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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. VII.

OTTAWA, (CANADA,) TUESDAY, OCTOBER 14, 1872.

No. 41.

NEWS OF THE WEEK.

English advices from 5th inst. state that at a meeting held yesterday (October 5th) at Dundalk in favour of amnesty to Fenian convicts, 10,000 were present.

The Duc D'Aumale privately said yesterday (October 7th) it was certain that Marshal Bazaine would be condemned to death and then be pardoned. The witnesses for the defence are ten generals of division, eight brigadier generals, five colonels, nine captains, seven surgeons and two priests.

The Austrian which left Liverpool to day (October 7th) for Halifax took fifty thousand dollars in specie.

The case of Clement Scott against Stephen Fisk, proprietor of the *Herald*, for libel, ended to-day (Oct. 7th) by the withdrawal of his summons by the plaintiff. Fisk threatens to bring an action for malicious prosecution. The court room was crowded with theatrical celebrities.

Hon. Samuel L. Tilley, Canadian Minister of Customs, sailed for Quebec to day (Oct. 7th) on the steamer Austrian.

John Bright has offered himself as a candidate for re-election by his present constituents.

Two miners were arrested by the police of Camborne, in Cornwall, yesterday. Towards evening a mob of several thousand attempted to rescue them, and attacked and brutally treated the police. Some buildings were gutted, and several persons were injured and taken insensible to the hospital. Quiet was not restored until midnight.

Mr. Forsyth, a Conservative, has been elected to Parliament from Bath.

Paris, October 5th.—The *Paris Journal*, a Monarchical newspaper, the proposal for the restoration of Monarchy on the basis of the charter of 1814, in a modified form, will be presented in the Assembly on the opening day of the session.

At a meeting of the Deputies of the Right to-day (Oct. 6th) the following Cabinet was decided upon in the event of a change in the Government at the opening of the Assembly:—Duc de Cazes, Minister

of Foreign Affairs; M. Bocherr, Minister of the Interior; M. de Chesnelong, Minister of Finance; M. de Peyre, Minister of Justice; M. Grivart, Minister of Public Works; M. Dupeyron Minister of Commerce; M. Desjardines, Minister of Public Instruction; the Marquis de Montaignac, Minister of Marine; and General Changarnier, Minister of War.

It is reported that when the Assembly is asked to vote in favor of the restoration of monarchy and the elevation of the Count de Chambord to the throne as King Henry V., M. Rouher will propose, as a substitute, that the monarchical principle be established, but that it be left to the country to decide which monarchy is preferred.

It is believed that General Manteuffel will soon replace Count Von Armin as German Ambassador to France.

Bishop Reinkens, of the old Catholic Church, took the oath of allegiance to the Emperor. The customary formula was used, with the exception of the reservation of first allegiance to the Pope, which was omitted.

The Remington rifles seized on the British steam yacht *Deerhound* have been deposited in the arsenal at Ferrol.

Firing was kept up all day yesterday (Oct. 7th) between the Cartagena insurgents and the besieging troops.

There is some fever in the Republican camp.

A battalion of Greeks having tendered their services in defence of the Republic, President Castelar has addressed them a letter thanking them for their offer, but refusing to accept it.

The Carlists are fast losing ground in the Northern Provinces. They are utterly demoralised, and they accuse their leaders of treason. General Martines, the Commander of the Republican troops, is energetically advancing against them. The siege of Cartagena is proceeding actively. The firing is very sharp on both sides. Many of the insurgents desert daily and surrender to the Republican forces.

The yacht *Eothen* with her owner Ashbury, reports while in the Bilbao river, that Carlists fired on his vessel which narrowly escaped destruction.

General Sebailo joined Don Alphonso yesterday (October 6th.) He was received with cheers by the Carlists.

The insurgent ironclads were off Aguilón to-day and appeared to be heading for Cartagena.

The insurgent vessels remain at Cartagena. The Government fleet, consisting of the frigates *Vittoria*, *Almansea*, *Clermen*, and another vessel, the name of which is not ascertained, passed the Gulf of Almojón.

A column of 2,000 insurgents made a desperate sortie to-day, but was driven back with heavy losses in killed and wounded.

On the arrival of the Government fleet off the port, the city will be attacked on all sides simultaneously.

The session of the Reichstag opened yesterday (Oct. 7th). There was no royal speech delivered on the occasion.

A statue of King Fredrick VII, father of the reigning sovereign, was unveiled to-day in presence of the King and royal family, deputations from the principal cities of Denmark, a large military force, and a vast concourse of spectators. The monument is intended to commemorate the birth of freedom and the revival of public spirit in Denmark, and the love of her citizens for their brethren in Schleswig.

A despatch was received at the Ministry of War to-day from General Marinhoes, announcing a great victory by his troops over a large body of Carlists near Agarzusa, in the Province of Navarre. Many of the insurgents were killed, and a large number was taken prisoners. General Marinhoes says the route of the insurgents is complete, and his forces are in close pursuit of them.

The Duke de Broglie, at a banquet given in his honor, to-night, declared emphatically that a revival of clerical domination in France was impossible.

The German War Office has given permission to several French cavalry officers to be present at the cavalry manoeuvres of the army corps of the Prussian Guards near Jüterbog, in province of Brandenburg.

The Emperor of Germany has conferred on Count Moltke the brilliant of the Order of the Black Eagle.

A BIT OF HISTORY.

It is seldom that our harbor is visited by a man of-war, and it probably never before contained such a momento of the naval greatness of England as it does at present. The barque 'Caroline,' Captain Hore, the arrival of which we have already noticed, is one of the glorious old 'wooden walls of England,' and her history takes us down to times when Nelson and Collinwood fought and conquered, and raised the British Navy to the place it now occupies, making England the admitted Mistress of the Seas. Built at Ipswich in 1799, she was put in commission as an eighteen pounder 36 gun frigate, and sent to cruise off the French coast. The first action in which we hear of her being engaged was the capture of the 'Guerriere,' a French 40 gun frigate, commanded by Captain Leon, after an obstinate engagement of three hours, in which the 'Caroline,' proved herself to be a staunch craft, and well worthy of the gallant hearts that manned her. This 'Guerriere' was afterwards taken into the British navy, and during the war of 1812 captured by the United States frigate 'Constitution,' a vessel of nearly double the force of the 'Guerriere.' After proceeding to Plymouth to refit the 'Caroline' was again despatched to French waters, and she and her crew soon became almost as well known as the 'Saucy Arcthusa,' always turning up at the right moment for her own and Britain's honor, and to the dismay and defeat of the French, sending home prize after prize. In 1804 she again returned to Plymouth. For some time after the 'Caroline' was in the channel squadron, and she next distinguished herself as part of the convoy of the flotilla sent to Corunna, to embark the remains of Sir John Moore's gallant but unfortunate army; and from her ports, it is said, was thundered the last note of Britain's defiance as she guarded the retreat of the transports. Soon after this a new enemy appeared to contest the Dominion of the seas with Britain. The United States of America raised and equipped a fleet, and Englishmen found for the first time that they had now to turn their arms against an enemy speaking the same tongue as themselves and claiming the same unceasing. On the 28th of May, 1812, the 'Caroline' was off Sandy Hook, and there fell in with the 'President,' an American 44 gun frigate. "If we consider," says James, "that it is only necessary to add four feet to the extreme breadth of vessels of the same class as the 'President' to make them larger than the generality of British seventy-fours, then some idea of the task that awaited the 'Caroline' may be formed." After an obstinate engagement the American frigate was almost completely disabled, but owing to darkness coming on she managed to get clear before the British were able to board her. The 'Caroline' then proceeded to Halifax to make temporary repairs, and in a few weeks sailed for England. During the passage home, the captain who had endeared himself to the crew by many an act of kindness, and kindled their hearts by many a deed of bravery, died from the effects of a wound received in the engagement that was, at first not considered dangerous. Well may it be said of him—

"Faithful below he did his duty,
But now he's gone aloft."

For a number of years the 'Caroline,' is not spoken of, till in 1822 she formed part of the small squadron of 2 frigates and 2 corvettes under Lord Codrington, which compelled a Turkish fleet of 7 frigates, 9

corvettes, 3 brigs and 10 transports to return to the port of Navarino, from which they had ventured out. During the memorable battle which took place there the 'Caroline' seems to have been absent, we only hear of her after the engagement, being then converted by Lord Codrington into a hospital ship and despatched to England.

For a number of years she lay at Portsmouth used as a store ship, and a few years ago, among a number of old craft, whose deeds equalled if not excelled the achievements of the gallant 'Caroline,' was sold, and, strange as it may seem, at the same time no less than three of her prizes were also disposed of. — *From the St. John (N.B.) Telegraph.*

INCIDENTS OF THE POLARIS EXPEDITION

The following narrative of the incidents which occurred after the abandonment of the *Polaris* has been furnished to the London papers by several of the crew: On the 15th of October it was determined to leave the ship, she being then in latitude 79. The boats were all sent on the ice, and a great quantity of provisions were taken out. Suddenly the hawsers by which the ship was made fast to the ice floes gave way, and one of them snapped asunder, and the other pulled the anchor which was lodged in the ice, from its place. It was now about midnight. By the starting of the anchor a large piece of the floe was removed from its position. On it were three men, and as the *Polaris* was driven past they cried in their agony, "What are we to do?" The captain replied that he could do nothing for them; that they had boats and provisions, and they must do the best they could. In a few moments those on the ship saw the boat launched and manned by the three men who made for the place where their comrades were stationed. Soon every object was lost to view, and one half the crew were left to live or die among the deserts of snow. The ship drifted away, and ultimately reached Lifeboat Cove. She leaked badly, and it was determined to beach her. The wind was favorable, and an opening in the pack having been discovered, the ship was bored through it under canvas and steam; but although the ship was only a few miles from the shore, the operation required twelve hours' work. All the timbers from between decks were torn from their places, the provisions were deposited on the ice, the coals were removed, and everything which was useful secured. With the heavy planks the walls of the house were constructed, and they were so jointed as to prevent the entrance of wind as much as possible, and the roof was made out of two sails. Three Esquimaux discovered the whereabouts of the ship, and in exchange for paltry presents agreed to convey over the ice the provisions which had been saved from the vessel; but they even gave more efficient aid. The poor navigators were not very well off for clothing; much of what they had was worn out, and they had lost a good deal at the time when the whole crew were arranging for the abandonment. The Esquimaux had lots of skin clothing; and although the smell of it was not very pleasant, it was quite disregarded in consequence of the necessities of the situation. Everybody was cheerful, and time did not hang so heavily as might be supposed. The winter was long and dreary enough, and although snow fell very heavily the crew had no

particular objections to it, as it sustained the walls of their frail habitation, and made it much more comfortable. So complete were the arrangements that it was not till the 27th of January that a visit to the ship had to be made for the purpose of procuring fresh water; a few pieces of an iceberg were collected, and on heat being applied to it the water was speedily obtained. Toward the close of the winter the first mate, Mr. Chester, suggested that some means should be employed with the view of extricating all from the perilous position in which they were placed. Time was rolling on; the provisions were gradually but surely becoming exhausted, and the fuel, of which there had only been some six tons when they left the ship, was almost used up. The idea of building two boats was thought of. The *Polaris* was still available for anything which might be wanted in the shape of timber. With the assistance of the carpenter the planks were put together in such a manner that the difficulties, which at first seemed insurmountable, were almost completely overcome. In the cold spring months, when the thermometer was below zero 23 degrees, frequently in the midst of blinding drift, the construction of the boats proceeded, and at the close of the month of June the party were ready to push southward. When everything was matured symptoms of scurvy appeared. Happily, however, they turned out to be of a trivial character, but all concurred in saying that but for a plentiful supply of walrus liver, obtained through the Esquimaux, the disease might have assumed alarming proportions. The boats launched, and some degree of disappointment was experienced when it was observed that they leaked a good deal. They were packed with what provisions remained, Guns and ammunition were taken on board, and adieu was bid to Lifeboat Cove. The boats sailed remarkably well, and easy to pull. The first day Sontag Bay was reached. After remaining there a short time to regain strength, the party made for Hakluyt Island. There the small expedition was brought to a standstill. A tremendous gale of wind blew, snow fell continuously for two or three days; but, as if by Providential arrangement, immense flocks of auks were encountered. The men had nothing more to do than to take up their guns and kill eight or ten at a shot. Such supplies of fresh provisions were very thankfully received. Occasionally the tiny craft were sadly beset, and it was feared they would come to grief among the ice. There was nothing, however, to be done but to endeavor to force a passage southward at all hazard, and ultimately, after great exertions, Cape Parry was reached, and a few miles below it, at Fitzclarence Rock, an encampment was made. Every night, when the day's labour was over, the boats were pulled up on the floe and everything taken out of them. The only hot meals they had were cooked in the evening. Each boat carried a quantity of the rigging of the *Polaris* and a can of oil, and with these materials a fire was made in the bottom of an old iron bucket. Tea was the only thing with such an apparatus it was possible to make, but it was singularly refreshing. The men state that the privations which they suffered were by no means of a serious character. At last, on the 21st of June, the boats reached Cape York, and on the 23rd a vessel was spied. She turned out to be the *Ravenstraig* whaler of Dundee, Captain Allan. On reaching the ship they were very handsomely treated, but subsequently,

so that the fishing operations might be interrupted as little as possible, Captain Allan shipped a few on the *Arctic*. The latter vessel having completed her fishing earlier than was expected, and knowing that the crew of the *Polaris* would be anxious to return as speedily as possible, Captain Allan, the commander, went in search of the *Arctic*. Finding her, he took on board those of the survivors it contained, but Captain Allan had previously put on board the *Intrepid*, R. W. D. Bryan, astronomer, and J. B. March, seaman, and John W. Booth, fireman. The last man will be brought home in the *Intrepid*, which is expected in the course of a few weeks. The survivors state that when they were rescued they had bread sufficient to last them for a month, but the general opinion among them is, that they were not likely to have reached any of the settlements. Mr. Chester, who is spoken of in terms of high praise by all, states that he has no doubt whatever he would have got southward without any assistance. Captain Hall is regarded as a man who was peculiarly adapted for the great enterprise under his charge, and all lament his untimely end. In regard to the statement which has been made to the effect that those in the ship might have rendered aid to those on the ice we may give what is concurred in by all, viz., that it was impossible, after the *Polaris* broke adrift, to learn the whereabouts of those who were left behind. Every effort was made to find out where, but it was abortive. The whaling steamer *Hector*, Captain Bartlett, arrived at St. Johns, N.F., September 25, 1873, from the north. She reports having met the *Tigress*, still on the *Polaris* search, at Neulik Harbor, Cumberland inlet. According to Captain Bartlett, the *Tigress* left Neulik on the 16th of September for South Greenland, where she will take in a fresh supply of coal before making her way north again, and it is possible she may be out until December before receiving any news as to the safety of the Buddington party. Commander Groer, in his letter to Consul Molloy, says that he intends to follow in the track of the northern whalers in search of the *Polaris*'s crew for information, and, if unsuccessful, he will probably return to St. Johns about the middle of October. Captain Bartlett also picked up Captain Palmer and the crew of the schooner *Helen F.*, of New London. Their vessel was wrecked last winter away north, and they have been subsisting in the best way they could since the day they were shipwrecked.

WAR WITH THE TURCOMANS.

The *Russian Invalid* publishes a detailed report of General Kaufmann's expedition against the nomad tribes of Khiva. It stated that after the occupation of Khiva, the General, having more carefully ascertained the true state of affairs, saw that it would be necessary entirely to change the relations subsisting between the Khan and the Turcomans. During the stay of the Russian troops at Khiva it had been discovered that the power of the Khan over the Turcomans living in the Oasis of Khiva was purely nominal, and that it was not the Khan, who ruled and governed among these nomads, but the latter who kept him in subjection. They could bring into the field 30,000 armed men, enterprising and bold robbers, mounted on swift horses which can undergo great fatigue. They paid no taxes, and only furnished the Khan with troops as it

served themselves. They pillaged the peaceful inhabitants of the country, and received no punishment for their insolence and acts of brigandage, which they made a source of income. The Russians saw that it was impossible to permit this lawless horde to dominate after this fashion in the Khanate. It was evident that the Khan, whatever his wishes might be, had not the power of complying with the requests made to him. With the view of changing this state of things and checking the pride of the Turcomans, General Kaufmann resolved to impose a war tax. He began with the most troublesome tribe of the Yomud Turcomans, the Bairam Schalye, whom he ordered to pay a contribution of three hundred thousand roubles. He summoned the elders of the tribe to meet him at Khiva. They promised that it would be paid, and General Kaufmann sent five of them home, directing them to explain what was wanted and to collect the contribution. The other twelve elders were retained at the camp as hostages. At the same time a detachment composed of eight companies, with ten pieces of artillery (including two mitrailleuses) and the whole cavalry of the detachments of Turkestan and the Caucasus, under the command of General Golowachoff, were sent to superintend the collection of the tax. It was found that the Yomuds were not collecting the tax, but were preparing an armed resistance. On the 15th of July the Russians camp was attacked by the Turcomans, who fought with an energy and desperation never before displayed by the natives of Asia. The most critical moment was when they broke the ranks and penetrated to the Shtolnia, killing its Colonel. Besides the horsemen, Turcomans on foot, armed only with guns, took part in the attack. They were riding behind the horsemen, but descended a few steps from the Russians. Barefooted, and wearing no clothing but their shirts, and with their sleeves turned up, they rushed, shouting wildly, upon the Russian soldiers. They penetrated between the second battalion of Sharpshooters and the eighth sotnia of Orenburg, and fell on the escort of Major-General Golovachoff. At the same time the General received a sabre cut on the right wrist. The Turcoman who dealt the blow was immediately after bayoneted by a soldier of the 2nd Battalion. The Russians, however, succeeded in compelling the Turcomans to retreat. On the 17th, Major-General Golovetchoff again reached the spot where the Turcomans had encamped. At 12 versts from the watch fire, Colonel Block saw on the road a barricade formed of 200 or 300 wagons, filled with goods and occupied by armed Turcomans prepared to make a desperate defence of their families. Having come within 200ft. or 300 feet of the barricade, Colonel Block ordered the 1st and 3rd sotnias of the Oural to leave their horses and take possession of the baggage train. After a short fire the Cossacks assaulted the barricade, which was carried at once, in spite of the resistance of the enemy. Two hundred Turcomans were killed on the spot, and all the arms taken by the Cossacks were destroyed. Seven versts further on Colonel Block met another convoy of 400 wagons which he ordered a half battery of rocketmen to take possession of. This was done with great slaughter of Turcomans. The Cavalry advanced at a trot, and when they had proceeded about six versts into the sands they met a third convoy of about 1,000 wagons, guarded by armed Turcomans. An attack was made upon them under command of Prince Eugene Maximilianevitch, Duke of Leuchtenberg,

and the result was that the Turcomans were driven back, leaving behind an immense quantity of cattle, camels, and effects. The report states that the injury inflicted by the Russian troops on the Yomuds has been terrible. 9,000 head of cattle have been seized and 3,000 wagons filled with the property of the Yomuds having been overtaken. On the 22nd and 23rd of July, deputations from three Yomud tribes, the Oechaks, Saleks, and Ourouskoustchus, applied to General Kaufmann for pardon and permission to return to their homes, flight into the sands of the desert without cattle being certain death. The defeat of the Yomuds has made a deep impression throughout the Khanate. The Uzbeqs and in general the whole sedentary population, has frequently to suffer the brigandage and pillaging expeditions of the Yomuds, and more especially of the Yomuds, and they are accordingly highly satisfied with the misfortune that has befallen them, and hope that henceforth peace and tranquility will be secured for a long time in the Khanate.

ANOTHER POLAR SEA HORROR.

Early last summer a North Pole Expedition was fitted out in Sweden. Two transport vessels of Fromsoe, Norway, which had been employed to carry part of the expedition to Spitzbergen, not returning, great anxiety was felt for their safety. An attempt was made by the crews of three Norwegian fishing vessels to go to their rescue, which was successful in reaching them but found the men, seventeen in all, dead. Their report then continued:

"In the ravine at the mouth of the river lay the two boats of the unfortunate men turned. Approaching the house, we noticed a great many clothes, blankets, etc. Heaps of straw and ashes were laying outside the door. A distance from the house, to the north was observed a large wooden box, covered with a tarpaulin, and under this the sight of five corpses met our eyes. We opened the door to the house, but were forced to desist from entering by an unendurable stench. All the doors and windows were now quickly opened, and before we entered the house we fumigated it thoroughly with tar and sulphur, and sprinkled our clothes with peppermint. In the room to the right lay six corpses, emaciated and horrible looking. Their faces were yellow and mouldy.

"In the room to the left were found the bodies of four dead men—three lying in a bed, and one in a box, leaning his head on his right hand, the legs hanging down. He had on a leathern cap, and a leathern or skin jacket, white Nordland mittens and "skaller" on his feet. The face of this last one looked well, and, apparently he had recently died. A great deal of blood had come from him, and been running along the box. The faces of the three in bed looked awfully bad. At the end of the bed lay three crackers, some sugar, and a good deal of vegetables, which had not been touched. Their clothes were covered with vermin. A grave was now dug, the bedsteads were used for coffins, and they were all buried in their clothes and with their bed clothes—in all fifteen men.

"The other two must have been buried before by their comrades. We searched for them, but could not find them. There was yet considerable snow on the ground, and they had probably been buried under the snow.

RIFLE COMPETITION.

A friendly rifle contest took place in this village on last Saturday afternoon, between six men of Captain Grover's Volunteer company, of this village, and Captain Howards, of Hastings. The day was very fine, and suitable in every respect for good shooting. The ranges were 200 and 400 yards, five rounds at each range. Grand total for Captain Grover's company, both ranges, 102 points; grand total for Captain Howard's company, 79 points; the former winning by 23 points, only. Below we give the score, from which it will be seen that the competition, at 400 yards, was pretty keen.

CAPT. GROVER'S TEAM.

200 yards.

Lieut McGill	3 2 2 2-11
Private T. Hill	2 3 2 2-11
do W. Hill	3 2 2 4-14
do H. McLaughlan	3 3 2 4-15
do Londerville	3 2 4 4-16

Total..... 67

400 yards.

Lieut. McGill	3 0 0 2-5
Private T. Hill	0 3 2 2-9
do W. Hill	2 3 2 3-12
do H. McLaughlan	2 2 2 0-9
do Londerville	0 0 0 0-0

CAPT. HOWARD'S TEAM.

200 yards.

Private Bush	2 3 3 2-13
do Buchanan	2 2 3 2-11
do Steele	2 0 0 4-6
do Lobb	0 2 3 0-6
do Thomson	2 2 2 2-12

Total..... 47

400 yards.

Private Bush	3 2 2 0-9
do Buchanan	4 0 3 0-9
do Steele	0 0 4 4-8
do Lobb	0 0 0 2-2
do Thompson	4 0 0 0-4

Total..... 32

33RD BATTALION RIFLE MATCH.

The Annual Shooting Match of the 33rd Battalion took place on Tuesday and Wednesday of last week while the battalion was in camp. The following are the scores in the different matches:—

BATTALION CHALLENGE CUP.

To be competed for by five men from each company. Ranges 200 and 400 yards five shots at each. The best shot in each company's squad will receive a prize of \$4, and the best shot in the whole, \$4, additional.

GORRIE.

Sergt. Warnock	31	Total.
Corpl. Hart	25	
“ Young	28	
Pte. Walker	28	
“ Pike	30	
		142

CLINTON.

Lieut Grigg	26
Ens Proctor	29
St Maj. Gilmour	21
Sergt. Copp	22
Corpl Cook	22
	123

SEAFORTH.

Capt Wilson	32
Lieut Campbell	20
Sergt. Campbell	26
Corpl Manary	20
Pte Haggart	24

DUNGANNON.

Lieut Crozier	26
Sergt McMath	19
“ Struthers	28
“ Draney	24
“ Elliss	22

BRUSSELS.

Sergt Curry	10
Pte W Ainley	29
“ Roberts	24
“ W Ainley	25
“ Wynn	30

GODERICH TOWNSHIP.

Capt Shepard	21
Sergt McDonald	24
“ McDougall	20
Pte McLelland	18
“ Biggart	26

NON-COMMISSIONED OFFICERS AND PRIVATES MATCH.—1st prize from Lieut. Col. Ross, \$20; and 12 Prizes of \$12, \$11, \$10, \$9, \$8, \$7, \$6, \$5, \$4, \$3, \$2 \$1. Ranges 300 and 500 yards 3 shots at each.

Pte Sanderson	71
Sergt Scott	17
“ Copp	17
“ Hart	16
“ McDonald	16
Pte T Ainley	16
“ Pike	16
Paymaster Sergt McIntosh	15
Pte Rands	14
“ McLelland	14
“ J Stewart	13
“ Wynn	13

OFFICERS MATCH.—Five prizes of \$10, \$8, \$6, \$4, \$2. Ranges 400 and 600 yards. 5 shots at each.

Lt Col Ross	23
Lieut Wilson	21
Capt Wilson	17
“ Sheppard	16
Lieut McDonald	15

NON-COMMISSIONED OFFICERS MATCH.—Nine prizes of \$10, \$8, \$7, \$6, \$5, \$4, \$3, \$2, \$1. Ranges 400 and 600 yards, 3 shot at each.

Corpl Cook	16
Sergt Scott	13
“ McDonald	12
“ McDougall	12
“ Copp	12
“ McMath	11
“ Struthers	11
“ Ainley	7
“ Draney	10

PRIVATES MATCH.—Eleven prizes of \$11, \$10, \$9, \$8, \$7, \$6, \$5, \$4, \$3, \$2, \$1. Ranges 200 and 400 yards, 3 shots at each.

Pte. Pennington	20
“ Pike	19
“ Wynn	18
“ Biggart	17

Pte. Bates	17
“ Haggart	16
“ Daley	15
“ W. Ainly	15
“ Luby	14
“ Walker	14
“ Robertson	14

ALL COMERS MATCH.—Open to any party paying 50 cents entrance fee. 8 prizes of \$8, \$7, \$6, \$5, \$4, \$3, \$2, \$1. Ranges 200 and 400 yards, any rifle.

Capt. Wilson	20
W. Ainly	20
—Warnock	19
—McDougall	18
—Walker	17
J. Wynn	17
—Cook	17
Lieut. Crozier	17

THE THREE YEARS SERVICE MATCH.—Open to all enrolled or retired Volunteers who have served three in the Volunteer force of the County, Certificate of service required. Winners of 1st and 2nd Prizes in previous matches excluded 10 of \$10, \$9, \$8, \$7, \$6, \$5, \$4, \$3, \$2, \$1. Ranges 300 and 500 yards.

Pte. Grasswick	18
—Gilmour	16
—Haggart	15
—McIntosh	15
—Williamson	14
Sergt. Campbell	14
“ Teaford	14
—Luby	14
—Cavan	14
—Woods	13
—Huron Signal	13

It has been concluded by the French artillery commission, at present in council at Versailles, to adopt bronze instead of steel in the construction of their ordnance. The experiments made thus far with bronze guns have proved them to be best. They offer entire safety, and have a wide range. The steel guns, on the other hand, allow of a greater rapidity in firing, surer aim, but inferior range, and are liable to burst. The French steel is not as good as the English or German, and not choosing to be dependent on foreign manufacturers, preference is given to bronze.

A new alloy has been used with some success in the manufacture of small arms and the sheathing of seagoing ships instead of copper. It was patented in England, called phosphor-bronze, and is capable of being made tough and malleable, or hard, at will, according to the proportion of the several ingredients, and is rendered so liquid in the molten state by the addition of the phosphorus that it forms very clear castings. Hammers, hinges, belts, netting and sieves are constructed of it for powder magazines on account of the impossibility of their yielding sparks.

Reports from Vienna speak of a new needle gun by Dreyse, exhibited there, and which is said, with regard to simplicity and solidity of construction, especially of the different parts of the lock, to be very much superior to the Mauser rifle. It is stated that twenty four shots per minute can be fired with it. It appears, however, that, although a considerable number of new breech loading rifles, such as those of Werndl, Werder, Henry and Martini, have received the first prize, i. e., the large medal, this Dreyse has not even been honourably mentioned, a fact which seems to make its highly praised merits appear after all rather doubtful.

DOMINION OF CANADA.



MILITIA GENERAL ORDERS.

HEAD QUARTERS,

Ottawa, 10th October, 1873

GENERAL ORDERS (24)

No. 1.

ACTIVE MILITIA.

Battery of Artillery on Service in Manitoba. To be 1st Lieutenant, from 8th October, 1873:

1st Lieutenant John Cotton, G. S., vice Lieutenant James Peters, who is hereby permitted to join the School of Gunnery, Kingston, for a course of instruction.

PROVINCE OF ONTARIO.

"A" Battery of Artillery, and School of Gunnery, Kingston.

The following is authorized to join the School of Gunnery, on probation, for a three months' course of instruction:

Captain Edmund Hooper, Napoleon Battery of Garrison Artillery.

13th Battalion of Infantry, Hamilton.

The resignation of Ensign Charles George Dyett, is hereby accepted.

22nd Battalion, "The Oxford Rifles," No. 8 Company, Lakeside.

To be Ensign provisionally:

Color Sergeant Donald McLeod Sutherland, vice Ingraham promoted.

37th "Haldimand" Battalion of Rifles.

Errata in No. 1 of General Orders (20) 22d Aug. 1873, under "No. 5 Company, Hullsville," read "Albert R. Pymne," instead of "Albert R. Pym," and under "No. 8 Company, Mount Healey" read "Sabin Stevenson" instead of "Labin Stevenson."

40th "Northumberland" Battalion of Infantry.

No. 4 Company, Brighton.

To be Captain:

Lieutenant William Charles Butler, M.S. Noble Dear who is hereby permitted to receive with the rank of Lieutenant.

BREVET.

To be Major:

Captain John McDermid, V. B., No. 7 Company, 46th Battalion, from 7th September, 1873.

CONFIRMATION OF RANK.

Captain John Savage, M.S., No. 1 Company, 27th Battalion, from 15th May, 1871.

PROVINCE OF QUEBEC.

65th Battalion or "Mount Royal Rifles" No. 6 Company, Montreal.

The resignation of Lieutenant Joseph E. Hensley, is hereby accepted.

Portneuf Provisional Battalion of Infantry. To be Assistant Surgeon.

Thomas Gendron, Esquire, M.D.

Surgeon C. Leasse having left limits his name is hereby removed from the list of officers of the Active Militia.

PROVINCE OF NEW BRUNSWICK.

New Brunswick Brigade of Garrison Artillery.

No. 10 Battery, St. John.

To be 1st Lieutenant, provisionally:

Sergeant-Major William Arthur King, vice McColgan, resigned.

To be 2nd Lieutenant, provisionally:

Bombadier George Till, vice McKenny resigned.

PROVINCE OF NOVA SCOTIA.

68th "The Kings County" Battalion of Infantry.

No. 5 Company, Billtown.

To be Ensign, provisionally, from 12th September, 1873:

Rupert Bligh, Gentleman, vice Ruscoe, promoted.

By Command of His Excellency the Governor General.

WALKER POWELL, Lieut. Col.

Acting Adjt. General of Militia, Canada

The French Society for Help to the Wounded, on the 31st December, 1872, had received 10,521,000fr., and had expended for assistance, wages, supplies, and ambulances, a total of 7,741,690fr., leaving an available balance of 2,780,000fr.

REMITTANCES Received on Subscription to THE VOLUNTEER REVIEW up to September, the 11th Inst.

COBURG, O.—Capt. R. Wright (to Sept. 74)	2.00
GALT, O.—Capt. and Maj. Wm. Pickering (to July 1871)	4.00
MISSISSAUGA, O.—Major Thos. Cook (to Sept. 73)	2.00
HAMILTON, O.—Ens. Jas. Adam (to March 74)	4.00
MARKHAM, O.—Capt. Bobb. Reesor (to Oct. 73)	1.00
OTTAWA, O.—Captain J. Le B. Ross	6.00
TORONTO, O.—Lieut. R. B. Hamilton (to Aug. 74)	4.00
THOROLD, O.—Major E. W. Winderat (to May 74)	4.00
QUEBEC.—Major T. A. H. Roy (to Oct. 1873)	2.00
KENTVILLE, N.S.—Captain J. W. Ryan (to September, 1873)	2.00
HALIFAX, N.S.—Lieut. J. Herbin (to Sept. 73)	2.00

A man of war is to sail up the Seine for the first time in twenty-one years, and cast its anchor opposite the Louvie. In 185 the frigate of the Port Royal was brought from Nantes to serve the purpose of a school of nautical instruction, but the scheme was found impracticable, and the frigate, yielding to necessity, became a restaurant and a bathing establishment. The French Government are about to renew the attempt. The new floating school is intended for the education of midshipmen and naval cadets. Immediate admission is to be given to the orphan children of the victims of the French war who suffered during the siege of the capital. The inauguration of this naval school will be conducted with great ceremony. The vessel is to be "paved" with flags and decorated with wreaths and garlands. The clergy and the municipal authorities and other civic functionaries will be invited, and from an altar a priest will pronounce a blessing upon the ship and the purpose to which it is devoted.

At the Bazaine court-martial to-day (8th October) the reading of M. Riviere's report was continued. M. Riviere proceeds to show that the means of communication between Metz and Paris were ample. Bazaine's refusal to combine his force with other armies in the field was criminal. The Marshal is accused of pursuing a personal policy by which the enemy profited. There is evidence that he even refused to assist in an effort made to provision Metz. Bazaine's inaction is attributed partly to hesitation and partly to his secret negotiation with the enemy. Whatever Government there was in France he should have fought for it instead of listening to the overtures of the enemy, receiving their agent Reguier, and plotting the restoration of the Empire. He only thought of maintaining the army in good condition to play the political part he designed. Had Bazaine done his duty by taking his army into the interior of France, leaving Metz to defend herself with the garrison, which could subsist on the resources of the surrounding country, Metz would have held out until the armistice and Lorraine would never have been ceded. M. Riviere continues: A foreign war was condemned to the horrors of a civil war. And what did Marshal Bazaine do then? He united with the enemy to overthrow the government of his country.

The report condemns the Marshal for failing to destroy the material of war left at Metz, while he was careful to destroy all correspondence which might compromise himself for frequently receiving in person visits of the German officers, and generally for manifesting undue haste to capitulate to the enemy.

The reading of the report was not concluded at the adjournment of the Court. The hearing of the remainder, together with other documents touching Bazaine's management of the artillery and commissariat at Metz, will occupy the entire week, and the examination of witnesses will not begin until Monday next.

The German Government at first refused to allow subpoenas for witnesses to be served in Alsace and Lorraine, but special negotiations have overcome its objections.

The official Sanitary Report states that since July 16th there have been 3,020 cases of cholera in Vienna, of which 1,230 terminated fatally. To day, for the first time in several months, no new cases have been reported.

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The Volunteer Review,
AND
MILITARY AND NAVAL GAZETTE.

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

OTTAWA, TUESDAY, OCT. 14, 1873.

TO CORRESPONDENTS.—Letters addressed to either the Editor or Publisher, as well as Communications intended for publication, must, invariably, be *pre-paid*. Correspondents will also bear in mind that one end of the envelope should be left open, and at the corner the words "Printer's copy" written and a two or five cent stamp (according to the weight of the communication) placed thereon will pay the postage.

The following interesting Report of the gallant officer commanding the *Tigress*, U. S. ship in search of the crew of the *Polaris* will be interesting to our readers; it is copied from the *Army and Navy Journal* of 27th September:—

The following despatch was received at the Navy Department September 24, 1873:

UNITED STATES STEAMSHIP *TIGRESS*,
OFF GODHAVN, ISLAND OF DISCO,
August 25, 1873.

Hon. G. M. Robeson, Secretary of the Navy, Washington, D.C.:

Sir: I have the honor to report that this vessel sailed from Upernavik, North Greenland, on August 11, 1873, at ten minutes past five p.m., a Danish pilot being on board and at a quarter to twelve p.m. arrived at Tessuisak. On approaching the anchorage, and while forging ahead slowly, the engine caught on centre.

We let go the anchor, but failing to bring the vessel up, she ran slightly upon a smooth rock but backed off in a few minutes. No damage was done. Governor Jansen came on board, having no information. We accepted his services as pilot to clear us of the islands. August 12, at five minutes before two a.m., stopped and communicated with the *Juniala* steam launch, but obtained no information about the *Polaris*. At a quarter before two a.m. discharged the pilots, parted company with the steam launch and stood to the northward. August 13, at ten a.m., passed Cape York. Heavy pack ice prevented our getting very close, yet were near enough to clearly observe any signals that might have been made.

A bright look-out was kept at all times. From Cape York skirted the shore as closely as safe navigation would permit. This was also done upon our return. At nine p.m. we examined North Star Bay. On August 14 we examined Neith Harbor and skirted Northumberland Island. Being convinced that this was not the place where the separation of the party on the ice floe and the *Polaris* occurred, we continued on for Capes Perry and Alexander; examined Hartstein Bay.

At nine p.m. having passed Littleton and McGarry Islands, and feeling quite sure that this was the place we were seeking, stood well in and hovered about—discovered, one month and four hours after having left New York, a camp, which, upon examination, proved to be the one which was occupied by the crew of the *Polaris* last winter. It was now occupied by Esquimaux, who seem to be quite intelligent. From them I learned they came from Pond's Bay on a hunting expedition, and found the *Polaris* secured to the rocks, the crew being ashore, and that they had built two boats out of material taken from the vessel, fitted them with oars and sails, and about one moon or so ago, or when the ducks began to hatch, which, I think, was about the middle of June, they all being well, had gone to the southward; also, that Captain Buddington, the head man, before he departed, told him, the chief of Esquimaux, that he could have the vessel. A gale of wind came on. Some time after the departure of the crew the vessel broke adrift (I saw the broken hawsers), and drifting about a mile and a half towards the passage between Littleton Island and the main land, sunk. The native said he saw her go down and regretted his loss very much. He went with Lieutenant Commander H. C. White to the place, two small (comparatively speaking) icebergs, with a heavy floe about them, covered it, having, doubtless, grounded on the wreck, which caused their detention at the spot, as there were from seven to eleven fathoms of water around it. And the camp, a wooden house, had been constructed, having in it bunks, mattresses, furniture, galley, etc. The natives had two tents made out of canvas, evidently from the *Polaris*. A rough carpenter's bench, with many shavings about it, was in the camp. Provisions, instruments, books, and stores of various kinds were scattered about the small camp in every direction, and all in quite bad condition. I caused to be brought on board all the manuscript matter including a mutilated log book, all the books which were not torn to pieces, some firearms and broken instruments, the ship's bell, and some medical stores were of no earthly value, and I did not bring them off. A cavern or place of concealment for papers and records was sought for, but could not be found. The weather was quite threaten-

ing—thick, squally, and snowing at times—with a pack to the northward, extending, so far as the eye could reach, across Smith Sound. At a quarter past two a.m., on August 15, I stood to the southward, keeping a lookout for the people. The position of what I call Camp Polaris, is, as taken from the chart, in latitude 78 deg. 23 min. north, longitude 73 deg. 46, min. west. At noon, August 16, passed Cape York near enough to have seen signals; found much ice about, and stood for Melville Bay, August 19, at 2:30 p.m. Communicated with Governor Jansen at Tessuisak; obtained no news. At 9:30 p.m. anchored at Upernavik. Nothing had been heard there of the crew of the *Polaris*. Remained at Upernavik, overhauling and repairing machinery, till August 23, at 2 p.m., when we sailed for this place, arriving here August 25, at two o'clock a.m., being most positively assured in my own mind that the crew of the *Polaris* have been taken on board a whaler.

The following named vessels are known to have passed to the northward this year, namely:—The *Aseek*, or *Asik*, of Dundee; the *Arctic*, believed to be of Dundee, and seven others, whose names I have not been able to learn, and they (all those that have been spoken) expected to sight Cape York. I have concluded, in accordance with my instruction from the department, to make a thorough search for the crew, to go to the west side of Davis's Straits skirting the pack, until we get a chance to get through; then to work to the northward in search of the whalers, who on their return voyage, followed the western shore. The search will be continued as long as prudence will justify, taking into consideration the condition of the ice and our supply of fuel which will be used economically. I will then proceed to St. Johns, Newfoundland. We have now on board 155 tons of coal. I expect to sail to day. All hands are well.

Very respectfully, your obedient servant.

JAMES A. GREEN,
Commander, commanding.

The following paragraph from the *Ottawa Times*, shows that his Grace the Duke of MANCHESTER, was able to comprehend more of the true position of affairs in Canada than the gallant Engineer officer to whom his letter has referred, and he is right too; Canada is not only defensible but will be defended if ever the necessity occurs.

The following letter has being addressed by the Duke of Manchester, who recently visited Ottawa during his tour through the Dominion, to the *London Times*, in which it appears in the issue of August 25th.—

"Sir,—I have been told that Colonel Jervois reported that it would be impossible to defend the southern frontier of Canada, because the population was distributed in a thin streak along the shores of the St. Lawrence and the Lakes. I returned this morning from a tour of over 170 miles due north from this city. The settlers there told me there were others 30 miles further, and that the land was better than what I saw, and what I saw was a sandy loamy numbers of feet in depth. I saw heavy crops of wheat five or six feet high, and the harvest had commenced. Here it is over, while I learn from home that it will not be completed in Huntingdonshire till September. This cannot be a very inhospitable climate. The people up north seem to be

thriving, happy, and proud of their success. There was an ivory carver from Islington, a man who had been in the employ of Riamol, the perfumer; a farmer from Portland; 1 from Meath, and, above all, a portly and sporting butcher from Monmouthshire, who does not regret foxhunting at home. Of course, they had to do hard work and lead a rough life at first, but they have made such progress in two to three years that they are convinced that in a few years more the settlements will be 300 miles North of Toronto. I think, therefore that Colonel Jervois and our military advisors may allay their fears as to the defence of Canada, especially as the men are ready to defend themselves."

The value of *torpedoes* as an offensive weapon has been freely discussed in the columns of the VOLUNTEER REVIEW, it is however, held by many landmen and some seamen in England that it is and will be an all important agent in deciding future naval battles.

Without needlessly disregarding or unduly depreciating the value of the weapon, we hold it has yet to be proved to what extent it can be used at all, except the conditions of naval warfare in the future prescribe that all engagements should take place in *still water*, we cannot see how the torpedo could be manœuvred; especially if it is to become the armament of every known type of vessel. Its congener, the *fire-ship*, has not been effective, and necessitated the condition of being able to grapple with its antagonist to be of any use whatever, as far as the application of the *torpedo* has been tried; it also demands *contact* as a necessity of success.

It is evident, therefore, that whether naval engagements in the future be fought in line, line a-head, line a breast, by *peletons* of three or four ships, each vessel will be manœuvred to avoid contact. The idea of ramming will not suggest itself till an opportune moment arrives, and that must be through accident or unskillfulness; and after the power of artillery is exhausted, the heave and roll of a vessel, taking the *Devastation* as an example, will be too great to allow the *torpedo* (provided she was armed with the necessary apparatus) being projected with effect, and the uncertainty of its operations would militate against its use.

We have been led to those considerations by the perusal of a paper by Lieut J. TOWNSEND BUCKNILL, R.E., published in the journal of the *Royal United Service Institute*, Vol. XVI, No. LXXIII, entitled "Description of the *torpedo* boats *Fortune* and *Triana* United States Navy," as follows:

"Those vessels were employed as tugs during the civil war and were lying at Washington Navy Yard in 1872, one of them, the *Fortune*, had then been converted into a *torpedo* boat and in commission, but the other was undergoing a refit and alteration so as to convert her into a similar *torpedo* vessel.

"The Navy yards of the United States are

all open to the public; and although I could gain very little information respecting these *torpedo* boats, I was enabled by a hurried inspection of the *Triana* to take the following details, the approximate accuracy of which can be relied upon:—Size, 170 to 180 tons; length over all, 180 feet; beam about 25 feet; draught from S to 9 feet; engine, 125 H.P. single vertical cylinder direct acting; speed, 7 knots; burns 11 tons coal in 24 hours, carries 95 tons; rig fore and aft schooner pole masted, spread of canvas unknown, but small; free board about five feet; bulwarks about three feet; top hamper as usual, with American tugs.

The deck of the *Triana* had been removed and she was being strengthened throughout, but more especially in those portions near the bow.

"About four or five feet below the normal water line, an iron nozzle was fixed in line with the stern or fore foot by means of two ears which were rivetted to the sides of the vessel. This nozzle which projected in front of the stem was bored out to form a hole a little over 10 inches in diameter, and in the top of the nozzle a large U shaped aperture into which an iron door could swing when the torpedo was pushed from the interior of the vessel. This door in its normal position hung by its own weight vertically across the opening, which led into the interior of the vessel by a large brass pipe (10 inches diameter internally) that was attached to the inner side of the nozzle, had an inclination upwards towards the stern of about 1 in 6 or 1 in 5, and at a distance of apparently some seven or eight feet from the stern, the pipe terminated in a flange by which it was attacked by screw bolts to a valve box * * * containing a valve to be worked by hand. To the inner side of the valve box another brass pipe was attached by screw bolts, and the pipe was only cylindrical for a distance of 12 or 14 inches, after which the upper half was entirely cut away. * * * The segmental portions were supported on three brackets * * * the bracket * * * was made in two separate pieces, so as to give room for the motion of a wheel 12 inches diameter, grooved to carry 1½ inch wire rope, the (other two) brackets were provided with a deep central slot, so that the wire rope could work through them. * * * Behind this arrangement were four larger cast-iron brackets placed at central intervals of about four or five feet. Upon these and in the brass tube before mentioned * * * slid the *torpedo* outrigger which consisted of a cast iron tube some 23 feet long, 7½ to 8 inches internal diameter left rough, and having an external diameter of 10 inches, obtained by turning in a lathe. This tube weighs about one ton. The outer end that is projected in front of the vessel and carries the torpedo was reduced for a length of about one foot to a diameter of eight or nine inches and was cast solid for 5 or 6 inches at

the extremity, and a small hole about ¾ inch diameter was bored centrally through which the electric wires for the firing arrangements were to be led. The tube was to run in and out by the wire rope before mentioned. The rope was in two pieces and the ends of each attached to a link that keyed to two small ears cast on the bottom of the tube at its inner extremity.

"The remainder of rope was coiled on the right and left side respectively of a grooved drum (9 grooves) about 20 inches diameter, thus when one rope was coiled in the other was slacked out, and *vice versa*. The drum was carried on suitable brackets fixed to the end of the wooden beam and was turned by a cogwheel of like diameter (72 cogs) gearing into a smaller wheel (24 cogs) driven by two handles worked by men standing on either sides of the beam, on one side of the drum was fixed a pawl and ratchet. To the inner end of the tube an iron guide ¼ by 1½ inches was studded, this engaged in a groove ½ x ½ cut in the side of a rail bolted to the brackets and brass piece * * * and the tube was thus prevented from turning as it ran in and out. About 16 inches from the inner end of the tube a one inch screw plug was fixed in the top it projected about 2½ or three inches, its use I could not discover.

"Should the wire rope slacken by stretching, it could be tightened up. * * * The axle of the wheel was suspended by two hanging arms pivoted on the brass pipe just inside the valve box, and a forked arm engaged the axle inside these arms. This forked arm terminated in a ¾-inch rod threaded at its extremity to receive two nuts. The rod passed through a lug cast on the bottom of the valve box, and by altering the set nuts on either side of this lug, the wire rope could be tightened up or slacked off as required.

"I was informed that the *torpedo* employed was of cast iron about four feet long, 10 inches external diameter, and that the charge was contained in an internal copper cylinder. Also that the *torpedo* case was attached to the end of the tube by an iron ring fitting on the reduced part of the tube and over the inner end of the case. This ring is destroyed by the explosion of the *torpedo* but the tube remains uninjured, the charge being limited to 100 or 120 lbs. of cannon gun powder. I was informed by a high authority that it was possible to load, run out fire and run in, in from three to four minutes, and the arrangement gave the greatest satisfaction."

In the *Triana* class of *torpedo* boats a bulkhead was placed about 42 feet from the bow; behind this was stowed the coal, and then came another bulkhead 20 feet behind the first, a powerful steam bilge pump was fixed in the fore-castle as an additional precaution; portions of the engine and boiler were above the water line and much exposed

to shot. The steam was super-heated in a dome surrounding the funnel at least 10 feet above the deck. To a certain extent these vessels are experimental only, but several vessels (number unknown) of the United States Navy, ostensibly tug and despatch boats, are in reality torpedo boats fitted up on the tubular principle described, or on some modification of it. In some the tube is thrust out by a screw, worked by steam power, but the arrangement described was preferred as being the simplest and best.

"It is I think evident that the Americans have in this apparatus sought as much as possible to minimize the mechanical intricacies to a certain extent inherent in this *torpedo*, and, if the information I received be correct, viz: that several vessels are armed in this manner, it would appear that the Americans are thoroughly satisfied with the arrangements.

"One of the first considerations obtained by investigating this apparatus is: that the experiments of a foreign power have disclosed the fact, that it is possible to fire a charge of 100 or 120 lbs. of mammoth powder or *cannon* powder at the end of a cast iron tube of the dimensions given *without damaging that tube*.

"Doubtless a very small charge of dynamite, dualine, compressed gun cotton or nitro-glycerine, would, if detonated in the same position, utterly destroy the cast-iron tube.

"This fact being digested, the next consideration and question that arises whether 100 lbs. of common gunpowder exploded seven or eight feet below the surface and in contact with the outer skin of an iron clad will cause great damage to such a vessel? Another question suggests itself—could not a similar apparatus be placed inside the stern of our existing iron clads? If so, would not the ramming power of such a vessel be enormously enhanced? But the Americans do not seem as yet to have applied this plan of working a *torpedo* from the interior of a vessel to any of their frigates, corvettes, or other cruisers, and I was unable to discover what apparatus they intended to fit on board the three new *torpedo* vessels they had commenced the year before last.

"The following are some of the advantages obtained by the employment of the tubular arrangement for outrigging *torpedoes* that has been described in the foregoing paper:

"1. Power of fixing and working the *torpedoes* from a position of comparative safety.

"2. Quickness of the operation of refixing; booming out, &c.

"3. Vessel not impeded or her speed lessened by the apparatus—the tube not being thrust out until just before it is intended to use it.

"4. Everything out of sight of the enemy and the vessel's true character thereby concealed.

"5. By the use of the electric instead of the chemical fuze, danger to friendly vessels

is minimized and accidental explosions from the *torpedoes* striking any snag or other impediment prevented.

"Moreover the explosion of the *torpedo* when in actual contact with the enemy's vessel is ensured, and the chance of a failure such as Captain Davidson experienced when he rammed the *Minnesota* with the Confederate *torpedo* boat *Squib*, and which he attributed to the slowness of action of the chemical non-electric fuze, allowing the *Squib* to recoil a short distance before the *torpedo* exploded, is by the use of the electric fuze guarded against; for it is easy to arrange the electrical portion of the apparatus so that the *torpedo* can be fired either by judgment or by contact—the former being only resorted to when the contact arrangement fails to perform its function—I was unable to discover what the electrical arrangements used by the Americans on board the *Triana* class of *torpedo* vessels actually were.

"In conclusion, I would beg to point out that the Americans seem to have paid more attention to the *torpedo* apparatus itself than to its protection from an enemy's shot. This consideration has been carefully thought out elsewhere, and we have only to combine in the same craft the tubular arrangements described in the foregoing papers with the almost shot proof deck and noiseless engines of other existing and known types of *torpedo* vessels to obtain a thoroughly trustworthy and efficient class of vessels for use on our coast defences."

The foregoing very ingenious paper is accompanied by a series of diagrams of the *torpedo* apparatus described which we cannot give to our readers, but the spaces marked with the asterisks refer to the various designs of the parts described.

Any vessel designed for the purpose of destroying another by means of hidden machinery and devices must possess all the qualities of superior speed and comparative invulnerability; now the *Fortune* and *Triana* are rated by Lieutenant BUCKNILL as having a speed of seven knots, a draught of eight to nine feet water, and all the wonderful apparatus described was fixed in the vessels fore foot about four or five feet below the normal water line with a downward inclination of 1 in 6 or 1 in 5.

In the act of approaching her antagonist we must assume that either vessel will do so stem on. In tug boats of the power and build described there will be a difference of draught of at least two feet between stem and stern, in other words she draws eight feet aft and six feet forward, every pitch she gives will alternately expose above and bury her *torpedo* tube below the water, and it must argue great obliquity of vision on the part of her assailant if she is unaware of her character, if she succeeds in striking the aforesaid antagonist, is there not equal danger to herself if the *torpedo* is fired during contact, or how is it to be propelled so as to strike at all at

any distance, seeing that the explosive will not destroy the nozzle of the tube? How can it be assumed that it will injure an iron clad or even a well built wooden vessel in contact, for it must be remembered that its explosive force will be exerted equally all around the area under water. A shell has the compound powers due to its initial velocity when propelled from gun or mortar and the ignition of its own charge, a *torpedo* has the power of the latter alone acting or supposed to be acting on a semi elastic medium whose resistance increases as the square of the force opposed to it, consequently the action of such explosion is confined to a very limited area on each side, and its power, if any, must be exerted in an upward direction; and here is the real danger of explosions while in contact, experience will prove such to be equally fatal to assailant, if contact is possible, which we hold it is not. Any seaman, unless his vessel is disabled, will take care to prevent being run a-ground.

As the use of the *torpedo* will be limited by the power of the vessel, it is evident the class described are not fitted for this service; and it is also evident that to make the weapon available it must be propelled by the same or a similar explosive agency to that which it carries—and that agency to be capable of being trained with the same accuracy under water as a gun or mortar is trained on land.

Our neighbors are thrifty; they know the value of a name, and a few experiments with *torpedo* boats cost less than our iron-clad fleet—at the same time it furnishes ingenious officers with good subjects for well written papers, and gets talked of in foreign countries as new instances of American ingenuity and enterprise.—Meantime it is like the *Dunderberg*—a huge sell.

Our contemporary, the United States Army and Navy Journal of 4th inst., has an article under the caption of *Canadians invited to Creedmoor*, in which the rather depreciating tone of the communications of a correspondent of the VOLUNTEER REVIEW on the scores made at the first meeting is quoted.

We would remark that it is our rule to insert all communications not libellous, insulting, or subversive of discipline without comment. We do not hold ourselves responsible for the statements of our correspondents, who are gentlemen of standing in the Canadian Army, and whose names are known to us. In this case our contemporary will remember we did not at all share the opinions of the writer of the communication quoted, and we may say it gave us great satisfaction to witness the highly honorable and creditable effort made by the promoters of the National Rifle Association to supply a want in their military organization which was a source of danger to themselves and us, inasmuch as ignorance is the sure provocative of international quarrels, and

nothing will so truly teach men the evils of warfare as a thorough knowledge of the risks a soldier must encounter.

With this explanation, we gladly republish our contemporary's concluding paragraph, and hope our Canadian soldiers will take advantage of the liberal opening afforded. At the same time we would say that our Dominion Rifle Association should have a special International match as one of its main features in the competitions for next year:—

"If the Review will turn to the list of prizes published in a recent number of the *Journal*, it will find at least four open to Canadians, viz.: Competition II.—"Sportsmen's match," value of prizes, \$525. Competition VI.—"All comers match," value of prizes, \$180. Competition X.—"Railroad match," value of prizes, \$343. Competitor XI.—"Sharpshooters' championship," value of prizes \$175. In all thirty-five prizes worth \$1,223. If any of the Canadian reporters come, they can enter for the Press match. Perhaps when they see some of the shooting, they may wonder where the Review obtained the scores it publishes as specimens. In any case, we hope to find some of the Canadians entering for the opening prize meeting at Creedmoor, October 8, 9, and 10. They may make sure of receiving a cordial welcome and fair treatment, whether they succeed in carrying any of our scalps to their wigwams or not."

With reference to the "Press Match," it is a feature entirely new; if other engagements did not prevent, we should have wished to take a part in it, although we earnestly disclaim all intention of attempting, even in thought, to leave our respected contemporary in the predicament of the lamented Nye—

"Cut off like a rose in his bloom
With nary a skelp to his brain."

We are enabled, through the courtesy of the "Council of the National Artillery Association," to announce to our readers that we shall republish at an early date the Rules of the Association for the current year, extracts from the yearly report and reviews, and the valuable "Lectures on Artillery subjects" addressed to the officers of the "Auxiliary Artillery" at the "Royal United Service Institution." For copies of all those documents we have to thank the Council and their gallant Secretary, Captain JAMES L. RUTLEY.

It is with sincere pleasure we welcome the contribution of our gallant friend *Sabrew*, to the columns of our correspondence and regret that his first communication did not arrive in time to have it published in our issue of the 30th September. Our friend has good right to claim the gift of perspicacity in discovering the weak points in the proposed tactical changes clamoured for by inexperienced soldiers and newspaper correspondents, even if his experience did not make him a judge qualified in every way to pass set advice on a fallacy. However, our

gallant friend need not fear; mere *mechanical appliances* will never win a battle, although they have become necessary accessories thereto. The dash-daring, gallantry, and in fact what the French call *elan* of those gallant English cavaliers of which our friend is so good a specimen, are as requisite now as when they turned the tide of fight at Busaco or carried the Sikh entrenchments at a gallop at Sohraon. That those qualities are not yet extinct, our gallant correspondent proves in his own person at the first note of danger—

"From the sheath the scabbard blade,
Comes flushing half-way up"

On Friday evening the 9th inst., Lieut. Colonel FLETCHER, Scot's Fusilier Guards, Military Secretary, presented the prizes won at the recent Dominion Association Regimental and Company Matches of the Governor General's Foot Guards. We have not space for the address which the gallant officer made to the battalion, but it shall appear in our next; it is by far too valuable to condense.

We have received from Cap. R. Y. ELLIS, Secretary Treasurer, the Prize List of the Ingersoll Rifle Association, which is to come off on Wednesday and Thursday, October 15th and 16th, 1873, at the Association Rifle Ranges, Hislop's Farm, when Prizes amounting to over \$500 will be offered.

THE late Lord MACALLAY, writes of William III. King of Great Britain, that he said of a certain plotting Jesuit who was engaged in a conspiracy against his life: "He has made up his mind to be a martyr, and I have made up my mind to disappoint him"—the application of the principle to the case detailed in the following paragraph taken from the *Sarnia Canadian*. Captain POLLOCK should have remembered that a soldier cannot be a fanatic, and allowed his color Sergt. to leave a service disgraced by his presence without making a martyr of him, which was probably what the fellow sought.

A few days since Color-Sergt. Kernaghan, of the Forest company, was tried before the Mayor for refusing to turn out to the annual muster on command of his commanding officer, Capt. J. C. Pollock. The defendant pleaded guilty, urging in extenuation that he had religious scruples about serving as a volunteer. Such an excuse being inadmissible, he was fined \$7 and \$7.30 costs. He was also found under another clause of the Militia Act, \$15, including costs, for continuous absence from duty; and on being discharged from custody of the magistrate, he was at once arrested as a deserter to be dealt with according to military usage. Much sympathy is felt for Mr. Kernaghan under the peculiar circumstances of the case: even the Mayor, who imposed the fines, felt sorry that he had no alternative but to carry out the strict letter of the law and set an example to others. In reference to this case, we may explain that Mr. Kernaghan has recently embraced the

doctrines preached by certain parties calling themselves "Evangelists," who have made quite a stir in Forest and vicinity. Their views on religious subjects, we are informed, are peculiar. They consider insuring their property against fire wrong, as evidencing want of faith in God's providence over his people; and they consider soldiering sinful on the same ground, as God will always protect his chosen ones from all harm. Mr. Kernaghan's mind is strongly imbued with these doctrines. Whatever may be thought of this new Christianity as a sentiment, it is plain that its practical introduction into our complicated social condition would lead to strange results. Col. Davis has dismissed Kernaghan from the service—the best course that could be pursued under the circumstances.

REVIEWS.

Wood's Household Magazine for October contains a number of valuable articles, and a beautiful engraving of the Yosemite Valley, being a reduced copy of their magnificent Chromo in colors of the size of 14 x 20 inches which will be given to all subscribers as a premium, the yearly subscription for this interesting and valuable Magazine being only \$1.50 per annum. It is published at Newburgh New York.

General Von Stosch, the chief of the German Naval Department, is about to visit England in order to make himself acquainted with her naval organization. Captain Verner has not hitherto been subjected to any inquiry of court-martial or anything of the kind, respecting his conduct off the Spanish coast, and it is said that he will not be. The captain has entered upon his new functions as commander of the docks at Wilhelmshaven.

September 1 being the one hundred and fifty sixth anniversary of the organization, by Friedrich William I, of the Central Cadet corps, was the occasion of laying the corner stone of a new edifice for the accommodation of the cadets of this institution at Lichterfelde, Germany, by King William. The festivities were attended with unusual interest, the day being also the third anniversary of the battle at Sedan.

The Crown Prince of the German Empire has declined every official reception during his stay in Bavaria for the inspection of the troops in that State. King Ludwig extended an invitation to the Crown Prince to make use of the royal residences during his stay at Aunsbach, Wurzburg, and Nurnberg, as his headquarters. It will perhaps be remembered by our readers that the last inspection tour of the Prince gave rise to some very acrimonious comments on the part of the Bavarian king.

The torpedo class on board the British ship *Excellent* still continues to make comparative experiments with 100 pounds of gun cotton and similar charges of gun-powder. Experiments are also being made with the Whitehead or fish torpedo. A novel arrangement for torpedo attacks by boats, the invention of Lieutenant Gerard Noel, of the *Excellent*, has lately been tried, and has proved successful. It consists of a long swinging staff, pivoting on the quarter of a boat, the firing being effected by a mechanical arrangement.

THE TWO VILLAGES

Over the river, on the hill,
Lies a village white and still—
All around it the forest trees
Whisper and shiver in the breeze;
Over it sailing shadows go
Of soaring hawk and screaming crow,
And mountain grasses, low and sweet,
Grow in the middle of every street.

Over the river, under the hill,
Another village lies still,
There I see the cloudy night
Twinkling stars of household light;
Fires that gleam from the smithy's door,
Mists that curl on the river's shore,
And in the road no grasses grow
For wheels are hastening to and fro.

In that village on the hill,
Never is the sound of smithy or mill—
The houses are thatched with grasses and
flowers,
Never a clock to tell the hours;
The marble doors are always shut,
All the villagers lie asleep,
Never again to mow or reap;
No more in dreams to moan or sigh,
Silent and idle, and low they lie.

In that village under the hill,
When the night is starry and still,
Many a weary soul in prayer,
Looks to the other village there;
And weeping and sighing, longs to go—
Up to that home from this below,
Long to sleep in the forest wild,
Whither have vanished wife and child,
And praying, hears his answer fall,
Patience, that village will hold you all

The following official account of the late disaster in Africa has been published by the Admiralty, in this unfortunate affair the British force which could not have exceeded 60 all told, suffered a loss of four killed and twenty wounded, including Commodore COMMERELL, V. C., C. B., the Commander of the Expedition, Captain LUXMOORE, R. N., Capt HELDEN, West Indian Regt. and sub Lieut. DRAFFEN, R. N.

It would be manifestly out of place to make any comments of this affair with our present knowledge thereof, although it points out that no force ought to be despised, and no precaution omitted on an enemy's shore.

"Rattlesnake, at Cape Coast Castle
Aug 15, 1873.

"Sir, —In continuation of my letter No. 230, of the 13th inst., I request you will acquaint the Lords Commissioners of the Admiralty I arrived at Secondee that night, and at nine a. m. (August 14) I left the Rattlesnake with the following boats manned and armed to proceed to Chamah with Capt. Elden, the civil commandant at Secondee, and Commandant Luxmoore, of the Argus, to hold a palaver with the king and chiefs of Chamah, as rumour stated the Ashantees to be in the River Bussum Prah, on an island some miles up the river, and I was anxious to obtain the assistance of the Chamah people to drive them from the territory.

"At ten a. m. I landed, unarmed, and with every friendly intention accompanied by Captain Helden and Commander Luxmoore.

"2 Through the medium of the Government interpreter I spoke to the chiefs and pointed out to them the advantages of loyalty to the British flag, which now demanded that they should drive the Ashantees from the vicinity of the Chamah territory, and afford every assistance to Colonel Harley and her Majesty's forces on this coast, who were present to protect all those who were orderly and well conducted, and to assist the natives against enemies oppressing them. The chief denied he had ordered any assistance to the Ashantees, and also stated he would take neither their

side nor the side of the British Government. I remonstrated with these views, and informed him I wished he would point out two chiefs to accompany me into the River Prah, as I had some boats at hand and desired to make a survey of the river. The king and chiefs of Chamah refused to send two chiefs or captains to accompany me, and said they would act neither for nor against the British Government, and the palaver ended so peaceably that I was not induced to discontinue the project I contemplated of learning the locality of the river mentioned in my last despatch.

"3 By the time I arrived outside the bar at Chamah the undermentioned boats met me from the Rattlesnake, and in the course of the afternoon Commander Digby brought that vessel to Chamah, and anchored at a convenient distance from the shore — Steam cutter, lent from the Simoom, manned and armed under the command of Lieut. Fredrick Edwards, gunnery lieutenant of the Rattlesnake, with rockets, accompanied by Navigating Sub Lieutenant Hulton. Gig, manned and armed under Sub Lieutenant Pocklington. Whaler, manned and armed under Surgeon C. F. K. Murray. Gold Coast steam launch under Sub Lieutenant Cross, of the Argus, with rockets. When I reached the other boats I embarked in my gally, and the boats then proceeded up the river in the following order:— Colonial steam launch, towing my galley. In galley, Commodore Commander Luxmoore, Captain Helden. Steam cutter of Simoom towing whaler and gig of Rattlesnake. About 200 yards up the river the colonial steam launch broke down, and I ordered the gig to remain with her, proceeding with my galley in tow of the steam cutter behind the gig.

"4. The river's stream appeared to run about two miles an hour, and we never had less than 6ft of water, whilst the banks seemed firm and were densely covered with brushwood. Under these circumstances I deemed it a matter of prudence to proceed on the Chamah side of the river, considering the inhabitants friendly, and the other side of the river might have contained any marauding parties of Ashantees. The river is about seventy or eighty yards broad, and we were proceeding satisfactorily until about a mile and a half up the river, when without any warning or without seeing any natives, we were fired at from the dense bush on the Chamah side, and we found that we had passed an ambuscade of the natives, who were pouring a heavy and murderous fire into our boats. I immediately gave orders to open fire with the smallest men, but the rockets could not be fired as the steam cutter was towing the boats. At the first discharge I was shot down, severely wounded in the right side, and at the same moment Commander Luxmoore and Capt. Helden were severely hit. I then ordered the boats to repair to mid stream, and finding a number of our men wounded I gave orders for the expedition to return to the Rattlesnake. Having become prostrated with loss of blood, Commander Luxmoore carried out my orders with readiness and attention, and I cannot speak too highly of the conduct of this officer; for it was not until some time afterwards it was discovered he was wounded so severely that he nearly fainted. Yet he continued to remain at his post until the last moment, when the heavy fire from our boats had driven the enemy out of the bush, for they had so pointed their guns with accurate aim that, as my galley turned, the officers were nearly all shot in the back, while the boat's crew fell from their thwarts, four of them wound-

ed, besides two men who were shot down in the water.

"5 Lieutenant Edwards then received instructions to tow the boats out of the river, and we reached the Rattlesnake about six p. m., where the wounded were at once attended to, and I attach a list of casualties in this affair, remarking that Surgeon Charles F. K. Murray had paid the greatest attention to them while in the river, besides returning the fire of the enemy from the boat he was steering.

"6. It had been previously arranged that 10 policemen should be sent to Chamah Fort, with the constable resident there, and these men were being landed from the Rattlesnake while the boats I have mentioned were up the river and the treacherous conduct of the Chamah people was unknown. Immediately the cutter, with ten policemen, reached the shore, the beach was crowded with natives, who appeared so unfriendly that Sub-Lieutenant Draffen, who had landed with the policemen to proceed to the fort, wisely kept the Fantee policemen in hand until some stores were landed from the cutter, which had unfortunately upset in the surf. The cutter's crew and Mr. Wilson, the midshipman, were swimming in the surf, endeavouring to right their boat, when the Chamah natives fired at them from the beach, and wounded several of their men. Sub-Lieutenant Draffen, seeing the emergency, at once endeavoured to form the Fantee police into skirmishing order to cover the cutter's crew swimming to the boat. He was partially successful, and it is to the coolness and courage he displayed that more men are not added to the list of those killed and wounded in this massacre. Unfortunately, however, the heavy fire from the natives wounded several of the cutter's crew, and they succeeded in killing an ordinary seaman, whose body they possessed themselves of, in spite of every effort to recover it. Two Fantee police were killed from the fire on the beach and also a Krooman of the Rattlesnake. Immediately Commander Digby observed the Chamah people firing on our cutter he sent to land the Fantee police in good faith, to occupy the fort. He at once sent Lieutenants Wilding and Nicholls from the Rattlesnake, with cutters and rockets to protect the boats attacked, but the natives had gone to the bush, and I am a afraid little injury was done to them.

"7. Finding that the Chamah people had been guilty of the grossest treachery by an attempt to single out and massacre the officers and men proceeding on a peaceful expedition upon one of their own rivers, and keeping to the Chamah bank as an additional protection; finding also that the natives, with their savage nature, had actually fired on our cutter landing police for the protection of the place, their lordships will, I am sure, quite concur in the immediate steps I took to punish such perfidious conduct. The Rattlesnake was cleared for action, and in less than two hours time the town of Chamah was a heap of burning ruins, and every exertion has been made to atone treachery so foul.

"8. It is not possible many natives were killed by these measures, but the lesson will be severely felt, and those who have gone to the bush will spread far and wide the punishment their disloyalty and treachery have so deeply merited.

"9. In the midst of the regret I experience at the list of those killed and wounded in this affair, it is some consolation to bring to the notice of their lordships the admirable conduct of the officers and men em-

ployed this day. I cannot too deeply express my thanks to Commander Luxmore of the *Argus*, for the way in which he discharged his duties and assisted me, and I trust their lordships will not fail to bring to the notice of the War Office and Colonial Office the assistance and operation afforded to me by Captain William Helden, 2nd West India regiment, civil commandant at Secondee, who was by my side the whole time, though only just recovered from fever; Lieutenant Frederick Edwards, gunnery lieutenant of the *Rattlesnake*, who, with Sub-Lieutenants Pocklington and Cross and Surgeon Murray, were the only officers fit for duty on their return on board, merit my warm approbation for the coolness and forethought displayed by them when towing the boats over the bar, up the river, and out of the ambuscade. Sub-Lieutenant William P. Draffen is most deserving of their lordships' commendation, for he did his utmost with the police at his disposal.

"10. Whilst the *Rattlesnake* was bombarding Chamah the *Merlin* arrived, and, having observed the natives clear along the beach towards Secondee, I took the precaution to send her at once to that place, conveying Sub-Lieutenant Edward H. Bayly, of this ship, to take the place of Captain Helden, civil commandant, wounded; and shortly afterwards I weighed anchor in the *Rattlesnake* and proceeded to Secondee myself, sending the *Simoon*, steam cutter, to Cape Coast Castle to order the *Argus* to rejoin my broad pendant at Secondee, giving a general order to the squadron stating that I would still continue to discharge the duties of my command. Arriving at Secondee the same night (14th of August), I despatched the *Merlin* to Dix Cove, to communicate with the civil commandant there and at Axim where she now remains, in case any danger may be experienced there.

"11. Early this morning I despatched Commander Digby and Mr Thomas, my secretary, to the fort at Secondee, to call a palaver of the native chiefs. The Dutch chiefs had gone into the bush when they heard of the treachery and punishment of the Chamah people, and therefore the English chiefs were told they had nothing to fear whilst they continued loyal, which they promised to do, and the place was quiet and orderly.

"12. The *Argus* arrived at Secondee this forenoon, and I then weighed and proceeded to Cape Coast Castle in the *Rattlesnake*, where I have sent to Colonel Harley, as I am too ill to personally communicate.

"13. Lists of those killed and wounded in both affairs are forwarded herewith, and the wounded are progressing favourably—I have &c.

"J. E. COMMERELL, Commodore.

"P. S. I am desirous of adding to this report the attached statement of Lieutenant Wilding, of this ship, in reference to the measures he took to cover the return of the cutter's crew to their boat, from which it will be seen that Charles Godden, coxswain of the cutter, and William Lermion, ordinary seaman, evinced great pluck in rescuing those who were disabled by the natives, and I have not failed to point out to their appreciation of their praiseworthy conduct.

"*Rattlesnake*, Cape Coast Castle, August 15 1873."

"H.M.S. *Rattlesnake*, at Chamah, August 14, 1873.

"Sir—In compliance with your order of this day's date, directing me to furnish the particulars attending my proceedings to day in the first cutter of this ship, ordered me

to bring off the Fanteo police, landed on the beach at Chamah, and to afford any assistance that might be necessary to the second cutter, which had conveyed the police on shore, I have the honour to report as follows.—When I had arrived within three-quarters of a mile from the beach I observed firing to begin there. On reaching and communicating with Sub-Lieutenant Draffen, in charge of the second cutter, he informed me the natives had fired upon them, and that there were two white men (blue jackets), a Krooman, and policeman missing. I immediately pulled in and anchored as close to the shore as possible, having previously cleared the beach with a rocket. One of the wounded men on shore, a Fanteo policeman, then swam off and was taken into the boat. I then saw a white man, naked and wounded, get up from the beach and try to come off to the boat, the first cutter. Two of the men belonging to this boat, Charles Godden, coxswain of the cutter, and William Lermion, then immediately volunteered to swim on shore and bring him off through the surf, which was done, as also a policeman who was trying to get off to the boat, and another who was wounded. For this service I beg to recommend Godden and Lermion to your most favorable consideration.

"I sent the wounded off to the ship in the second cutter in tow of the steam cutter, and intended to have brought off the three dead bodies on the beach; but the 'general recall' having been hoisted for some time I returned on board.—I have, &c.,

"H. H. WILDING, Lieutenant.

"Commodore Commerell, V.C., C.B.

H.M.S. *Rattlesnake*."

We have been favored with the following account of the disaster by a private correspondent, writing from Cape Coast Castle:—

"Commerell proceeded in H.M.S. *Rattlesnake* to Secondee on the 4th inst., for the purpose of exploring the river Prah, which flows into the sea near the native town (formerly Dutch) of Chamah. He started from Secondee with Commander Luxmore, H. M. S. *Argus*, and Captain Helden, 2nd West India Regiment, Civil Commandant at that place, in two steam launches and two gigs or galleys, leaving the *Rattlesnake* at Secondee, with orders to follow later in the day. Having thought it advisable to hold a 'palaver' at Chamah in the first instance, he went to that place and assembled the king and chiefs, who, however, declared their neutrality towards us and the Ashantees, and declined to render the assistance requested—namely, to send a chief to accompany the party up the river.

"The 'palaver' being over, the king shook hands with the commodore, and they embarked in their boats. The commodore determined to enter the river, and made for it at once. They had difficulty in crossing the bar, but at a short distance inside one of the steam-cutters broke down and had to anchor in the river, the other proceeded, with the two galleys in tow, and when about a mile and a half up the river they were fired into from an ambuscade, formed on the right or Chamah bank, which at once disabled the commodore, and wounded the two other officers, as well as nearly everyone in the boats. They had kept to the Chamah side of the stream, believing themselves safer on that side than the other. The expedition then returned, fortunately without any further casualties, to H. M. S. *Rattlesnake*, firing into the bush as they retired. Before this time the *Rattlesnake* had anchored off Chamah, but the officers had no knowledge of what had happened. Whilst this treacherous attack was being made in the river,

the *Rattlesnake* landed ten Fanteo police, armed with Snider rifles at Chamah to garrison the fort.

"These men, upon landing, were suddenly set upon by a large mob from the town they endeavoured, with the crew of the cutter, who were landing stores to reembarc but unfortunately their boat capsized in the surf, and before she could be righted, one seaman, (white man), one Krooman, and two Fanteo police were killed, whose bodies they were unable to recover, whilst many others were wounded. Soon after this H. M. S. *Rattlesnake* bombarded and destroyed Chamah.

"Commander Luxmore behaved most gallantly, for, although hit in five places, seeing his commodore dangerously wounded, he never acknowledged his hurts until he had conducted the expedition safely over the bar. It was discovered then by his fainting from loss of blood.

"Such a distinguished officer as the Commodore to be fired upon by the people of the Protectorate is very sad to all well wishers of this country.

"It is evident that without a stronger force to drive the Ashantees from the country, the people will never submit to our rule.

"Assistant Controller Marsden, who is invalided and goes home by this mail, has so completely broken down from excess of work that it is very improbable that he will ever reach England. Every officer of that department is either sick or has been sent home."

CORRESPONDENCE.

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

THE THIN RED LINE.

For the VOLUNTEER REVIEW.

As aught emanating from obscurity seldom elicits much attention, it may easily have escaped the notice of the Review, that in contributing to its columns, I have attempted, however feebly to maintain the efficiency, perfect flexibility, and plastic adaptability of the thin red line's organization, to every possible exigency of manoeuvre in actual combat. It is now no slight gratification to find—through the Review's extracts—these antiquated views more happily, and skillfully sustained by officers of practical experience, high in rank, and upon active service.

Without presuming to enter upon details with reference to the swarm mania, I may be permitted to observe, that experience, if not tacticians, must sooner or later realize the fact of this formation's being less destructive to any enemy, than is its buzzing confusion distracting to order and good discipline. A column in confusion, of more or less density, made up of quotas from different battalions, and as a sequence, under little or no control, may serve to illustrate the normal condition of this irrepressible formation. By what process of reasoning or reliable data this amorphous aggregate of combatants can claim comparative immunity under fire to that of the line formation is a problem that must seek solution in that mysterious intention so prevalent in the British Army of the day and which appears to be recognized as a satisfactory substitute for hard earned experience, and successful application. SABBATH.

New Hamburg, October 1873.

PRUSSIAN SIEGE OPERATIONS.

(From the London Engineer, Sept. 12, 1873.)

The siege operations conducted by the Prussian army have this autumn attracted attention in an unusual degree. They were carried on in this year—and will, we believe, continue to be carried on for some years to come—against a face of the fortress of Grandenz, which may be seen on any good map on the right bank of the Vistula. The numbers of men employed this year were nearly as follows: Sappers and miners, 4,420, and infantry, 1,560, besides four batteries of artillery of four guns each. It follows, therefore, that there was much work indicated instead of being carried out, and it required a good professional knowledge of the subject to form any judgment on many parts of the programme. The engineering feature which had attracted most attention in England, and promised to be most interesting, was the mining, it having been believed that experiments on a large scale, with various explosive compounds, would be carried out. Dynamite was actually used, but no gun cotton. The artillery of Prussia is not generally considered to be as good in the same striking degree as the rest of the army, nevertheless there is one branch of fire in which we gave it as our opinion, in the *Engineer* of November 20 last, that they were pre-eminently, that is vertical and curved fire. Counterscarps and concealed batteries have long been prominent features in Prussian systems of fortifications; it is not, therefore, surprising that in works specially inviting the powers of curved fire, the latter should have become well developed. Good results of this action of fire we hoped to hear of at the German siege operations, nor were we disappointed. The same cutting down of hidden walls in deep ditches that we read of in the siege of Strasburg was here to be seen under conditions allowing of the scrutiny of all present. One or two points not formerly understood in this country may be noticed. The guns are repeatedly fired in the same direction by means of graduated scales across the front and rear portions of the carriage, which admit of the gun being on each occasion laid at the same angle to the direction of the platform as before, or with any desired correction. In fact, there is an improved application of the plan of laying by battens and chalk. The tangent scale provides for the desired elevation. The most important point, however, is the existence of a lookout-man, placed where he can see the wall which is being destroyed, and signal to the battery so as to correct their aim after each round, which he does with a flag on much the same system as that used by the markers at our rifle butts. At first sight this seems a means of assisting a battery that could seldom be adopted on service. Practically, however, this is said to be to a great extent feasible, although the service is, as we are informed one of extreme peril. The value of life however, does not appear to be rated so high, even in peace times, in Germany as in England. We are not now speaking of the necessary sacrifice of life for a great end, but of the waste of it through neglect of wise, though often, no doubt, tedious precautions. Any one who has had much to say to powder work knows the surprise with which foreign officers generally, as a class, receive and conform to the directions which are so rigidly enforced on any one entering our government cartridge and powder factories. The remembrance of this comes painfully upon us in connection with

the Prussian autumn siege operations, because of the startling fact, the last we now propose to notice, that during the course of them no less than ten men were killed. It is easy to conceive of some single accident causing loss of lives, as may happen any day from the bursting of a boiler in a factory; but in this case the loss of life was not caused by a single accident, nor was it due to the action of any power ordinarily beyond control, or of a new and unsuspected character.

Captain Kutzbach, of the Prussian Engineers, who has visited this country, and is well known by reputation, was the officer directly superintending most of the mining operations. After the springing of a mine charged with dynamite, he pressed forward to the seat of action assured of safety to some extent, as he considered, by the existence of a shaft in the vicinity. With such precipitation did he advance, that himself and six of his men sank overpowered by inhaling the gas produced by the explosion, and were only withdrawn with life extinct. That an officer should be allowed to follow instincts of his enthusiasm unfettered by the rigid regulations drawn up by older and cooler heads, may well be a matter of not only regret, but also of surprise. But what shall be said to the fact of three men on another occasion losing their lives from the bursting of hand grenades? That it is a service of danger to throw these missiles by hand is undoubted. An English artillery non-commissioned officer, who had thrown large numbers from the head of a sap in our New Zealand war, used to be regarded with deserved respect for the feat, and we do not know whether even he gave them the three regulation waves of the arm to insure the fuse burning so far as to preclude the possibility of the enemy picking them up and throwing them back before they burst. Recognized as a dangerous performance, the manipulation of hand grenades has been attended with caution. It is even said, on one expedition, that they were found most effectively fused, but with no powder in them, for if filled they were frequently thrown without lighting the fuse; while on the other hand, their sizzling was sufficient to frighten the enemy, even although a little experience would have taught him that they did not burst. Without indorsing this tale, which we trust is a libel against the armies in question, we cannot but condemn the method of using them in mock siege operations, especially with fuzes so unusually bad as these in question, appear to have been. The fate of a good soldier killed by throwing a bad hand grenade at an imaginary enemy is surely one to be lamented. As regards the death of Capt. Kutzbach and his men, the question may concern civil engineers as nearly as military ones. Was the gas that killed him ordinary carbonic acid, or was it what may be termed nitro-glycerine gas? We fear it may be difficult now to determine this question, but it may indicate the desirability of a little more experiment as to the products of the explosion of nitro-glycerine compounds, and the circumstances insuring their complete combustion, and safely in approaching the spot afterwards.

The German admiralty has ordered a squadron of three iron clad frigates and one advice-boat to be formed next year, and the ships are to be in commission for four months. Besides this a gunboat flotilla, consisting of two first-class gunboats, to manœuvre on the coasts, is to be formed next year. A sloop-of-war is to be sent next year to observe the transit of Venus.

A NEW LIFE SHIP.

An event came off recently at Southhampton, England, which we should fain hope was full of the promise of greater safety for the sailors of the world, and, indeed, for all who 'go down to the sea in ships.' 'Every one is familiar,' says the *London Daily Telegraph*, 'with the life-boat, and with the admirable institution by means of which its benefits are diffused over the whole coast, and are proud of the fact that it is in main an English institution. That since the establishment of the Life boat Institution in 1824 down to 1872, upward of 21,000 human beings have been rescued from death chiefly by it means is a great fact, greater than the most brilliant victory ever obtained in war, even although that one victory should have destroyed double the number of lives which it took the life-boat half a century to save. There is no need, therefore, to argue the merits of the life-boat; but with all its valuable qualities the life-boat could not meet every contingency of shipwreck. When the storm-tossed vessel was seen approaching the fatal shore, the life-boat would at once be launched and pulled by the brave crew towards the point of danger; but to make headway against the breakers was a task beyond human strength, so much so that sixteen strong rowers could frequently make no more than a mile an hour, while the doomed ship was perhaps driving to her destruction at almost a mile a minute. To meet this hard but not unfrequent contingency, Capt. Hans Busk has had built a little sea-going vessel, to be called a life ship, and the mission of which will be to cruise up and down the English Channel in all weathers, bringing succor to ships when approaching a lee shore, from the windward side. The idea is a bold one, as a benevolent, it is full of difficulties; but are not difficulties things to be overcome? The vessel, which was launched under the happiest auspices, is about seventy tons burthen, was designed by Capt. Busk in the finest life-boat lines and with a springing deck, such as is found in the Dutch galliots, which are the finest sea-boats (for safety) in the world. She is as strong as wood and iron can make her, her planking, being arranged on the diagonal principle, and all her internal arrangements contrived in entire subservience to her mission. She will be furnished with steam-engines of seventy-horse power, and to obtain funds for the purchase of these indispensable steam-engines is the object with which Capt. Busk and his philanthropic condutors now appeal to the mariners of all nations.' Capt. Busk, a yachtsman of many years experience, and who has himself designed numerous vessels of the most superior weathery qualities, is full of confidence that the life ship, when complete and furnished with engines of sufficient power, will be able to keep the sea, bear down from the windward upon vessels approaching a lee shore, and in the worst cases take the crew off in life-boats, two of which she will carry on her deck. That the object is one worthy of public support is proved by the influential names to be found on the Committee of Management, by the liberality of some of the contributors already received, and by the substantial tokens of sympathy which the project has received from people in business more or less connected with the shipping interest.'