from becoming a star-ry of the German Kaiser, they will at once delegate Gladstone to the only duty he is capable of performing, that of a congregationalist preacher, Cardwell as a figure head of the House of Commons if they will have him, and send Childers to study mechanics in a boiler factory; (Bright having backed out, need not be taken into account) and casting aside all idea of conscious superiority seek at the Channel Islands and Canada the system of military organization befitting a free people; they will find that every requirement of their social position is already practically applied in one or the other system and, moreover, that they are calculated to furnish first-rate soldiers at a small expense and afford no place for *military loafers*.

We are happy to inform our readers that the Dominion Directory and Directories for the Province of Ontario, Quebec, Nova Scotia, New Brunswick, Newfoundland, and Prince Edwards Island, will be issued early in February. The enterprise of the publisher, John Lovell, of Montreal, is worthy of every possible support, as he has taken, by those publications, the most direct method of assisting the development of Canadian resources, by furnishing accessible information of the character contained in those Directories, of which the following is a specimen from the "Canadian Dominion Directory :

NEWSPAPERS AND PERIODICALS.

On the 1st of January, 1871, there were 446 publications issued in the Dominion of Canada and the Provinces of Newfoundland and Prince Edward Island, divided as follows :

	Ont.	Que.	N.S.	N.B.	Nfld.	P.E.I.
Daily	24	12	3	3	1	0
Tri-weekly	2	11	6	2	2	0
Semi-weekly	1	3	0	1	5	1
Weekly	195	51	23	24	5	7
Semi-monthly	6	3	0	0	2	1
Monthly	25	11	5	3	0	0
Quarterly	1	0	0	1	0	0
Annual	1	0	0	0	0	0
Total	255	96	37	34	15	9

CLERGY IN BRITISH AMERICA.—From returns furnished to the publisher of the Canadian Dominion Directory," the number of clergy belonging to the several denominations in the Provinces of Ontario, Quebec, Nova Scotia, New Brunswick, Newfoundland and Prince Edward Island is as follows :

CHURCH OF ENGLAND,

Diocese of Montreal	33
" " Quebec	52
" " Toronto	149
" " Huron	93
" " Ontario	84
" " Nova Scotia and P. E. Island	84
" " Fredericton	63
" " Newfoundland	46
Total Church of England	654

ROMAN CATHOLIC CHURCH.

Diocese of Toronto	39
" " London	29
" " Hamilton	30
" " Kingston	40
" " Ottawa	59
" " Quebec	274
" " Montreal	339
" " St. Hyacinthe	113
" " Three Rivers	114
" " St. Germain de Rimouski	50
" " Halifax	27
" " Arichat	40
" " St. John, N.B.	35
" " Chatham	22
" " St. John's, Nfld.	33
" " Labor Grace	8
" " Charlottetown	22
Total Church of Rome	1275

CHURCH OF SCOTLAND.

Ontario and Quebec	148
Maritimo Provinces	40
Total Church of Scotland	188

PRESBYTERIAN CHURCH.

Canada Presbyterian	350
Presbytery of Stamford	6

Presbyterian Church of Lower Provinces.....	111
Total Presbyterian Church.....	467
METHODISTS.	
Wesleyan.....	587
Conference of Eastern B A.....	150
Episcopal.....	190
New Connexion.....	113
Primitive.....	89
British Methodist Episcopal.....	25
Independent Methodist Episcopal.....	11
Total Methodists.....	1175
BAPTISTS.	
Regular Baptists.....	405
Free Will Baptists.....	35
Free Christian.....	27
Total Baptists.....	470
OTHER DENOMINATIONS.	
Congregationalists.....	80
German Lutheran.....	24
Evangelical Association.....	31
Canada Christian Conference.....	24
Bible Christians.....	58
United Brethren.....	22
Christians.....	6
New Jerusalem Church.....	7
Lutheran.....	3
Unitarian.....	1
Universalist.....	1
African Episcopal.....	1
" Baptist.....	4
Jewish Synagogue.....	3
Grand Total.....	4502

We heartily wish the enterprising publisher every success, and earnestly recommend the Directories to our readers.

REVIEWS.

BLACKWOOD for January contains the following interesting articles:—The Life of Lord Palmerston; New Books: Narrative of the Red River Expedition, Part II.; This Morning's Times in Chambers; The Late George Moir; The Two Systems. Interesting as some of those able articles undoubtedly are, they yield in every consideration to the anxiety felt for the appearance of the second part of the Narrative of the Red River Expedition, by the people of Canada. We have already placed before the public the motives which governed the author—Sir G. J. Wolseley—in giving to the world such an absurd libel on the Government of the Dominion, and expressed our doubts as to the treatment the Canadian soldiers would receive at his hands. Our expectations have not been disappointed—for, according to the narrative, the whole work of the expedition was done by Colonel Wolseley, in the first place, and General Lindsay, in the second; while a left handed compliment is paid the famous *controul* system, by contrasting the failure of Canadian harness makers to satisfy the requirements of the service.

There are, however, statements in this second part of the narrative so manifestly false that we shall take an early opportunity

of exposing their malevolence. The author has pitchforked himself into honors by accident, and the force of circumstances, and he tries hard to achieve notoriety by misrepresentation and falsehood. The Canadian public has accurately taken the measure of his capacity even as a soldier, and it is within the bounds of probability that it may attract the attention of his military superiors in Great Britain. It has taught us one lesson, and that is, to avoid affording individuals like the author the chance of acquiring cheap honors at our expense. Like his great prototype, Baron Munchausen, the gallant Knight fights in the shade of his own laurels.

The first number of the thirtieth volume of the *American Agriculturist* contains three capital wood engravings:—"The faithful Guard," "The sailing of an Emigrant Ship," and "The first Smoke," the last a laughable illustration of the abuse of tobacco. This number contains forty pages of valuable letter press on subjects connected with farming and should be in the hands of every agriculturist.

The *New Dominion Monthly* comes to us as usual full of valuable matter. It contains a portrait of Lady Lisgar—a striking likeness. We are pleased to find that this truly Canadian enterprise is prospering as it deserves.

The *Illustrated Canadian News* has been received, it still sustains its high character in an artistic and literary point of view.

73RD BATTALION BAND CONCERT.

As we anticipated, the *Hull* was full to overflowing on the evening of Wednesday, the 11th. Considering the short time the members of the brass band have met for practice, their performance was really very creditable, and showed that their training had been carefully attended to by their instructor, Mr. John Nicholson. The music of the "String Band" was very much admired, and deservedly so. The gentlemen who had charge of the vocal part of the entertainment did not fail to "bring down the house" occasionally by their efforts. The performance throughout was well sustained and generally appreciated. After the entertainment, the performers were entertained at a supper given at the "Wilbur House" by some of our townsmen.

Three concerts have now been given by the band— one at Chatham, one at Black Brook, and one at Newcastle, all of which, so far as we can learn, have been successful, financially and otherwise. We should like to know the total amount raised, clear of all expenses, and whether it is sufficient to cover the debt due on the instruments. If not, we hope something will be done to raise the balance at once. There should be no drawbacks allowed to exist which would have a tendency to impede the successful onward march of the Volunteer movement in this County.—*Union Advocate, Newcastle, N.B.*

[When will Ottawa give such support to its Volunteer Band?—COMMUNICATED.]

MILITARY.—The following promotions have taken place. 17 Regiment—Batt. Lieutenant Colonel G. T. Brice, to be Lieut. Col., vice Col. A. McKinstry, who retires. Capt. C. G. Grant to be Major; Lieut. J. Mush, to be Captain; Captain H. G. Elliot, of Windsor, Ont., to have the rank of Major, on retiring from service.

Huxley the English savant, who has the reputation of being an advanced materialist, has lately come out very decidedly in favor of the reading of the Bible in the common schools. He would have it done without any theological comments, and judiciously as to selections to be read. The ground of his advocacy of the Bible is, that there must be a moral substratum to a child's education to make it valuable, and that there is no other source from which this can be obtained at all comparable with the Bible.

John Baker, a colored man, died at Cornwall on the 18th inst. He celebrated his one hundred and fifth birthday on last Christmas Day. Baker came to Cornwall a slave to the late Colonel Grey in 1792; he had then seen service in the Revolutionary war. He subsequently served through the war of 1812, and was wounded at Lundy's Lane. He has drawn a pension for 57 years. Baker retained his faculties till the last and was walking in the street less than three weeks ago. He took particular delight in naming over the British Sovereigns whom he had served under and spinning yarns. He was buried with military honors.—*Frecholder.*

The new steamer built at Abercrombie by Hill, Griggs & Co., of St. Paul, to ply between Georgetown and Fort Garry, is now completed. The engine beds are ready for the boilers, which are being built in St. Paul and will soon be set up. The wheels will also be built there, and the cabins put up by mechanics from that city. The new boat will have a cabin for ladies exclusively, large staterooms for families, and a number of single berths; besides ample accommodation for those who prefer the rougher and cheaper method of travelling deck passage. For the benefit of this class, a cooking stove will be provided, so that they can cook as they go along. Everything will be ready for a start by the time the river opens in April, and the boat will make trips every fortnight during the summer season.

The work in progress on the Sault Ste. Marie Canal is thus described in a letter to the *Pittsburg Commercial*—"Congress made an appropriation of \$150,000 last winter, and the contract was awarded to Barker, Williams & Co., of the State of New York. The contract is to make the sides of the canal vertical, which will widen it fifty one feet at the bottom, and also to make it three feet deeper, so as to admit vessels drawing fifteen feet. To do this the contractors have to throw a coffer dam across the head of the canal to drain it, in which they have not yet perfectly succeeded, although they have already erected two dams. They, expect, however, to fully accomplish their object in the course of a week. They employ about 200 men. The drilling and hoisting is done principally by machinery. They have two immense derricks, with portable engines, on the bank, on trucks, with which they hoist out the stone and dirt, instead of using wheelbarrows. The present appropriation will not complete more than about 1330 feet, and the cost of the entire work will not fall far short of \$1,000,000."

BELLA, HORRIDA BELLA !

To plant the thistle where the lily grew,
The noxious weed where once the rose in bloom
Landed the breezes that around it blew,
Diffusing far and wide its rich perfume,
To strip the cypress of its balmy shade,
To vine its fruitful produce to deprive;
To cause the myrtle on its stem to fade;
These are the arts, the horrid arts of war !

To devastate the fair, luxuriant plain,
The lovely vale with all its varied charms,
To strew their verdant slopes with bodies slain,
To fill the air with hideous shrieks and cries
Of victims stricken with a fatal spear,
Laid low upon the earth no more to rise;
These are the arts, the horrid arts of war !

To rob the mother of her hope and pride,
The wife of her support and stay below;
To steep their hearts in grief's o'erwhelming tide
And bid the tears of bitter anguish flow !
To change to sadness scenes of joyful mirth,
Replacing harmony with deafening jar;
And where abundance reigned to cause a death;
These are the arts, the horrid arts of war

Oh ! when will nations learn in peace to dwell —
To live in fellowship with all mankind !
Striving in science only to excel,
In peaceful arts which elevate the mind ?
When will they know that white robed Peace
Doth give
A triumph greater than the conqueror's car,
And in the friendly intercourse they live,
Forget the arts, the horrid arts of war !

A FEW WORDS ON CANADA.

BY A CANADIAN.

[CONTINUED.]

The United States are doing what they can to bring about a settlement of the so called *Alabama* claims, and will, as usual try to get a lion's share. It is reported that their new Minister to England expresses an opinion, that money alone will not satisfy the people of the United States, that in addition they should have the St. Lawrence opened to them, and their fishermen be permitted to enjoy equal rights with us in our own fisheries. We have good reason to know that in a majority of the treaties made between England and the United States, the substantial advantages, so far at least as Canada has been effected, have been secured on the side of the United States. We want no better illustration of this than our southern boundary line, "crooked as a ram's horn," now a source of trouble to us, and one of the principal reasons why the bonding system between the two countries became necessary. There must hereafter be no hesitation on our part in insisting that Canadian interests have equal consideration with Imperial interests in all matters affecting Canada, which are made the subject for settlement by treaty between England and the United States.

The natural outlet of the Western States is now and will continue to be through the St. Lawrence. The traffic we are likely to get from this source will, in addition to our own increasing trade, tax the capacity of existing canals to the utmost, and the day is not distant when this line of communication must be deepened and enlarged.

The Hon. William Hamilton Merritt, the able, zealous, and indefatigable friend of Canada, who aided so largely in building up our magnificent line of canals, and helped to foster and encourage our trade relations over, where, was actually laughed at when he proposed a Canadian monthly line of ocean steamships to England, and yet when a commencement was made in the face of difficulties of considerable magnitude, it was wonderful how easily we fell into line when a semi-monthly and then a weekly line was organized. Previous to the death of that eminent statesman, his energies were centered in the origination of plans for supporting

a daily ocean line from the St. Lawrence, in summer, and from Halifax in winter; and had he been spared to us a few years longer, his indomitable courage and facility of perception in matters of this kind, would have been the means of hastening the accomplishment of that which is now a matter of absolute necessity, and which will, perhaps, within the next or following year become a reality. What Mr. Merritt wanted to secure, as a first step towards carrying out the daily service, was an inland line of Canadian propellers, sufficient in number and under one management, so that large quantities of freight could be certainly and speedily conveyed from the several lake ports during the season of inland navigation, and brought together at Montreal for export. But the necessary propellers will soon be secured through other agencies, and the *daily* line to Europe will thus become a reality. All honor to the man who projected such a line and to him who carries it into effect.

We are now building an Intercolonial Railway to Halifax, a road to Manitoba, and will perhaps be compelled to build a canal at St. Ste. Marie. On completion of these lines of communication, we shall be as completely independent, commercially, as it is possible for us to be. If the United States does not then want a part of our carrying trade, for that is all the bonding system will amount to, we shall be quite capable of doing it ourselves, and shall have Canadian Atlantic ports for both summer and winter use.

His route to and from the sea will without doubt be placed at the disposal of shippers in the United States for transport purposes east and west, on terms which will be equally beneficial to them and profitable to us. We wish to live on terms of good fellowship with our neighbours across the border, but if their fishermen will steal our fish, in spite of treaty regulations to the contrary, we are not to be blamed if a stray vessel gets confiscated now and then. We shall hope for a mutual forbearance and respect for each others' rights and prejudices. Any way, the institutions of Canada are Canadian and British, and her people are thoroughly in earnest in bringing about a Confederation of all the Provinces, sensible of the fact that a great future is in store for the Dominion.

In 1853 our revenue from all sources amounted to only \$5,300,000; in 1861 it had increased to \$7,300,000, and in 1869 to \$14,500,000. In 1853 our credit stood fair, but we had to pay a good round interest for all the money we borrowed, and our bonds did not reach that price to which their real value entitled them. This state of affairs continued through all the intervening years up to the period of confederation. Now, however, we have an inscribed six per cent Dominion stock mostly held by Canadians, and its value is 110 gold in the open market, while our ordinary six per cent. bonds are quoted in England at 106.

We have in our surplus lands a sure guarantee for all the funds necessary to complete our railway and canal system, and so aid in developing the varied resources of our vast territory, without material addition to our debt payable in London. Canadians have confidence in the stability of their institutions, as evidenced in the rapidity with which stock offered in Canada has been taken up. Deposits in the Government Post Office Savings Banks bearing interest at four and five per cent. are increasing, and if the public works now considered necessary are pushed forward, the ability of Canadians to advance money will be so largely increased,

that the government could without any extraordinary effort, and perhaps without prejudice to present banking interests, make a market for a considerable sum in legal tender notes, to be used as a circulating medium and for which no interest need be paid.

The debt of the Dominion is stated at \$24 per head of the population, but as nearly all this has been incurred in the construction of public works, the result is not startling. So long as we have such an immense security at our back, in lands and works of utility and provision is made for the interest and sinking fund, our credit should continue to be undoubted, even if the present debt were considerably increased by aiding in the construction of the Pacific Railway and other necessary public works. The money would go at once into circulation, and in addition to affording necessary facilities for transport and inter-communication, would stimulate trade, increase settlement on the public lands, and aid very largely in developing the resources of the country.

The measure of prosperity Canada may reach in the near future, can hardly be estimated by the most visionary enthusiast. Besides the rapid development which is sure to take place in the older Provinces of the East, the vast region we have in the North-West will become within a brief period, the happy home of millions of pushing and industrious settlers. Our own steady progress in the past, may be taken as an indication of what that increased rate of progress will be in the future, stimulated as it will be by the responsibilities of local administration, and the ambition for future greatness. We have emerged as it were from the chrysalis state, and are now prepared for any reasonable amount of development.

Every mile of railway constructed, every schooner, propeller, and steamboat for use on the inland lakes and rivers, and every steamship for ocean trade, added to the present number, increases to that extent our resources for maintaining a friendly competition for the carrying trade of the Western States and Canada, and will afford necessary facilities for inter-communication and transport, in time of trouble, if that time should ever come.

The present isolation of our territories in the North-West must be overcome, we must not be dependent upon a foreign country, even although that country be a friendly one, for means of communication between the different portions of our territory. The passing whim of neither President nor Senate of the United States should be allowed to bar the passage which must always remain open for unrestricted intercourse between Canadians East and West. The present route to Manitoba through Minnesota, must not be the only one for winter use. The communication through Canadian territory must be opened up, and that communication must be of such a character as to cause it to be the best, the cheapest, and most direct route to and from the North-West, the year round.

The valley of the Saskatchewan, stretching eastward from the Rocky Mountains to Lake Winnipeg, will without doubt have its attractions, hardy pioneers leading the way will form a nucleus for extensive settlement. The produce of great Provinces, sure to be created from present undeveloped regions, will require facilities beyond anything the St. Lawrence route or a direct railway to Montreal can afford. We must, therefore, in addition to such routes, look forward to the certainty that a commercial port for Atlantic traffic will be found at the mouth of

the Nelson river, for part of the imports and exports of the North-West, and that the route connecting the Assiniboine and Red River of the North, through Lake Winnipeg with the Saskatchewan coming from the West, and with the Nelson river which flows into Hudson's Bay, must be rapidly improved, having this end in view.

For military reasons the opening up of these means of communication become matters of necessity. We cannot, and should not allow a reason to exist for such an impediment as was placed in our way by the United States, in closing their canal at Sault Ste. Marie last spring. There must not be any doubt in the future as to our right to pass Sault Ste. Marie with troops, if at any time it became necessary to send troops that way. Our only safe course is to construct a canal at that point; to complete the road from Thunder Bay to Fort Garry; to hasten the construction of our Intercolonial Railway north of Lake Superior; and to lend a helping hand in improving the route Westward, from Hudson Bay by way of the Nelson river and Lake Winnipeg as a military necessity.

If we are in earnest in our desire to cement the destinies of all these Provinces and to develop the resources within our grasp, there is room for a Dominion policy, which will require the united energies of the foremost and best statesmen Canada can produce to carry out.

The construction of railways through the great prairie districts in the Western States has, as a rule, been made in advance of settlement. The State has aided in the construction of trunk lines by grants of land and a bonus in money, per mile constructed. To make the land grants available, the railway companies have through the maintenance of emigration agencies in the old country at their own expense, secured emigrants who became purchasers of and settlers upon the lands, thus aiding in constructing the railway and afterwards in forwarding the produce of their industry to market, affording ample traffic for the line. It is, therefore, fair to suppose that the same measure of success which has attended the construction of such railways in the United States will also, under similar circumstances, result to us in the construction of the Canada Pacific Railway.

The great advantages resulting to the State from following this course are first, the rapid settlement and development of the country, and second, the contribution in acres of land and dollars in money in aid of construction, can be calculated with certainty before the work is undertaken.

Mr. Alfred Waddington, the zealous advocate for the construction of a Pacific Railway, having expended much time and money in preliminary explorations, says:

"The 'Canada Pacific Railway' presents the shortest line of route between Europe and Asia, whilst it passes over the most favorable ground in the world for a railroad. The grades and curves are easier, the altitudes infinitely less, the climate more temperate than on any of the other routes across the American continent, and the line is nearly free from snow, thus enabling it to be worked with regularity, rapidity and economy. Timber, ballast, and water carriage in every direction furnish the greatest facilities of construction; coal is abundant, both at the termini and along the road, and the country traversed offers a succession of fertile lands and water communications unrivalled in North America, and presenting such inducements to settlers as Canada has hitherto never had to offer. These will soon

create a local or way traffic, which, added to that of the treasures from the East, the general through traffic and the many other advantages of the route, will make the 'Canada Pacific Railway' beyond a doubt the best paying line across the American continent.

"Settlement and civilization will follow the road step by step, as fast as it advances and its results acquire more and more importance, till it would be difficult to say what amount of population the opening up of such an extensive and fertile territory, aided by all these advantages may attract; - at the end of a couple of years, probably not less than ten or twelve thousand settlers annually. In the adjoining State of Minnesota, the population has increased in the last eighteen years from 5000 to 500,000; and on the Illinois Central the sale of lands more than paid the cost of the road.

"On the North side of Lake Superior, at Neepigon Bay, close to which the proposed route passes, traces of valuable copper and silver ore are abundant, and are believed to extend through the hills that form the divide between that point and Winnipeg river. In the plain of the Saskatchewan, beds of coal crop out on the projected line of road, near the Touchwood hills, 400 miles west of Fort Garry, and again 400 miles further west, near Long Lake, in long 113 degrees. These will become invaluable, both for the use of the railroad and the future inhabitants of the plain, where wood is scarce. In British Columbia, the road traverses the celebrated Bald Mountains, which are known to be rich in gold, silver, copper and lead ores; and here construction of the railway will no doubt lead to important discoveries.

The location of the route of the proposed Pacific Railway has not been decided on, and although that must depend entirely upon the result of practical surveys yet to be made, and the public interests to be served by the construction of the Railway, we may, for purposes of estimate, give the distances, as stated by Mr. Waddington, as follows:—"From the junction of the Mattawan and the Ottawa (the proposed starting point), to the summit of the Yellow Head Pass (limit of British Columbia), at 2062 miles, and from the summit of the Yellow Head Pass to Waddington Harbour, at the head of Bute Inlet, at 446 miles, or say 2507 miles in all.

(To be continued.)

BRUTALITY IN THE U.S. NAVY.

The New York Sun gives the details of a horrible outrage committed on the frigate Congress at Key West, where a sailor, after undergoing other severe punishment for some slight infraction of discipline, was placed in double irons, a line made fast to his wrists and rove through the eyebolt in a beam above, and then hauled taut until the man's arms fairly snapped in their sockets. He ere he remained for some hours until cut down exhausted. The operation was repeated on the second day and says the account:—

On that day, while writhing in agonies indescribable, and uttering cries which could be heard from truck to keelson, he gathered all his strength, and, with one convulsive effort, sought to free himself from the terrible punishment. With the muscles of his face rigidly set, and with his teeth closed like a vice, he threw his whole weight backward on the tautened line, but it would not give. Something else did, however. The man's right arm turned backward over his shoulder, and with a shriek which almost

palsied the hearts of those unwilling witnesses, the poor fellow fainted away.

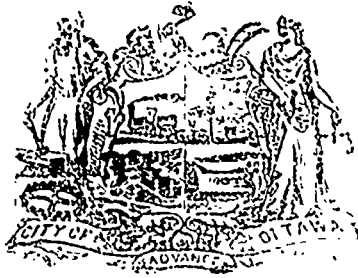
The man was then turned over to the surgeon by the commanding officer, and the dislocated arm set; whereupon the commanding officer ordered him to duty. The surgeon protested and explained the necessities of so serious a surgical operation. The officer then vented his spleen on the surgeon by ordering him to watch constantly by the injured man's cot until he could report him again fit for duty. This is technically known in the navy as "quarantining a surgeon," and is not an unusual method pursued by the Line in its attempt to depreciate and degrade the staff.

The Hercules broadside iron-clad ship has just had a narrow escape from partial if not total destruction. The vessel recently went out into the Channel to have some shot and shell practice. On the 14th instant the crew had been at quarters all the forenoon, and had finished the day's practice within five rounds at dinner time. The magazines were closed and the unconsumed ammunition (about 200 lbs of powder) was placed in charge of the sentry on the half deck, so as to be in readiness for the men after their meal. The lamp trimmer brought up two lanterns with lights burning; and while the sentry was hanging up one, the ship gave a lurch, as there was a good deal of sea on; the other lantern was capsized, and the naked light fell on top of the powder cases. Fortunately one of the officers happened to be close at hand. He rushed across the deck and in an instant extinguished the candle and so probably saved the ship and many lives.

There are two large French paddle wheel steamers lying safely moored within about one mile of Southampton pier. The names of them are the 'Europe' and the 'Emperor.' Alongside these vessels lies quietly but watchfully a British man-of-war, with her ports open and her guns ominously peeping out. These vessels contain a considerable amount of the rich and valuable property of the Parisian storekeepers and the rich classes of France. The jewellery and other valuables, consisting of articles of vertu are there deposited for safety. It is reported that the Crown jewels and some of the money belonging to rich individuals are deposited in these vessels for security. The vessels look particularly clean and smart, and have been selected for this special purpose as being the superior in the mercantile navy of France.

A Connecticut ruralist, whose load of hay was found to develop several heathy boulders remembered that he "drov putty close to a stun wall" on his way to market.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favorite. The CIVIL SERVICE GAZETTE remarks:—"The singular success which Mr. Epps attained by his homoeopathic preparation of cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well selected cocoa, Mr. Epps has provided our breakfast tables with a delicately favoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the Trade only in 4lb, 1lb, and 1lb tin-lined packets, labelled—JAMES EPPS & Co., Homoeopathic Chemists, London, England.



NOTICE.

PLANS, Specifications, and Estimates will be received by the Corporation of the City of Ottawa, at the Office of the City Clerk, until MONDAY THE TWENTIETH DAY OF MARCH next, for the construction of the following works:

A new Bridge across the Rideau Canal from Rideau to Sparks and Wellington Streets; a new Bridge across the "Gully" in Victoria Ward, in a line with Queen Street; and a new Bridge across the Canal from Maria to Theodore street.

Ground plans can be seen at the Office of the City Engineer, where any information required as to the various locations indicated can be obtained.

The following premiums will be paid:

For the Plans, &c., for the new Bridge to connect Rideau and Sparks and Wellington Streets, for the first.....	\$100
For the Second.....	50
For the Plans, &c., for Bridge to connect Theodore and Maria Streets, for the first.....	75
For the second.....	50
For the Plans, &c., for Bridge to connect George and Queen Streets, for the first	50

By order,

WM. P. LETT,

City Clerk,

City Hall, Ottawa, Jan. 17, 1871.

4-td



NOTICE TO CONTRACTORS

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

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

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

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

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

By order,

F. BRAUN,

Secretary.

Department of Public Works, }
Ottawa, Dec. 31st, 1870. }

1-2ln.

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

Ottawa, 5th January 1871.

2-4ln.



INTERCOLONIAL RAILWAY OF CANADA.

Tenders for Iron Bridge Superstructures.

The Commissioners for the construction of the Intercolonial Railway are prepared to receive Tenders for TWENTY-ONE SPANS OF IRON BRIDGE SUPERSTRUCTURE of one hundred feet for each span; and also for sixteen spans of Two Hundred Feet for each span.

Printed specifications, showing the tests which each span will be required to bear, information as to the location of the different bridges; and forms of tender can be obtained upon application at the office of the Commissioners, or of the Chief Engineer, at Ottawa, Canada; or at the Banking House of Messrs. Morton, Rose & Co., Bartholomew Lane, E. C., London, England.

Parties tendering must submit their own plans of the mode in which they propose to construct the Bridges, and state the price of each span f. o. b., at the place of shipment; and also the price complete in place.

Tenders marked "Tenders for Bridges" and addressed to the Commissioners, Ottawa, will be received up to 6 O'CLOCK, P.M., of THURSDAY the 6th day of APRIL, 1871.

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

A. WALSH,
ED. B. CHANDLER.
C. J. BRYDGES,
A. W. McLELAN,
Commissioners.

INTERCOLONIAL RAILWAY,
COMMISSIONER'S OFFICE,
Ottawa, 19th Jan., 1871. 4-0ln

THE PICTORIAL PHRENOLOGICAL JOURNAL, A FIRST-CLASS FAMILY MAGAZINE.

THE SCIENCE OF MAN, and his Improvement, by all the means indicated by SCIENCE, is the object.

Phrenology—The Brain and its Functions; the Location and Natural Language of the Organs, with directions for cultivating and restraining them; and the relations subsisting between Mind and Body described.

Physiognomy—with all the "Signs of Character, and How to Read them," is a special feature.

Ethnology—or the Natural History of Man, Customs, Religions and Modes of Life in different Tribes and Nations, will be given.

Physiology—The Organization, Structure and Functions of the Human Body; the Laws of Life and Health—what we should Eat and Drink, How we should be Clothed, and How to Exercise, Sleep and Live, in accordance with Hygienic Principles.

Portraits, Sketches, and Biographies—of the leading Men and Women of the World in all departments of life, are also special features.

Parents and Teachers—As a guide in educating and training Children, this Magazine has no superior, as it points all the peculiarities of Character and Disposition, and renders government and classification not only possible but easy.

Much general and useful information on the leading topics of the day is given, and no efforts are spared to make this the most interesting and instructive as well as the best Pictorial Family Magazine ever published.

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NOTICE TO SHIP BUILDERS.

SEALED TENDERS, addressed to the undersigned, will be received at this Office until Saturday the 4th day of February next at noon, for the construction of two Steamers, one of which is to be built at Rainy Lake, and the other at the Lake of the Woods, North West Territory.

Specifications can be seen at this office on or after the 20th instant.

Tenders to be separate and endorsed respectively "Steamer for Rainy Lakes," and "Steamer for Lake of the Woods.

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

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

By order,

F. BRAUN,

Secretary.

Department of Public Works, }
Ottawa, 12th Jan., 1871. }

3-11

NEW RELIGIOUS WEEKLY.

THE CHRISTIAN UNION,

An unsectarian, Independent Journal, devoted to Religion, Morals, Reform, Foreign and Domestic News of the Church and the World, Literature, Science, Art, Agriculture, Trade, Finance, &c., &c.

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14

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181 KING Street East, Toronto, Manufacturer of Saddles, Harness, Horse Clothing, Collars, Trunks, Valises, Travelling Bags, Satchels, &c. Military equipments in general. Government contracts undertaken, and promptly executed. 19-13.

R. W. CRUCE.

GENERAL Commission and Lumber Agent Office in Hay's Block, Sparks Street, Ottawa Reference—Allen Gilmour, Esq., H. V. Noel, Esq., Joseph Aumont, Esq., Hon. James Skeak, A. J. Russell C. T. O., Robert Bell, Esq.

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LOVELL'S

Dominion and Provincial Directories.

To be Published in October, 1870.

NOTICE.—Learning that my name has been unwarrantably used in connection with Directories now being canvassed in the Provinces, and entirely distinct from my works, and that in other cases it has been stated that my Directories have been abandoned, I would request those desiring to give a preference to my works to see that persons representing themselves as acting for me are furnished with satisfactory credentials.

JOHN LOVELL, Publisher. Montreal, March 16, 1870.

LOVELL'S DIRECTORIES.

It is intended to make these DIRECTORIES the most complete and correct ever issued on this continent. They are not being prepared by correspondence, but by PERSONAL CANVASS from door to door, of my own Agents, for the requisite information. I have now engaged on the work in the several Provinces forty men and twenty horses. These are engaged mainly on the towns and villages off railway and steamboat routes, important places on the lines being held till the completion of the former, to admit of correction to latest date.

I anticipate issuing, in October next, the CANADIAN DOMINION DIRECTORY, and SIX PROVINCIAL DIRECTORIES, which will prove a correct and full index to the DOMINION OF CANADA, NEWFOUNDLAND, and PRINCE EDWARD ISLAND, and a combined Gazetteer Directory, and Hand Book of the six Provinces:

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Dominion of Canada Subscribers \$12 Cy. United States do 12 Gold. Great Britain and Ireland do £3 Stg. France, Germany, &c., do £3 Stg.

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Montreal, March 16, 1870.



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OTTAWA, Feb. 3, 1870.

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New subscribers to any two of the above periodicals for 1871 will be entitled to receive, one of the Reviews for 1870. New subscribers to all five may receive, any two of the Reviews for 1870.

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WANTED.

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

Ottawa, December 21, 1870.

52-3m.

THE CANADIAN ILLUSTRATED NEWS,

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