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The Volunteer Review

AND MILITARY AND NAVAL GAZETTE.

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

VOL. VI.

OTTAWA, (CANADA,) MONDAY, APRIL 22, 1872.

No. 17.

NEWS OF THE WEEK.

The Gladstone Ministry has been defeated by a majority of 100 on a question of total taxation. Mr. Odger has pronounced against the Whig Radicals; the withdrawal of his patronage is political annihilation; this is the position the Liberals of Great Britain have brought their country into; its government is controlled by a demagogical cobbler.

The foolish young man O'Conner, who tried to signalize himself by an attack on the Queen has been tried and condemned to one year's imprisonment and twenty lashes.

The British Ministry has presented its counter case to the Geneva Board of Arbitration reserving the right of withdrawal in case the United States persisted in their demands. It is reported that Mr. Russell Gurney, the English Representative of the Board of Claims at Washington will proceed to Geneva and that he refuses to return to the United States.

The Lord Chief Justice Cockburn will not appear before the Geneva Tribunal.

An English vessel has been stopped and boarded by a Spanish War steamer, arms and ammunition were discovered on board and the vessel was carried into Bilbao; it is supposed she was freighted for the Spanish insurgents.

It is reported that the relations between France and Germany are in a threatening position, Prince Bismarck has notified M. Thiers that if the French armaments are not discontinued he will take it as a *casus belli* and re-occupy the departments already vacated. This news has caused a fall in the foreign securities on the English stock exchange.

Spain is again in the throes of revolution; one idiot at Seville harangued his dupes on the possibility of making an United States in Europe. There is nothing to chose between the conditions of that country and Mexico, both are governed by a scurvey lot of politicians, and the people are as ignorant and stupid as such dupes can be.

Public opinion in the United States is against the action of the Government with

respect to the Washington Treaty. The House of Representatives have provided a way of escape for the administration from the consequences of enforcing the consequential damage claims by coolly disowning them. A little firmness on the part of Great Britain would do wonders with those people, and prevent all the dangers arising from allowing irritating questions to be discussed.

The Parliament of the Dominion is in Session, a variety of important questions occupy the attention of our legislators: a vast territory has to be developed by railways and canals, the provisions of the Washington Treaty have to be considered, not with reference to Canada alone but to the whole Empire, and the necessary steps taken to carry out the measures decided on. In this last session of the first Parliament of Canada the representatives of the people on the Pacific Slopes of the Rocky Mountains have taken their places.

The Lieut.-Governor of Manitoba has resigned and been succeeded by His Honor Judge Johnson.

A number of workmen in the Laboratory at Woolwich Arsenal, are specially employed in the manufacture of "fish torpedoes," machines of iron, in shape somewhat like a fish, about 5 feet long and 1 foot in thickness, each containing a little engine of compressed air capable of propelling the torpedo a considerable distance under water.

United States papers think there are many evidences pointing to a struggle between England and Russia for the possession of India, which is likely to come off perhaps within this generation. Every new avenue of trade, whether railroad or canal, which is projected in Western Asia is now carefully examined in its bearing on this struggle. Just at present the project of the Euphrates Valley Railroad is strongly favoured in England because of its strategic importance in this anticipated contest, and an "Austrian officer of high rank," understood to be the officer who holds the highest rank in the Austrian service, has written a remarkable pamphlet in which the power of being able to hold this line is described as 'a factor of inestimable importance in the problem of this great contest.'

FROM MONTREAL.

GRAND TRUNK BRIGADE.—The Concert of the Grand Trunk Brigade was a most successful affair, the Hall was filled and the appreciation of the audience could not fail to be gratifying to the performers. Mr. H. M. Scott and Mr. Armstrong were received with much favor in the several pieces they sang; Miss Brokovski sang "Waiting for the Tide" and another selection, receiving warm applause; Miss Beldon sang "La Florija" and a selection from Rossini, receiving an *encore*. Mrs. Henderson sang in very fine style "O'yo tears;" Mr. F. Boscovitz (pianist to the King of Portugal) was received with great applause, as also Mr. Emil Wahle on the Violin; the band of the Brigade rendered "La Troyatore," and the Railway Gallop, in a perfect manner. At the close of the concert the Hall was cleared up for dancing which was kept up till a late hour.—*Communicated*.

THE GRAND TRUNK BRIGADE ARMORY.—Since the appointment of that very popular officer Brigade Major P. W. Worsley, late H. M. 60th Rifles, the Grand Trunk Brigade Armory at Point St. Charles, Montreal, has been placed in a most efficient state as regards the arrangement of the arms, accoutrements, clothing &c. &c. The Rifles belonging to the force viz., six Rifle Companies, four Artillery, and one Engineer, are placed down the centre of the room piled per company around a circular stand, having on an ornamental pedestal arising from the inner circle, the No. of the Company and name of the Captain, opposite each pile are the accoutrements and clothing all numbered to correspond with those on the Rifles, the whole so arranged that in the event of a sudden call to turn out, no confusion would occur. The caretakers are nearly all old soldiers formerly belonging to the regular army, and the condition of the arms and appointments are in every respect, gratifying to behold and most creditable to all concerned.—*Communicated*.

The Dominion Rifle Association will hold their annual meeting at the Capital on the 1st of May.

The United States Army and Navy Journal gives the following description of two of the non-descripts of which the British navy is composed, as there has been no practical experience of the value of those rams and as the *Hotspur* has already figured in collision with a wooden vessel and got the worst of it, there does not appear to be any great reason to anticipate very satisfactory results from her efficiency in action.

It would appear that the value of these vessels was predicated on the assumption that their opponent possessed less speed and would not answer their helms as readily; practical experience so far proves that they are a particularly unmanageable class of vessels and like the United States *Mantduunk* more mischievous to friends than to foes.

The latest addition to the British iron clad fleet is the *Rupert*, a heavily armored ram. She, with the *Hotspur* was designed by Mr. Reed, for the special work of attack by running down the enemy, and for the use of the heaviest metal that could be placed on shipboard. For fighting at such close quarters the thickest armor was evidently necessary, and for operating as a ram great speed was equally demanded. But these two qualities could be combined only on a comparatively small vessel. Accordingly the *Rupert* has a length of 250 feet, a width of 53 feet, and a burden of 3,159 tons, dimensions that prohibit the employment of more than two of the 18 ton guns for which she is designed. Her side plating is of 12 inch armor, reaching five feet below and two feet above the water line, and has behind it a foot of teak and an inner skin of 1 1/4 inch thick. Above the water rises an elliptical breastwork also plated with 12 inch armor, and covering about two thirds of the vessel's deck. Above this is the revolving turret, with its guns 11 feet above the water line, where they can be used in rough weather. The peculiarity of the *Rupert* consists in her spear shaped ram, with its point projecting ten or twelve feet from the perpendicular line of the bow, and lying about eight feet below the water level. Her engines are nominally of 700 horse power, with twin screws and are expected to give her a speed of twelve knots an hour. She has two light masts, with a few fore and aft sails, intended to serve as an auxiliary to the steam power. The *Hotspur*, companion to the *Rupert*, differs from her in having a fixed turret containing one 25-ton gun, mounted on a turntable, and supplemented by two 64 pounders on the after deck.

Naval warfare has not yet presented us with a combat in which any of the great rams built for crushing their antagonist out of sight, were used. In our own war there were many examples of bold ramming by ordinary ships, as witness the *Sassacus* and the *Albemarle*, and the fights in the harbour of Mobile and the bay of Lissa will be ever memorable for similar acts. From these occurrences we may estimate the value of such ships as the *Rupert* and *Hotspur* in harbor defence, and in the meeting of hostile squadrons. These vessels are peculiarly valuable too in respect to the struggle for supremacy between the gun and armor plate, for in the rivalry they are *hors concours*. Whether the victory lies with the gun or the armor plate, vessels of this kind will be practically unconquerable by gun fire, for those shots that immediately destroy a vessel's power to move are comparatively rare, and while the ram can move she can injure and destroy, whatever becomes of her upper works.

Having no great faith in the ram as the war ship of the future, we have far less in the "Naval weapons of the future" as described by John T. Bucknill, R. E., it is to be supposed that this gentleman belongs to the distinguished corps of Royal Engineers; a little reflection might have sufficed to teach him the value of a torpedo boat able to boom out 100 lbs. of gun powder thirty feet in front of her cut water and to ascertain the effects of the explosion on herself, the whole value of her action is predicated on being able to get within 30 feet of her adversary.

In order to be successful it must be assumed that either the Yankee Captain possesses the ring of Gygis or he can conjure up a Nantucket fog, or every soul on board the other vessel is fast asleep, likely contingencies all; is the R. E. one of Cardwell's officers by selection, competitive examination, or some other variety of the patent methods by which brains are manufactured? It would seem so:—

To the Editor of the London Times.

SIR. It may interest your readers to know that the Americans have commenced the reconstruction of their navy, in doing which they seem fully alive to the fact that torpedoes will in all probability become the principal naval weapon of the future, whether used offensively or defensively, whether for cruising or for harbor defence. This fact cannot too forcibly be borne in mind by us, who confidently rely on heavy armored vessels designed for an artillery encounter, and not constructed so as best to manipulate and fight the torpedo. Naval authorities in the United States appear unanimously to hold the opinion that the torpedo will be the chief naval weapon of the future. Not only is it an opinion, but it is being acted upon with great energy.

A school of "torpedoing" has been formed at Newport, Rhode Island, where a number of naval officers are instructed in the practical employment of torpedoes in suitable and purpose-built vessels. As many as twenty go through the class at a time, when they enter into all details of torpedoing theoretically, and practically, just as the advanced class of artillery officers at Shoeburyness enter into details appertaining to gunnery. The course lasts several months, and the officers have the great advantage of seeing and taking part in the numerous torpedo experiments which are continually going on there during the mild weather. So much for education.

Each vessel of the United States Navy now carries besides a number of towing torpedoes, an arrangement whereby a torpedo containing a little over 100 pounds of gunpowder can be boomed out 24 ft. in front of the cut-water. The iron clad monitors, about thirty in all, are fitted with beams for torpedoes to be worked from their decks, and it is considered that they will thus become very formidable vessels for harbor defence, where from the narrowness of a channel and other reasons speed is not of prime importance. Twelve powerful tugs, which were built during the late war, are having tubular outriggers fitted in their forecastles. This arrangement consists essentially of a tube with suitable valves, through which is thrust another and longer cast-iron tube, carrying the torpedo, which can pass through the first tube on to its outer extremity. The whole apparatus is entirely hidden from the

view of an enemy, who cannot therefore, from the appearance of the vessel, divine her dangerous character. A minute description of these tubular outriggers will be sent to the proper authorities. It is asserted that four torpedoes can be trust out and fired per minute in this way. These tugs are only intended for use during the night, as their engines and boilers are much exposed, and a single shot would be almost certain to place them *hors de combat*. These as well as the other outrigger torpedoes, are fired by an electrical fuse and small frictional machine.

The United States Government are so well satisfied with the torpedo experiments and their results that three special torpedo vessels have quite recently been commenced—one at the Boston Navy-yard, one at New York, and the third in one of the southern Navy-yards. The Boston torpedo vessel is to have a length of 175 feet, beam thirty five feet, and free board of eight or nine feet, she is to be protected to a certain extent with iron, and great stress is laid on her speed, which it is hoped will exceed sixteen knots. I will not apologize for trespassing on your space, etc., for the simple reason that no more important subject can be discussed at the present time than the probable effect that the practical application of torpedoes to sea going vessels of high speed may have on the naval supremacy of Great Britain.

JOHN T. BUCKNILL, R. E.
PORTLAND, ME., February 26.

THE ALABAMA CLAIMS IN EUROPE.

The traditional policy of the Washington Cabinet, its aims, objects and their ultimate effects on European politics, are well understood everywhere outside the British Isles, with the infatuation of vain doctrinaires the rulers of Great Britain will not see the tendency of the measures to which their desire of binding the great Anglo-Saxon family in the link of brotherhood is leading them.

The following article is from the pen of an eminent Italian publicist, and it shows how clearly the effects of the Washington treaty has been criticised in continental Europe.

M. Petrucelli della Gattina, whose letters from Paris were read with such interest during the late war, is now writing from London to the *Pungolo* of Naples on the subject of the Alabama claims. The Alabama claims, M. Petrucelli writes, are a simple pretext on the part of America, and if she puts them forward it is simply in order that their refusal may enable her to carry out her "occult views."

"By the first war with Great Britain the Americans obtained their independence; by the second, in 1812, they compelled the English to renounce the insolent right of search which they had hitherto exercised over the whole shipping of the world. And by a new war they hope to become the masters of every inch of the American continent. Imagine the immense advantages which would accrue to them from the mere possession of the St. Lawrence, of the vast fisheries of the Atlantic ports, of the provinces of Canada. The stars and stripes would wave over the entire soil of America from Newfoundland to the Pacific. This is the burning wish of every American heart, a yearning desire like that of the Italians when they saw the Austrians at Venice and the French at Rome. Their real object in putting forward these inadmissible claims.

is simply to get refused, in order thus to have a grievance ready to be produced at the right moment. With this grievance rankling in their bosom they will bide their time, preparing themselves for the struggle, and fomenting the irritation of the English, who will chafe under the necessity of doubling the strength of their colonial army, now 330,637 regulars and 172,600 paid volunteers without counting the 63,000 men on service in India. They would also be compelled to re-garrison those colonies, such as New Zealand, Australia, and New South Wales, which had been left to take care of themselves. The United States in short, aim at stripping Great Britain of her continental possessions in America and the adjacent islands, and not by means of war on a great scale, but by a piratical war directed not against the fleets of England but against her merchant shipping. Can Europe look on with indifference while this ably conceived scheme is carried out? Above all, if the Alabama claims be admitted and receive an official sanction, so as to be henceforth recognized as a canon of international law, the position of a neutral already difficult enough, would in all future wars, become even more irksome and dangerous than that of a belligerent. Besides the United States would soon themselves be the victims of the new theory, for Bismark is already at work and an official inquest has been opened upon the question of American neutrality during the last war. No State would be at liberty to shape its own policy in the event of war.

But in war between America and England the question would grow to gigantic proportions. At the present time the British possessions may be said to belong commercially to the entire maritime community. Every flag may traffic there on the same footing as the Union Jack. The British colonies bring Europe, Asia and Africa into contact with the continent of America. The gate is open, the way is free, and if the Cerberus of protection keeps watch and ward on American ground, there is at least no prohibition. But if these British possessions fell into the hands of America, the ocean seaboard will be thenceforth closed to the commerce of the world. The sea will be American less than the land. And as ambition feeds on conquest we ask what will be the fate, in the other hemisphere, of the colonies of Spain, Portugal, Holland, and France when those of the Leviathan of the sea shall have been swallowed up? The suit which the United States is now bringing against England is therefore a matter of the deepest interest for all Europe. If England is crushed all Europe is crushed with her. Free trade will succumb, and protection lord it over the American continent. The Merchant Navy of Europe will be no more. No hunts can be set to the consequences of the triumph of America over England. The principle of commercial legitimacy will have found its Henry the Fifth. We think therefore, that Europe should take up a resolute position in the matter. Great Britain is powerful enough to bear the brunt of the war, materially speaking. She has ships, men, money, experience, pride and pluck. But the moral support of Europe would make her doubly strong and multiply her means of action. Let the Old World unite in resistance to the audacious pretensions of the New, as in a State all parties forget their differences in the face of the enemy.

The following letter which we take from the *Witness* puts the case of the main issues affecting our Military Organization very plainly before the public. It is, as the

writer truly states, between the *Ballot* and the present system the chief difficulty is to be found. We are of opinion, however, that the real solution of the problem will be found in a *poll tax* by which gentlemen who desire or rejoice in exemption must pay for the privilege, and it should be of such an amount as to make it a consideration. The ballot will force into the ranks three classes not wanted, the *incapable* or cowardly—the unwilling—and those who would be better employed at other business.

In any case short of invasion none of these classes should be allowed to serve; no positive good could arise from employing them and the ballot will be no remedy if they are exempt.

The true course appears to be that of paying those who will serve liberally, and foster a martial spirit at the same time.

We do not argue with the writer in his estimate of what has been already effected or its money value, the facts are against his assumptions although existing evils and their consequences are fairly pointed out.

(To the Editor of the *Witness*)

Sir.—Having two or three friends in the volunteer force, I am in the way of hearing something now and then about military matters; and conversing with one of these friends the other day, I asked if there was to be a draft for the militia this year, and was informed that nothing was known as to the intentions of the Government; but if they depended on volunteers for the annual gathering this summer, they would be mistaken, as it was felt to be a regular farce that year after year the same men should be dragged out, and a parcel of lazy fellows left at home, who only laughed at those who were fools enough to go."

A few days after, I was speaking to a country volunteer officer, and asked him what his opinion of the ballot was. He replied that it would be very welcome, as then all would have their share, instead of as now—a few willing men having to do all the work; and it being very often an actual matter of turning out, personally to oblige their officers, having in fact to be coaxed to go.

Now sir, here are two accounts, both substantially agreeing, and showing that the present system is all wrong. Either let us have a business-like force, or give up this child's play, and cease mulcting the country of a very large yearly sum which does no good. Can it be expected that officers will continually go on exerting their personal influence to bring out men for a big military spectacle?—for this is what it amounts to; any thing like the rigid discipline necessary to get real work done, being an utter impossibility with men who do not really feel they are soldiers, but who, on the contrary go out with a vague idea of having a "good time."

Surely this sort of nonsense ought to be put a stop to, and the people of Canada made to feel that every man must contribute his share towards the country's defence; and that no nation can with impunity neglect cultivating the art of war, any more than a gold train could safely pass through a long line of country without a strong escort. Our national honor is our gold. Let us be prepared to defend it at all hazards, and to maintain a dignified tone to those who may be disposed to treat us with any want of respect; and to do so we must have

organized a thoroughly effective force. We have the material, than which no better exists in any country. Let us then utilize it.

If the ballot is put in force, commanding officers will go to the annual training this year with full ranks, and with men who will feel that it is no holiday masquerade, but a serious duty which their country has called on them to perform.

I remain yours truly,
Montreal, March 30, 1872. T.

OCEAN STEAM LINES.

The following is a complete list of the lines and number of vessels running from American ports to Europe in 1872, showing also the date of the establishment of each line.

1860. Allan Line, (British), twenty steamers from Montreal and Quebec to Liverpool.

1860. Allan Line (British), four steamers, from Baltimore to Halifax and Liverpool.

1856. Anchor Line (British), eighteen steamers, from New York to Londonderry and Glasgow.

1856. Anchor Line (British), twelve steamers, from New York to Marseilles, &c.

1871. Baltic Lloyd's (German), five steamers, from New York to Copenhagen and Stettin.

1840. Cunard Line (British), twenty four steamers, from New York to Cork and Liverpool.

1865. French Line, six steamers from New York to Brest and Havre.

1855. Hamburg Line (German), fifteen steamers, from New York to Hamburg.

1855. Hamburg Line (German), three steamers, from New Orleans to Havre and Hamburg.

1851. Inman Line (British), sixteen steamers, from New York to Queenstown and Liverpool.

1866. Liverpool and Great Western (Gunion Line), ten steamers, from New York to Queenstown and Liverpool.

1866. Liverpool and Mississippi Line (British) six steamers, from New Orleans to Liverpool.

1866. Liverpool Southern Line, (British) eight steamers, from New Orleans to Liverpool.

1866. London and New York Line (British) four steamers, from New York to London.

1869. London Line (British), four steamers, from Montreal and Quebec to London.

1864. National Line (British), twelve steamers, from New York to Cork and Liverpool.

1856. North German Lloyd's Line, fourteen steamers, from New York to Southampton and Bremen.

1856. North German Lloyd's Line four steamers, from Baltimore to Bremen.

1866. North German Lloyd's Line, three steamers, from New Orleans to Havre and Bremen.

1871. White Star Line (British), six steamers, from New York to Queenstown and Liverpool.

1872. American Steamship Company, four steamers, from Philadelphia to Liverpool.

During the season of 1872 there will be 24 steamers running from Montreal and Quebec, 142 from New York, 4 from Philadelphia, 8 from Baltimore, and 20 from New Orleans. This immense fleet of ocean steamers, is almost exclusively owned by foreign capitalists, to the exclusion of American vessels. Philadelphia is the lowest on the list, and should be the highest. The Delaware should be the building yard and commercial port of the continent.—*Exchange*.

DESTRUCTION OF ANTIOCH.

The city of Antioch, or a very large portion of it, has been destroyed by an earthquake. This is the sixth time during the past eighteen hundred years that the once famous Syrian city has been visited with destruction from the same cause. An earthquake reduced it to ruins in A. D. 115; and again in A. D. 458, A. D. 526, A. D. 557, and in A. D. 1822. From the last of those awful visitations it had never recovered and the population that in the time of Chrysostom numbered 200,000, including a Christian Church of 100,000 members, was now reduced to 6,000 souls.

Four cities have suffered so many terrible visitations as the once beautiful "Queen of the East." In one of the wars of the Macabees 100,000 of its inhabitants were put to the sword; in A. D. 155 it was destroyed by fire, it was severely handled by foreign foes in troublesome times succeeding the fall of the Roman Empire; in A. D. 331 a famine so dreadful overtook it that a bushel of wheat sold for four hundred pieces of silver. Two other famines followed the first in quick succession. Theodosius punished the inhabitants severely for resisting his imposts; it was the alternate prey of Saracen and Crusader for nearly two hundred years; and its wretched hovels, dirty streets and uncultivated gardens have for centuries presented a sad contrast to its former splendour.

The despatch announcing the latest disaster states that not less than 1,500 persons have lost their lives, and that the survivors are in extreme distress. It is not to their own miserably inefficient Government these unfortunate people will look chiefly for relief in the hour of their dire calamity. But help will no doubt be speedily forthcoming from nations bearing the designation first given to the followers of the Nazarene in jest by the witty and frivolous people of Antioch.—*Globe*.

THE BRITISH NAVY.

From an official return just issued by the English Board of Admiralty, it appears that the list of steamships of the Royal Navy presents the following numbers:—Armor plated ships—first-class, iron six; third-class, five iron and four wood; fourth class, three iron and five wood; unclassified ships and gun boats, three iron and two wood; special ships with turrets eleven iron and one wood; floating batteries three iron and one wood; making a total of fifty-two armor plated ships afloat—thirty-seven of iron and fifteen of wood; and to these must be added three turret ships building, bringing the total of armour-plated ships to fifty-five—viz. forty of iron and fifteen of wood afloat or building. The addition of other than armor plated ships brings the total to 358 steamships afloat, 295 screw and 63 three paddle; twenty-five building; twenty steamships from which the machinery has been removed afloat. The grand total of steam vessels is therefore 403, of which twenty eight are unfinished. Ships for the defence of the colonies are not included in this list. On 1st of December, 1871, there were 232 ships and vessels in commission, one hundred and seventy four steam and fifty eight sailing; this is exclusive of Indian troop-ships.

Although the ability of ships to carry armor of the heaviest kind has been sufficiently proved, all the progress of nearly two decades seems to leave the question of naval warfare about where it was in the old days of wooden walls. That is, the victory in an

ocean combat may be expected not for the most impregnable, but for the most powerful ship, offensively speaking. Such, according to the *Broad Arrow*, was the conclusion of a meeting at the British Institute of Naval Architects. "If we caught correctly the feeling of the meeting, says our contemporary, the prevalent opinion was that offensive gun power was of a far greater importance than defensive armor power, and that a high rate of speed, combined with an armament of powerful guns was beyond all other conditions essential to our ocean-going cruisers."

Of course the changes in naval construction are none the less real, and warfare will hereafter be conducted on a very different plan from that of old days. But, as has so often been proved before, it is evident that no mechanical device can supplant personal ability. Pluck, dash and skill, will tell as well behind iron casemates as on open decks, and there is no reason for expecting that the use of armor will throw naval supremacy into new hands. Those nations which have proved themselves able seamen will probably continue, under all circumstances, except positive national degradation, to hold their leading positions, while those which, having possessed a seacoast for centuries, have never developed a nautical spirit, can hardly hope to suddenly bloom into naval importance through the help of mechanical aids.—*U. S. Army and Navy Journal*.

PETROLEUM.

At a time when the oil monopoly in the States is attracting so much attention, it may not be uninteresting to have a short history of this useful article, as given in a report by Dr. Chandler, to the New York Board of Trade.

"Petroleum although known from time immemorial, was not used as an article of commerce until 1859, when American enterprise successfully bored an artesian well for the purpose of procuring oil from the rocky strata below. The earliest evidence of the use of petroleum is found in the ruins of Nineveh and Babylon. That used at Babylon was obtained from the springs of Is, on the Euphrates, which at a later date, attracted the attention of Alexander, of Trajan, and of Julian. Herodotus, 500 years before Christ, spoke of the oil wells of Zante; and Pliny and Dioscorides described the oil of Agrigentum, which was used in lamps under the name of 'Sicilian oil.' In one of the Ionian Islands there is a spring which has yielded petroleum more than 2,000 years. The wells of Armenia, on the banks of Zaro, were formerly used for lighting the city of Genoa. In Persia, near the Caspian Sea, at Baker, numerous springs of petroleum have been known from the earliest times. The springs of Rangoon, on the Irawaddie, have been worked for ages, and the perpetual fires burned on Pagan shrines are supposed to have been caused by springs of petroleum ignited at the surface. The American Indians collected petroleum which was sold for various purposes under the name of Seneca oil. The oil wells in Pennsylvania are known by the trees now growing upon the earth thrown out in making them, or growing in the wells themselves, to be from 500 to 1,000 years old. One of these in Titusville, was found after it was cleared out to have been twenty-seven feet deep and five or six feet in diameter. In 1819 oil was accidentally obtained in boring two salt wells on the Muskingham River, Ohio. In 1829 a flowing well was accidentally discovered at Burksville, Kentucky, and for two or three weeks the oil flowed over the surface of the

Cumberland River, and becoming ignited, caused some apprehension of a general conflagration among the inhabitants of the villages lower down on the river. In 1836 from fifty to 100 barrels of petroleum were collected in the valley of the Kanawa, and sold as medicine."

ANOTHER IRON CLAD RAM.

That terrible weapon of warfare launched on Tuesday—the *Rupert*—foreshadows a new feature in naval engagements. The vessel is herself one huge projectile destined to be hurled upon the broad side of the enemy; and the very few experiments of this kind which have been made show how fatal such an assault is likely to prove to the largest ship afloat. At Lissa the Austrian ram *Ferdinand Max*, armed, like the *Rupert*, with a spurrow, sank the *Re a Italia* with one shock, and severely damaged three other vessels. The *Merrimac*, at Newport, inflicted the same fate on *Cumberland*, and even the light wood sloop *Amazon* sunk the merchantman *Osprey* with her slight iron cut water. Mr. Reed in his work on 'Our iron-clad ships,' has given some figures that illustrate the force possessed by the *Rupert*. She weighs about 5,000 tons, and if this great mass were sent at ten knots per hour, the energy of the impact on an enemy's side would be 22,500 foot-tons. Now, a 600lb shot from a 25 ton gun, which is capable of penetrating any iron-clad but one or two afloat has an 'energy' at the muzzle of the gun of a little over 6,000 foot-tons. It is clear by this that no vessel ever put together could resist the direct blow of such an antagonist. On the other hand, it will always be extremely hard to hit a vessel under fair control. While a ship has good way upon her and answers quickly to her helm, the deadly ram unless smartly handled will not get chance to attack. It will only be when an enemy has taken station, has become disabled, or is hampered in movement, that this kind of assault could succeed. A spur bow, such as the *Rupert* carries, might no doubt be used again and again in the toughest iron-clad without wrenching, but great skill with the helm and the engines would be required, and the shock of the strokes would be awful even for the *Rupert's* crew. Though the *Ferdinand Max* was very slightly injured at Lissa, some of her crew, who forgot to swing themselves by the beams or lie down, were nearly killed. The *Kaiser*, which tried ramming at Lissa, lost her foremast with all its gear, and disabled her engines. On the whole it is by no means likely that guns will be given up, and that naval actions will take the character of Lissa and the old maritime conflicts, but whenever an opportunity occurs this kind of attack, if well delivered, will do more than a long cannonade; and we may be glad that in the *Rupert* and *Motspur* we have good models of the ram—short quick to turn, and strong as a rock.—*London Telegraph*.

The Scotch are becoming the naval architects of the British Empire. According to a parliamentary return, there were 40,000 tons more of shipping in course of construction in Scotland than in England.

REMITTANCES Received on Subscription to THE VOLUNTEER REVIEW up to Saturday, the 20th inst.:

KINGSTON, Ont.—Qr. Mr. Geo. Thompson, \$2.00
TORONTO.—(Per Agent)—Col. G. T. Denton, Jr., \$1.
ST. JOHN'S, Que.—Lieut. Col. R. Douglas, \$2.00.
THREE RIVERS.—Lt. Col. J. M. Hanson, B.M., \$2.

THE LUMBER TRADE.

The *Mali* gives some statistics respecting the lumbering season just past, which it pronounces as one of almost unexampled success. So far as the Ottawa district is concerned, it is estimated that this year at least 1,500,000 saw-logs will pass through the Chaudiere, Hull and Gatineau slides, compared with 1,100,000 which passed through last year. The benefit which the general trade of the country will derive from those 1,500,000 Ottawa valley saw-logs may be estimated from the following figures:—The amount of supplies consumed in the winter season by the gang of men required to get out 150,000 saw-logs is reckoned as follows: 825 barrels pork; 900 barrels flour; 525 bushels beans; 370,000 bushels oats; 3,000 tons hay; 2,650 gallons syrup; 7,500 pounds tea; 1,875 pounds soap; 1,000 pounds grind stones; 6,000 pounds tobacco; 75 boxes axes, one dozen each; 60 cross-cuts saws; 225 sleighs; 3,750 pounds rope; 1,500 boom chains, seven feet each; 45 boats; 900 pairs blankets; 15 cookeries; and 375 cant dogs: costing at a low estimate, \$54,500. It follows, therefore, that the value of the supplies consumed in getting out their year's product of saw logs from the Ottawa Valley alone will be close on \$550,000 distributed among grocers, farmers and hardware merchants, exclusive of the lumbermen's wages. From the other lumbering regions the most cheering reports are sent. In 1868 the products of the Canadian forest amounted to \$18,262,170; in 1869 to \$19,938,903; in 1870 they have been reckoned at \$20,156,450; and practical lumbermen put down the products of 1871 at the enormous of \$25,000,000.

CORRESPONDENCE.

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

To the Editor of the VOLUNTEER REVIEW,

Sir: I herewith enclose you two issues of the St. Catharines Journal, one of which contains an obituary notice, which please insert in your next issue, and the other some details from English papers relating to the melancholy accident to the *Ariadne's* cutters by which my eldest son Sub-Lieut. W. A. Jukes unhappily lost his life. I give you in this letter a sketch of his career—hoping you may deem some notice of it worthy of a place in your "Military and Naval Gazette." As the boy was a Canadian by birth and education, and his mother the granddaughter by both parents of eminent U. E. Loyalists. My own family are English to the remotest generation, and a memorial church still stands near Shrewsbury in my fathers county of Shropshire to commemorate the death and services of a direct male ancestor, Sir R. Jukes, who in the reign of Queen Elizabeth fitted out three ships at his own expense to repel the Spanish armada; one of which he commanded in the pursuit round the shores of our Fatherland

The brave boy who now, God help him, lies in good company, with the noblest and best of England's forgotten worthies of every age, beneath the wild Atlantic wave, stood with pride not many months ago beneath the shadow of that church, and read his own names built into the arch of the main entrance. His heroic death was not unworthy of his race, whose bones lie in every quarter of the habitable globe, by land and by sea, and not less worthy was his life.

William Adams Jukes was born in Toronto, Canada, on the 3rd of April, 1849. He was educated from the time he was able to read until he left Canada in 1862 by the Rev. T. D. Phillips M. A., now of Ottawa, but then head master of the St. Catharines Grammar School. At a very early age he chose the profession of a sailor and his maternal uncle the Late Hon. Wm. Hamilton Merritt obtained for him through Sir John Young an Imperial nomination to a naval cadetship. In August, 1862, I accompanied him to England where he arrived just 20 days before the examination, and notwithstanding that he had never before been out of Canada, and was then little over 13 years of age, he passed into the navy 13th out of 72 candidates, and the following year 1863 in the examination for midshipman on passing out of the training ship, he came out first in seamanship, and second in studies, winning the admiralty prize.

Having on account of his successful examination been permitted the privilege of selecting the ship and station on which he would serve, he chose the *Duncan* flagship of Admiral Sir James Hope on the N. A. and W. I. stations then about leaving England, and on her he served until the summer of 1866, visiting every station in the West Indies and every port on the Spanish main, from George Town, Demerara, to Halifax. In the summer of 1866 he was sent with Capt. Basil Hall in the *Fawn* to cruise on the Fishing grounds, and remained with him until after the Fenian raid accompanying that ship to Campobello and other ports on the Mexican frontier.

In 1867 when the *Duncan* was about leaving for England, her term of service on this station having expired, and when all were looking joyfully forward to a return to England, the Admiral sent down an intimation that four midshipmen were required to volunteer for the lake service; the announcement was received with blank dismay and in ominous silence, by boys longing to get home again and leave, and Mr. Jukes feeling that as a Canadian, he, above all others, should not shrink such a duty, volunteered and was appointed to the gunboat *Heron* Capt. Jolly, at Toronto, where he remained until late in that year returning to England in the *Aurora*.

England at this time was intensely excited about the Abyssinian Expedition then on its way to Mezenia, and it having been determined at home to send a Naval Brigade to co-operate with the land forces, he had the

good fortune to be chosen one of 21 officers and 200 men who were forwarded by the Suez Canal rapidly for that purpose; here he remained until the close of war, borne on the books of the *Satellite* one of the last to leave Annesly Bay, and he and his boat's crew of that ship pulled down the very last English flag on Abyssinian soil, leaving an unfinished inscription cut at the foot of the flag staff. He was one of those who received the medal for "Abyssinia."

Here, at Annesly Bay he passed as Sub-Lieutenant, and shortly after joined the Octavia flag ship of Admiral Sir Leopold Hoath, and proceeded to India, visiting the three presidencies and Ceylon. Returning to England in 1869 he passed the usual time at the Royal Naval College, Portsmouth, and was confirmed on re-examination in his rank; and shortly after was appointed Sub-Lieutenant in charge of Cadets to H. M. S. *Bristol* fitting out for Rio Janerio and for a general cruise through the South Atlantic, visiting the Cape and other places of interest with the Cadets. While on this cruise he was temporarily promoted to the acting rank of Lieutenant which he held until his return to England a few months ago, when the *Bristol* was paid off and a new ship the *Ariadne* fitted up for the same service with Cadets for a Mediterranean cruise. He expected to have been confirmed in his rank, but owing to the "block" in his grade of the service was disappointed, though he well deserved his promotion. He was however reappointed to the *Ariadne* with the rank of Senior Sub Lieutenant in charge of Cadets 150 in number and sailed about March 1st, 1872, for Gibraltar. The rest of his story is told in the despatch to the Admiralty copied in the accompanying paper. A braver and a truer hearted boy never lived. And proud as I was of him living, I am not less proud of him dead.

I remain,

Yours truly,

AUGUSTUS JUKES,
Surgeon.

19th Batt., V. M. S.
St. Catharines, Ont., April 11, 1872.

To the Editor of the VOLUNTEER REVIEW.

DEAR SIR:—There appears a letter in your last REVIEW, dated at Colborne and signed "Fair Play" for which I am supposed by some officers of the 40th Regiment to be the author.

I beg to say to my brother officers that I am not the author of said letter, neither am I an applicant for either of the offices to which he refers.

I fancy however that "Fair Play" is not a resident of Colborne, and think it would seem more manly in him were he to date his correspondence at his own place.

I am, Sir,

Truly yours,

A. VARS,
Capt. No. 7 Com. 40th Reg.
Colborne, April 17, 1872.

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The Volunteer Review,
AND
MILITARY AND NAVAL GAZETTE.

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

OTTAWA, MONDAY, APRIL 22, 1872.

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

Our last issue contained the concluding portion of the “Invasion of Canada,” and it is a pleasing task to be able to congratulate the gallant and talented author on the very successful manner in which he has contrived to illustrate the actual strategy of a campaign over the very ground on which the issue of any future contest on our soil must be fought out.

As one of a series of *ante post facto* narratives of which the celebrated Battle of Dorking has been the prototype, we claim for it a high place in the professional literature to which it belongs.

Designed expressly for the purpose of awakening public attention to the difficulties under which our Military Organization suffers, the false position the British Government have assumed towards the pretensions of the United States, the danger to this country therefrom, and the absolute necessity for preparation to resist the consummation of the long cherished policy of our neighbors, the “Invasion of Canada,” clearly pointing out the evils to be endured as well as the way to avoid them.

It is from the pen of a young officer of the volunteer force holding high rank, and proves we have Canada native officers who

have bestowed attention on the capabilities of the country for defence and who would in no case despair of conducting such an operation to a successful issue.

If it is considered for a moment that our whole population can be put under arms, that we should act on internal lines, that there are only three points in our whole frontier of two thousand miles from the Gulf of St. Lawrence to the head of Lake Superior assailable; that in any advance on two of those the enemy would expose a defenceless flank, and that on the third his attack should be delivered in front on a confined area and a repulse would be destruction, we see little to fear in the event of hostilities of any danger of failing to realize the ultimate success described in the clever *brochure* which the kindness of our friend has enabled us to lay before our readers.

There is yet another element for the safety of Canada which has not been given the importance which it deserves; our Military Organization though far from complete enables the local force to be concentrated on any threatened point in a very few hours; Canadian soldiers have no need of costly trains, moving over a difficult country, they can be mustered in sufficient force to resist any attack which may be made on them, and a march of a very few miles at most will be sufficient for concentration. Sir Walter Scott's beautiful and graphic description of the muster of Rhoderick Dhu's Clansmen in the Trosachs glen is applicable to the rapidity with which Canadian troops can be assembled.

• • • • • he whistled shrill,
And he was answered from the hill;
Wild as the scream of the curlew
From crag to crag the signal flew,
Instant though copse and heath arose,
Bonnets and spears and bended bows
On right, on left, above, below,
Sprang up at once the lurking foe,
From Shingle gray their lances start,
The bracken bush sends forth the dart,
The rushes and the willow wand
Are bristling into axe and brand,
And every tuft of broom gives life
To platted warrior armed for strife;
That shout had garrisoned the glen
At once with full five hundred men.”

And the prospect of danger would almost as speedily garrison any point in Canada with 50,000.

There is no country in the world, not even excepting Prussia, whose fighting population could be so easily and rapidly concentrated; and the cause pointed out in the narrative would make those men almost invincible.

However, as our organization has not arrived at the necessary perfection, it remains for us to seriously consider whether we should run the risk of being unprepared in the event of the complications pointed out arising.

It is perfectly certain that the probabilities are greatly in favor of the next contest being for the supremacy in the East and of the sea, and in such a case the United States and Russia are the natural allies on one

side, having little to lose and very much to gain if successful.

In such a contest if caught unprepared we would be most fearful sufferers, not only would we suffer the loss of property and life but we would be ground down by taxation of the most fearful character, governed by Yankee carpet baggers, our public finances squandered and public morality debauched, we would be in the position of those described by the prophet as having suffered the worst of physical evils—“What the locust hath spared the palmer worm hath eaten;” our mercantile class always foremost as apostles of economy and peace would find their energies cribbed, cabined and confined to the market of forty millions, instead of having access to that of the whole world, while the utter ruin of the agricultural and all other classes would be the result.

On the other side a state of due preparation will enable the people of Canada to face any contingency, and, as the work we have been reviewing shows conclusively, come out of the contest triumphant; in which case the losses could be measured and easily retrieved.

Parliament is now sitting and it behoves the people to see that the defence of the Dominion receives a due share of attention from their representatives, not in the shape of economy, but in such an expenditure as will enable the conditions of the Militia Act to be carried out in accordance with the importance of the interests involved.

If the necessary expenditure presses too heavily on the country, and we know it is not fairly adjusted, a poll tax apportioned on capital and property will equalize it and afford the requisite relief.

We advise our readers to study well the “Invasion of Canada,” and hope it may reach our Legislators as it contains a lesson and moral which should not be overlooked, that “the loss incurred by one month's hostile occupation of a country is greater than years of judicious expenditure to prevent it.”

We congratulate the author on his very clever and useful *brochure*.

It has always been held as an indisputable axiom that the man who was his own lawyer had a fool for his client, and it may be extended to more professions than the legal; more especially with regard to experiments in practical science. A short time ago all Western Canada was on a furor of excitement over the revolutions in Railway construction and maintenance by the adoption of what was known as the narrow gauge system.

Originally devised to diminish the cost on the transmission of Slates and Iron ore on Welsh tramways where the thermometer rarely fell to the freezing point, and a day's snow would be as great a curiosity as if the fall occurred at the level of the sea under the equinoctial line, its advocates insisted

that they had discovered the system best adapted to suit the Canadian climate; that the tried medium gauge of five feet six inches was a ruinous delusion and that three feet six inches would cost something less than one-fourth of the sum needlessly expended on the larger gauge.

It was boldly announced that the Inter-colonial Railway was in this respect a huge mistake, and that the people's money should be saved by building the *Canadian Pacific* as a narrow gauge railway.

Charlatans with the consummate impudence of their class and the stupid ignorance which is generally associated there with succeeded in persuading the people that this *one horse* Railway system was the best and most proper for Canada, they also succeeded in swindling the public by inducing them to invest in a project the value of which may be gathered from the following, extracted from the *Bruce Herald* of 22nd March:—"The Narrow Gauge train has not made its appearance at Mount Forest since last Saturday. Its appearance at the stations has been very uncertain during the winter, every time a few inches of snow falls, the little engines slick on the way until dug out by the navvies and passengers. The experiences of this winter has sealed the doom of narrow-gauges as Canadian railroads, and we think even their most sanguine advocates must admit their inability to overcome the obstacles of winter travel in our northern climate."

A break of full six consecutive days is rather more than usually falls to the lot of the medium gauge, and it has not to be dug out every time a few inches of snow falls.

If the deluded people would put the Charlatans to work shovelling the snow they would be doing society a service.

There is very little fear that the five feet six inches gauge will be laid aside after the *expose* of the above.

On Monday the 15th inst., the thanksgiving service for the recovery of His Royal Highness the Prince of Wales was held in the various churches of Ottawa.

A general holiday was kept by all the people all places of business being closed.

At half-past ten, a.m., the Head-quarter Staff, consisting of the Adjutant General, (Colonel Robertson Ross) Deputy Adjutant General, Lieut. Colonel Powell, Assistant Adjutant General, Lieut. Colonel Stewart, Lieut. Colonels Wiley, Macpherson, Brunel, Chamberlin, Major Ross, commanding Brigade Ottawa Garrison Artillery, Major White commanding Civil Service Rifles, Captain Porry, Captain Madden, Monaghan Militia; Captain Eagleson, O.G.A.; Lieutenants Weatherley and Walsh, Surgeon VanCortland and other officers assembled at the Episcopal Chapel on Sussex-street, a guard of honor of 100 men of the Ottawa Garrison Artillery under command of Captain Graham, was drawn up in front of the chapel.

At eleven o'clock His Excellency Lord Lisgar, Lady Lisgar, Miss Daltan, Miss Allan, attended by Colonel McNeil, V.C., Military Secretary; and Lieut. Pensonby, A.D.C.; arrived and were saluted by the troops, the splendid band of the Garrison Artillery playing "God Save the Queen," received by the Staff and proceeded into the Chapel; His Lordship the Bishop of Ontario, preached a stirring sermon his text being taken from 1st Tim. 2nd chap. 1st and 2nd verses: the subject the dangerous illness of His Royal Highness, the anxiety felt by all orders in the Empire, his restoration through the prayers of the people, the innate loyalty of the British people and the folly of fashionable philosophy in attempting to set aside the absolute Providence of the Almighty. The service was conducted by the Rev. Mr. Pollard.

The chapel was filled; it can seat about 300 persons, but fully 1,000 were present; His Worship the Mayor of Ottawa appeared in his robes of office.

In another page will be found the thanksgiving hymn, at the close of the service three verses of the National Anthem was sung with great effect, and as his Excellency's carriage drove away three cheers were given by the spectators.

There can be no question as to the loyalty of the British people to monarchical institutions, and in an especial manner to the present dynasty of Sovereigns, and this feeling is in no sense confined to the British Isles, but is intensified in the colonies, by a depth of love and reverence, unknown to those who are not exiles, and who have not proved their value.

A fearful accident occurred to the Second Cutter of the *Ariadne* frigate on the 8th of March last in lat. 40°15' N., long. 12°10' West, about 130 miles off the coast of Portugal between Oporto and Lisbon, by which two gallant and promising officers Sub Lieuts. Jukes and Talbot, and nine seamen lost their lives in the attempt to save that of a seaman who had fallen from the main top cross trees while engaged in setting top-sails.

This deplorable transaction has deprived his country of the services of a gallant Canadian seaman; Sub-Lieutenant Wm. Adam Jukes, son of Dr. Jukes of St. Catharines, surgeon of the 19th Battalion whose name is familiar to the readers of the *VOLUNTEER REVIEW*, and whose letter published in our correspondence of this issue will awaken their sympathies in a far greater degree than any studied notice of ours could do.

Lieutenant Jukes volunteered for the service which cost himself and brave comrades their lives, and Canadians may well be proud of her sons who deem no sacrifice too great in the discharge of their duty.

While fully sympathizing with our esteemed friend on his bereavement, we can appre-

ciate his estimation of the gallant seaman who has passed away in discharge of his duty, and while "feeling proud of him while living, feel prouder of him numbered amongst the gallant dead."

A volunteer on a desperate service for five hours, he animated his crew to struggle with a heavy sea, and when the cutter was capsize he exerted himself manfully until the last in saving and encouraging his men.

The testimony of the survivors is clear, enthusiastic and unanimous in praise of his noble conduct, and if anything could console his gallant father and family for his loss it would be the conviction that he had died in obedience to that principle that pervades the life of every true Briton—the discharge of his duty."

While truly and sincerely sorry for the melancholy fate of this bold and brave seaman, we feel that such examples reflect honor on his country and furnish an example worthy the emulation of our young men; well may we say in this case—

Son of the Ocean Isle
Where sleep your mighty dead?
Show me what high and stately pile
Is reared o'er Glory's bed!
Go stranger track the deep,
Free froo the white sail spread,
Wave may not foam nor wild wind sweep,
Where rest not England's dead,
The Warlike of the Isles,
The men of field and wave
Are not the rocks their funeral pites,
The seas and shore their grave?"

Yes, Lieutenant Jukes and his brave comrades rest from their labors, they have done their duty, and died as brave seamen should—

There's a spot on the lone, lone sea,
Unmarked, but yet 'tis holy,
Where the gallant and the free
In their ocean bed lie lowly.

And tho' no stone may tell
Their names, their worth, their story,
They rest in hearts that loved them well,
They grace Britannia's glory.

We have to acknowledge the receipt of the first Number of a very well got up weekly journal, *The Washago Pioneer* from the village of that name in the county of Ontario.

It has assumed as its motto: "Measures not men," and we hope it will have all the success the enterprise of its proprietor deserves.

Journals of this description are valuable aids in forming the social and moral life of future generations, and conducted with a due sense of duty towards the Sovereign and people cannot fail to be the agents of incalculable good. We hail the advent of *The Washago Pioneer* and wish it God Speed in what cannot fail to be a noble cause.

The following extract from *Broad Arrow* of 30th March will be of interest to many half pay officers in the Canadian Army, and settled throughout the country—

"It appears that the officers on half-pay residing in the colonies cannot arrange to commute without coming to this country for the purpose of making personal application to the Board and passing the necessary medical examination. It seems singular that arrangements should not have been made to enable these officers to arrange the preliminaries of their retirement, under the commutation system, by correspondence, or through an agent, subject to their being examined by a colonial medico approved of by the Board. We trust, in the interest of those concerned, that this faulty arrangement will be set right, and if, as reported, Mr. Cardwell intends bringing in a Bill to prevent half-pay officers from getting more than the regulation value of their commissions from the Board, the opportunity should be taken to insert a clause doing away with the limitation of sales in any one year."

We can see no reason why any officer wishing to retire should be compelled to visit England before doing so. It is surely no economy to put an officer to the expense of a voyage out and back merely to appear before a Board in London to pass an examination which could be as well passed here.

The speech of the Hon. the Secretary for the Provinces before the Y. M. C. A. in this city has been a theme of fruitful discussion throughout the length and breadth of the land; and the opinion has been pretty clearly as well as loudly expressed that the people of Canada not only do not contemplate any change in existing relations with the British Empire, but that they would resist any internal movement in that direction and resent any attempt at outside interference by open war.

The advocates of independence must recollect that speculations presented to Young Men's Christian Associations in the cities of Canada will have about as much effect on the opinions of the agricultural class, that really govern the country, as the petition of the Tooley street tailors, of immortal renown, would have on the manufacturers of Great Britain.

The inhabitants of cities in Canada being about the ratio of eight per cent. of the whole population, cannot possibly have more to say in shaping the destinies of the country either in the recent, near, or far future than that proportion gives them, for it must be remembered that wealth will possess in such a contingency as a revolution (for a severance from the Empire would be no less) very little weight indeed, and the issues would rest with the most independent and intelligent Yeomanry in the British Empire.

Now, if there is any one thing on earth a Canadian farmer detests it is a change of allegiance, he clings to constitutional monarchy with a tenacity perfectly incomprehensible to the newly arrived emigrant, nor is the mystery dispelled till the beauties of the *Model Republic* and its system is thoroughly understood, and then the new arrival ceases to wonder and becomes

himself a Tory of the Tories, for the most rabid Radicals in Canada are dyed in the wool with that color.

Those farmers clearly comprehend that this independence cry is merely a gauze covering for annexation, and the advocates of it may as well understand at once that they would be resisted to the death, because the farmers know annexation means taxation and worse.

If there is a feeling, a cry, or a sentiment, that will unite the vast mass of the people of Canada as one man it is that of any attempt to annex this country to the United States, whether assisted by Great Britain or not the people would fight while a soldier could be found to keep the field to prevent that consummation; and if annexationists want to understand thoroughly how such doctrines will be received they had better take Professor Goldwin Smith to some of the country districts and try how they will fare in their mission.

The discussion consequent on Mr. Howe's address has, however, had one very good effect, it has brought out the *London Times* with an article on Hon. Mr. Howe's speech, and the following extract will show that what ever may have been the opinions of the leading journal of the English Press when it sent out commissioners to force annexation, it has grown wiser by experience and now finds there is a public opinion capable of making itself felt in England apart from that of the Manchester School:

"That we could defend our Empire no Englishman ever doubted: but whether we could, under all contingencies, protect so exposed a dependency as Canada from suffering heavily for a time we were compelled to doubt. The first reflection to which this led was not, by any means, that we should diminish our obligations by abandoning Canada to its fate; but we have certainly reflected that we should have no right to compel the Canadians to live under this risk if at any time they should wish to be set free from it. If, as Mr. Howe says, 'noble lords and commoners told us we might go when we were inclined.' It was not in any 'sneering' spirit but because we wished the Canadians, for their own sake, to appreciate the facts on which Mr. Howe dwells, and deliberately to count the cost. If they valued our connexion so sincerely as to be willing to accept, for the sake of it, all the dangers their position entailed, and if they would make the exertions it required, we, on our part, should appreciate the honor done us by their loyalty, and would defend them in our own way and to the best of our ability. Some of our public men have simply anticipated Mr. Howe in his desire that the people of the Dominion 'should not live in a fool's paradise,' and have endeavoured by plain speaking, to make them clearly understand the necessary conditions of the union to which they seemed to cling. We have rejoiced to find that this appeal has only served to consolidate on a surer basis the loyalty of the British Americans. They have manifested, in numerous ways, but, above all, by their preparations for self-defence, that they will hold to the ancient connexion. Should their disposition ever change, we should not feel justified in forcibly overriding their interests and wishes for the supposed

honor of Empire; but so long as they remain of the same mind, they have been repeatedly assured by our statesmen that England will not desert them."

There was no need to teach the people of Canada the position in which they stood with Great Britain, the history and traditions of the past century are still green in the memory of the people we have still amongst us, the survivors of a bloody war for *Canadian Independence* and British Supremacy against Yankee annexation on this continent, and our people know full well that neither was sustained by the soldiers of the Regular Army.

During the rebellion that rent the thirteen colonies from Great Britain English treason and Yankee force reduced British supremacy to the City of Quebec; Canadian militia soldiers punished the first, drove the second in ignominious flight across the borders with such a lesson that it required thirty-seven years of British mismanagement to rub out its effects, and restored the larger moiety of North America to the old Red Cross banner.

With all Europe on her hands in 1812 England could give little attention to Canadian affairs, the people had to try conclusions with their dearly loved cousins, the result has been to keep them quiet since, only they tried to make cats' paws of the unlucky Irish on occasion of the Fenian raids.

Now, as the *Times* has told the Canadian people what to do, it may be necessary that the stipulation on their sides should be also recorded; and it is this: "No more one sided diplomacy in negotiations with the United States, the Canadian question is always the Imperial question and the Canadian people have counted the cost of assuming it. England will only be required to keep up her Naval Supremacy, Canada will find the soldiers to settle any outlying question."

The last session of the first Parliament of the Dominion of Canada will mark an important historical era in the History of British North America, inasmuch as the Representatives of our fellow countrymen on the Pacific Coast met for the first time their colleagues of the Atlantic Coast in their Legislative capacity at the National Writenagemoete held in the capital of the Dominion, whose territories extend in a direct line across the continent for a distance of 2,800 miles.

The great value of the Pacific Province (British Columbia) is the excellence and diversity of its productions of the Field, Forests, Mines and Fisheries; at present the chief business is stock raising from which forty to fifty per cent. profit is realized. Agricultural pursuits are yet in their infancy but immense quantities of grain is raised, the crops are: wheat, barley, Indian corn, oats, potatoes, tomatoes and all vegetables in profusion as well as hay. Tobacco grows successfully, the average yield of

wheat is thirty-two bushels per acre, and forty to fifty have been often raised.

So rich is the land that in some instances wheat has been left for what is locally called volunteer crops, after one crop is taken off another springs up spontaneously without seeding or cultivation for next year.

As the climate is very dry and the land generally on high plateaus the necessity for occasional irrigation is the only drawback on farming, as water is plentiful this will not be a formidable obstacle, and is not a necessity of frequent occurrence; the soil is a sandy loam with clay substratum and considerable portions of interval lands formed by alluvial deposits interspersed.

With an area of 220,000 square miles (140,800,000 acres) the quantity of land is almost illimitable, a settler being allowed 160 acres of a free grant to which he has a right, the only trouble necessary is to register his claim, its fertility is inexhaustible, about \$300 (£60 sterling) is ample capital to start with.

Laborers are paid \$10 to \$60 per month with food and lodgings by the year, a great number of Indians are steadily employed and are an industrious and quiet people; a steady laborer can save enough money in a year to enable him to start as a farmer on his own account.

The timber fit for manufacturing purposes is immense, and of the largest and finest description. It is pine, fir, tamarac, cedar and cotton wood; on Victoria Island there is a large quantity of oak, no hardwood is to be found east of the Cascade range.

Pines are to be found six feet in diameter, and cedars seven to eight feet; the pine when sawed makes beautiful lumber.

Mining is extensively carried on, gold is plentiful, and there are large deposits of silver bearing Galena. Nests of virgin silver have been found, and it is generally believed that mining for it will become a most profitable business; copper has been found in large quantities, and inexhaustible beds of coal only await the opening of the Pacific Railway for development.

The scenery is most beautiful and the climate the best in the world, the thermometer ranging in February from 25 to 60 degrees above zero.

On the coast the rivers estuaries and straits teem with fish of the finest description, the salmon of the Columbia and Fraser rivers have long been famous, the cod are said to be the best in the world, and the seal fisheries are unsurpassed.

Such are the resources of the last addition to the British Empire in America, for the Dominion of Canada is nothing more, and such is the country that British diplomatic stupidity under the auspices of the connivances of the late Earl of Aberdeen very nearly succeeded in handing over to the United States.

Between the Provinces of Manitoba and British Columbia lies a territory of at least 360,000 square miles of richly productive

arable land, and the duties of statesmen of the Dominion is to develop the resources of both by the construction of the Pacific Railway.

Towards this end a loan of £2,500,000 sterling is guaranteed by the Government of Great Britain, but we can see no reason why their efforts should rest there. It is very evident that the British people will be benefitted in an extraordinary degree by opening up this country, it can absorb the whole of her surplus population, and convert them from idle discontented subjects into industrious producers of the raw material for her manufacturing population, the cereals to feed them and the money to consume what has been so produced.

The Pacific Railway would give Great Britain access to her Eastern possessions by a route over 1100 miles shorter than any other, an advantage which would be alone sufficient to warrant an outlay for half its cost of £25,000,000 sterling.

There is however one drawback the San Juan difficulty should have been terminated long since without submitting the question to arbitration, if decided adversely against us it is only another instance of the folly of British diplomatists meddling in affairs of which they really know so little, and that in future Canadian statesmen should be the principal parties employed in all negotiations with the United States.

The result of the loss of San Juan will be to make us seek a post further north for the terminus of the Pacific Railway, and of course leave an unprotected frontier whose boundary lines will eventually have to be decided by the *ultimatum argumentum regium*.

In whatever light our acquisition of the Pacific Provinces may be viewed, the country has much to congratulate itself upon, our statesmen have acted wisely in extending the territorial area of the Dominion and the effect on the future of the British Empire cannot fail to be beneficial as its action will be incalculable.

The resignation of the Lieutenant-Governor of Manitoba has not surprised any person at all acquainted with the affairs of the Province, Mr. Archibald must have been something more than human if he could have withstood the storm of vituperation heaped on him for attempting to discharge the duties of his high office impartially.

With the affability of disposition capable of conciliating any reasonable man and with desire to act fairly by both parties with the sufficient firmness to carry out the duties and maintain the dignity of his place, he found the work cut out for him of too trying a character and all his efforts useless against party violence, bigotry and misrepresentation; high as the honor undoubtedly is of being the Representative of the Queen, it can be sometimes too dearly bought, and we do not

wonder at the Lieut.-Governor of Manitoba asking to be relieved of his charge.

There can be no question of the fitness of the appointment in the first place nor of the manner in which the very onerous and delicate duties of his high office have been discharged, and the people of Canada will not be slow to recognize that Adams G. Archibald has rendered the Dominion good and honorable service.

Of his successor it may truly be said that the Dominion could not find a fitter or a better man for the office of Lieut.-Governor than his Honor F. G. Johnson one of the foremost members of the bar of the Province of Quebec with eight years experience as Governor of Assiniboine, there are no parties or complications which can arise within the Provinces that he is not competent to deal with, and we shall be very much surprised if the party tactics so successfully played off against the late Lieut.-Governor can be tried or even safely attempted against the present.

It is a great pity in a country with such a splendid future before it party violence should be allowed to attain the virulence it possesses in Manitoba, under its government all evils if any exist can be constitutionally redressed, and yet during the late Lieut.-Governor's tenure of office repeated attempts were made to override the law by irresponsible parties.

As a lawyer thoroughly acquainted with every influential man in the Province capable by personal influence to control the remainder, Lieut.-Governor Johnson has a great advantage and, although his position may be surrounded with difficulties, we will be much surprised if the result is not honorable to himself, beneficial to the people, and advantageous to the Dominion.

At length England announces that she considers herself safe in one point of naval defence. After the feverish activity of the last fifteen years it ought to have been with a sense of relief that the House of Commons heard that no money was to be expended this year for home defence "it being thought that we are strong enough in that respect." With all that, the British are going to build 20,400 tons this year, which means that all the vessels in progress are to be finished except one, two new first class iron clads are to be laid down, three corvettes five sloops, eight gunboats, and a torpedo ship of 540 tons. Notwithstanding the recommendation of the Committee of Designs to the contrary, one of the ironclads is to be a first class sea-going cruiser, on the broadside principle, with improvements for bow-firing. The character of the second ironclad will not be decided until the *Devastation* has been tried at sea; and it is also proposed to try an experiment on the *Glutton* by firing one of the *Holspur's* 25-ton guns at her turret. Such with a personnel of 64,000 men and boys, and an expenditure of £9,000,000, is the programme of a nation that is half satisfied.—*U. S. Army and Navy Journal*.

THANKSGIVING HYMN.

(USED IN THE ANGLICAN CHURCHES OF CANADA)

"Turn again our captivity, O Lord, as thou hast said in the South." "They that sow in tears shall reap in joy."

O Thou, our soul's salvation!
Our hope for earthly woe!
We who, in tribulation,
Did for Thy mercy kneel,
Lift up glad hearts before Thee,
And eyes no longer dim;
And for Thy grace adore Thee
In Eucharistic hymn.

Forth went the nation weeping
With precious seed of prayer,
Hope's awful vigil keeping
Mid rumours of despair,
Then did Thy love deliver,
And from Thy gracious hand
Joy, like the Southern river,
O'ertowed the weary land.

Bless Thou our adoration!
Our gladness sanctify!
Make this rejoicing nation
To Thee by joy more nigh,
O be this great Thanksgiving,
Throughout the land we raise,
Wrought into holler living,
In all our after days.

Bless, Father, him Thou gavest
Back to the loyal land;
O Saviour, him thou savest
Still cover with Thine hand;
O Spirit, the Defender,
Be his to guard and guide—
Now in life's mid-day splendour,
On to the eventide! Amen.

REPORT OF COMMITTEE ON REORGANIZATION OF THE BRITISH ARMY.

Continued from page 191.

32. The object of this proposed arrangement is that soldiers being interchangeable at the pleasure of the Secretary of State for War between battalions of the same brigade or district, the battalion at home may always be depended on to supply with certainty, and just when required, the casualties of the battalion abroad.

33. The normal condition in peace would be seventy pairs of battalions, of which one battalion would be always abroad; the other always at home; the casualties of the former being supplied as a general rule straight from the latter. For so soon as the system should come into complete operation, the Line recruits of any brigade district would be passed from the depot, after their recruit training, into the home Line battalion of the district; and the supplies of men required to fill vacancies in the battalion abroad would be drawn off from the home Line battalion as needed.

34. But the sole object of any military system in peace is to provide for a state of war; and the test of any peace organization must be its power—

1st. To place in the field immediately on the outbreak of war, in the highest state of efficiency, as large a force as is possibly compatible with the peace military expenditure.

2nd. To maintain that force throughout the continuance of hostilities undiminished in numbers and efficiency.

The question whether the new system now proposed will fulfill the two preceding conditions is examined below.

35. Supposing it were desired immediately on the outbreak of war to send to the scene of action fifty battalions of infantry without diminishing the Indian and Colonial garrisons, the despatch of that expeditionary force would leave fifty out of the seventy pairs of Line battalions without any Line battalions at home.

The active measures consequent on such a contingency may be assumed somewhat as follows:—

1. All Line battalions at home to be raised to war strength, the fifty expeditionary battalions being first considered, by calling up Army Reserve men to the colours, supplementing the deficiency, if any, by Militia Reserve and volunteers from Militia battalions.

2. In each of the fifty districts required to furnish expeditionary battalions, embody both Militia battalions.

3. In each of the remaining districts embody one Militia battalion.

4. Complete each depot centre to a full battalion to serve as a training battalion for recruits.

5. Complete all embodied Militia battalions to war strength.

6. Make all enlistments during the war for general service in the Line and Militia battalions of any brigade district.

36. Thus 50 districts would each have one of its battalions in India or the Colonies, and the other at the theatre of war. These would depend for the supply of their casualties on the two embodied Militia battalions of their brigade district, and below them on the depot, recruits being passed from the depot as soon as drilled into the Militia battalions of the district; and reinforcements for the army in the field, consisting of the best drilled soldiers of the Militia battalions, being obtained from these battalions by volunteering, or transfer, as the case might be.

37. For the purposes of this supply the district represents the grand reservoir; the depot the expense reservoir; the two Militia battalions represent the grand cistern, from which two channels uniting would pour a stream of reinforcements into the cistern of the field battalion.

38. Twenty districts would each have one of its Line battalions in India or the Colonies, and the other at home. For each such district the battalion abroad would depend for the supply of casualties on the home Line battalion and the depot below it. The home Line battalion, kept up to war strength and backed moreover by the one embodied Militia battalion of its brigade district, also at war strength, would be available either for reinforcing the field army, or for relieving one of the battalions of that army, as occasion might require.

39. If it were desired to reinforce the field army by Line battalions drawn from the colonies, and to replace the latter with Militia battalions that might volunteer for such service, the latter might be found by embodying to the required extent the second Militia battalions in a certain number of the 20 districts specified in the next preceding paragraph.

40. The condition of any one of the "certain number" of districts here alluded to would then be as follows:—

One Line battalion in India or Colonies.
One Militia battalion in Colonies.
One Line battalion at home.
One Militia battalion at home.
Depot battalion.

41. The Line battalion abroad would be kept up to full strength by drafts from its twin Line battalion at home, or from the depot, or from both sources.

The Militia battalion abroad would be supplied from its twin embodied Militia battalion at home, or from the depot, or from both sources.

While the gaps thereby created in the ranks of the Line battalion and Militia battalion at home would be filled up straight from the depot.

42. It is by no means intended that Militia battalions, any more than Line battalions,

serving at home, are to be regarded merely as recruiting agents for battalions serving abroad. Militia battalions, like Line battalions, would be liable to be called up into the line of battle in case of an invasion of this country. But until required for such active service, they would be employed in the ordinary home duties of those Line battalions then at the seat of war, whose vacated quarters they would occupy. They would be in the same position as Line battalions serving at home, and would like the latter be called upon to contribute most materially towards the successful termination of the war, by training good soldiers to be sent against the common enemy.

43. In comparing the probable results of the new proposed method with the known results of that which has been hitherto employed, there would seem little reason to doubt that the new plan would supply reinforcements during war with certainty and regularity.

44. A disadvantage attaching to the rigid localisation of a military force is, that districts required to furnish and maintain field battalions in war would be depleted after a time of their fighting population, while the remainder would be untouched.

Under the voluntary system of England it would be easy to provide against such a contingency, either by requiring districts not represented in the field to raise each a certain number of recruits yearly for districts having battalions at the seat of war; or by calling for a certain yearly quota of volunteers from each Line battalion at home for service with battalions of the field army; or by both methods conjointly.

45. It is not unreasonable to expect that the intimate connection, which it is one great object of the new proposed system to create between the Line and Militia battalions of a brigade district, will induce the commanding officers of Militia to forward the interests of their connected Line battalions by encouraging, in place of as heretofore opposing, the enlistment of their men in regiments of the Regular Army.

46. It has been stated (paragraph 35) that on the outbreak of war, battalions at home would be immediately raised to war strength by recalling the men who had been transferred from service with the colours to service in the Army Reserve, and by supplying their deficiency in numbers, if any with Militia Reserve and Militia Volunteers.

47. The total number of men that would be required under the proposed system to complete the 71 home Line battalions to war strength is determined as follows:—

Battalions.			
18 at £20 to be raised to 1,000 (18 x 180)	3,240		
18 " 750 " " (18 x 300)	5,400		
35 " 520 " " (35 x 480)	16,800		

Total 25,440

Thus, the total required to complete all Line battalions serving at home to an uniform strength of 1,000 rank and file would be

The 1st Class Army Reserve now numbers	7,022
The Militia Reserve	27,770

Total 34,792

Every year it is reasonable to expect a considerable increase to these numbers; but if an emergency were now to arise we should have 33,792 men instantly available to complete Line battalions for service, of whom 7,022 would be perfectly trained soldiers, and 27,770 would be Militia men who would have gone through at least one training, and would therefore be of far greater value than raw recruits.

48. It is however, of such paramount importance that the expeditionary battalions to be sent against the enemy should be composed of the very best soldiers that can by any possibility be obtained, that rather than resort to Militia Reserve for filling up those battalions, it would be greatly preferable to exhaust the whole of the Army Reserve for that purpose, and afterwards to have recourse to volunteers from those Line battalions intended to remain in England. The home battalions by such a process would suffer temporary, not permanent, deterioration; but it is quite conceivable that the despatch of our very best soldiers to the seat of war in the first instance might have an important effect in shortening the duration of the struggle. It would be of little practical use to maintain a number of battalions at home at a full establishment of highly trained soldiers if those soldiers were not to be permitted to take part in the fray.

49. The territorial organisation of Prussia, joined to conscription, ensures the localisation of the reserve men of every battalion in the district to which they and their battalion equally belong; so that, when war breaks out, the reserve men are called to serve not only in the same battalion, but in the same company, in which they have passed the active years of their military life.

50. Under the voluntary system of England this is impossible. Men who may have enlisted in Ireland, for example, for service in the Hampshire Infantry Brigade, may return to their Irish homes after discharge from the colours into the first-class Army Reserve, or they may be attracted by the demand for labour to reside in Lancashire. Every latitude must be allowed to free choice in this respect. And the conclusion is that such men will be borne on the reserve rolls of any infantry district in which they may elect to reside for the time being. In case of war, therefore, although reserve men would preferably be required to rejoin one of the battalions of the brigade for which they originally enlisted, the engagement for general service which they undertook on entering the Army Reserve would admit of their being posted to any battalion of any brigade.

51. But the completion of the expeditionary battalions to war strength forms the smallest part of the task imposed on the administrators of the army. These battalions must afterwards be maintained in the field in undiminished numbers and efficiency. For the supply of war casualties the men of the Militia Reserve would form a valuable element. A Militiaman having passed through one yearly training, and six months embodiment in addition thereto, might be depended on to fight side by side with the more veteran soldiers of the field army.

52. The objection has been urged that Militia regiments would be deteriorated by the transfer of their best men to the Regular Army in the field. But the question for consideration is, not what is best for the efficiency of this or that service taken alone, but what is best for the military interests of the nation; and whether it is preferable to send raw recruits from the plough to fill up gaps in the ranks of an army in the field, or to pass those raw recruits through the Militia mill first, and to take for the supply of war casualties Militiamen who would have acquired some notions of drill and discipline.

53. Militia battalions, like Line battalions, temporarily deteriorated by the transfer of their men, would be restored to their normal

condition by means of the recruiting arrangements above detailed, in the shortest possible time; so that both Militia and Line battalions might be found in a state of perfect efficiency for any service which an emergency might require them to perform.

54. Until within the last few years the great establishments for the supply of camp equipage and field stores in general were at Woolwich Arsenal, the Tower of London, and Weedon. For some time past, however, camp equipage and field stores in general have been in depot at every control station (viz at twenty stations) in the United Kingdom.

55. Thus, by the arrangements of the surveyor-general, the issue of stores has been decentralised to such an extent that there will be in each district a central issuing store from which the troops of the district could be equipped either for training purposes or actual manoeuvres; or if assembled to form brigades, divisions, or corps, for active service.

56. According to those arrangements, the troops of the Reserve would be equipped for either of the foregoing objects in respect to arms, accoutrements, clothing, and expense ammunition from the depot centres; the Regular and Reserve Forces both obtaining camp equipage, field stores, and reserve ammunition from the district issuing store.

57. It will thus be seen, in the event of troops being suddenly required for any service, that the general of the district upon the receipt of an order from head-quarters could instruct the commanding officers of the depot centres to call out and equip the necessary Reserve Forces; while he informed his district controller of the nature and extent of camp equipage and other stores required to be supplied, as well as the places to which they should be sent.

ROYAL AND MILITIA ARTILLERY.

58. It is proposed to divide Great Britain into artillery districts, which shall be coincident with the present military divisions, or general officers' commands; with the exception of the North British, the Northern, and the Western commands, which should each be subdivided in two artillery districts.

59. The depot centre for the training of recruits for the Royal Artillery stationed abroad (about one-half of the force) is, and in all probability must continue to be, Woolwich.

The depot centres for training all recruits required for the Royal Artillery at home must be as heretofore the head quarters of the different brigades for which the recruits are respectively enlisted.

60. The distribution of the Reserve Forces Artillery, for the most part throughout the maritime counties alone, and the inequality of that distribution, render it impossible to arrange artillery districts on a uniform scale as to their respectively contained artillery numbers.

In particular, the juxtaposition of the two monster counties of Yorkshire, containing six Line centres, and of Lancashire, containing seven Line centres, greatly increases the difficulty of attaching even an approximate uniformity of force in the artillery districts.

The following recommendations are therefore submitted.

61. The military forces of all denominations, whether Regular or Reserve, being under the supreme command of the general of the division, the whole of the Artillery Forces should be under the immediate command of the colonel commanding the artillery of the division.

62. Each artillery district should have an artillery lieutenant-colonel attached, for the

special instruction and immediate command of the reserve forces artillery; and he should further be charged with the superintendence of the recruiting service for the artillery forces, both regular and reserve, within his artillery district.

The method proposed for raising recruits for the royal and Militia Artillery, will be detailed under the head of "recruiting."

63. For the training of recruits of Militia Artillery, when raised, two alternative plans present themselves; viz:—

(a.) To attach the permanent serjeants of Militia Artillery regiments to the artillery centre (Royal Artillery head-quarters) of their respective artillery districts; and to send Militia Artillery recruits, when raised, to that centre for their recruit training.

(b.) To attach the permanent serjeants of any Militia Artillery regiment to the depot centre of the Line district to which that regiment territorially belongs; to send the recruits raised for that regiment to the line depot for their recruit infantry training under their own regimental serjeants, in association with the recruits of the Militia Infantry;* and to establish the affiliation of the Militia Artillery with the Royal Artillery, by sending Militia Artillery regiments to artillery training stations for the purpose of performing their yearly training; as well as by subordinating the Reserve Force Artillery and the Militia Artillery permanent staff to the artillery lieutenant colonel.

64. According to the plan (a) the relations between the artillery district and its depot centre, would be identical with those it is proposed to establish between the line district and its depot centre; and this is doubtless a strong recommendation.

But an artillery district contains many Line districts, and to send Militia Artillery recruits raised in the boundary counties of artillery districts to the artillery centre, for their infantry recruit training of three weeks or a month, would in many cases involve a serious cost in the item of travelling expenses.

65. The disadvantage set forth in the preceding paragraph would be obviated by the alternative plan (b). It may, however, be objected to that plan that Artillery recruits are proposed to be sent to line depots for their recruit training. The objection is valid if their efficiency as artillerymen is likely to suffer from such a measure; but it is assumed that the recruit training of Militiamen, whether artillery or infantry, must be of the same nature, the only variation arising from the use of the carbine by artillery in place of the musket; and to provide for this variation the Militia artilleryman would be instructed by his own regimental serjeants.

As, however, a Militia artilleryman certainly need not spend the whole period of his recruit training in learning infantry drill the complexion of the case is so far altered that, if the line centre is to be the place of training Militia Artillery recruits, it should be furnished with the means of imparting instruction in gun drill.

The number of Line districts in Great Britain which contain Militia Artillery is twenty-two.

(To be continued.)

*The jurisdiction of the officer commanding line depot, would only extend to discipline so far as concerns the Artillery serjeants and recruits attached to his depot.

DOMINION OF CANADA.



MILITIA GENERAL ORDERS.

HEAD QUARTERS,

Ottawa, 19th April, 1872.

GENERAL ORDERS (10).

No. 1.

STAFF.

The promotion of Lieutenant Colonel J. W. Laurie, Acting Deputy Adjutant General of Militia, in Military District No. 9. to the rank of Colonel in Her Majesty's Regular Army, as gazetted in the London Gazette of 5th March last, is notified for general information.

ACTIVE MILITIA.

PROVINCE OF ONTARIO.

Durham Field Battery of Artillery.

Adverting to No. 2 of General Orders, (2), 26th January 1872, the service roll having been received of a field Battery therein authorized to be raised in the 6th Brigade Division, Military District No. 3, the Battery is hereby authorized as the "Durham Field Battery of Artillery," with Headquarters at Port Hope.

To be Captain:

C. Seymour Esquire, formerly of H. M's 2nd Regiment.

To be 1st Lieutenants provisionally.

William McLean, Junior, Gentleman.
William M. Graham. do.

36th "Peel" Battalion of Infantry.
No. 9 Company.

The Head Quarters of this Company are hereby transferred from Sand Hill to Charleston.

To be Captain, provisionally:

Edward Dawson, Esquire, vice Parker, services dispensed with:

To be Lieutenant, provisionally:

James Dawson, Gentleman, vice Charles Elliott, left limits.

To be Ensign, provisionally:

Cornelius Campbell, Gentleman, vice James Shields, left limits.

40th "Northumberland" Battalion of Infantry.

To be Paymaster:

Captain William Henry Floyd, V. B., from No. 2 Company, vice William Boggs, whose resignation is hereby accepted.

To be Adjutant, with rank of Lieutenant:

Ensign Charles Boswell, V. B., vice Smith, appointed Brigade Major.

To be Surgeon:

Assistant Surgeon Newton Wentworth Powell, M. D., vice A. N. Bethune, whose resignation is hereby accepted.

To be Assistant Surgeon:

William Armson Willoughby, Esquire, M. D., vice Powell, promoted.

No. 2 Company, Cobourg.

To be Captain:

Lieutenant James Auston, V. B., vice Floyd, appointed Paymaster.

To be Lieutenant:

Ensign George Guillet, V. B., from No. 1 Company, vice Auston, promoted.

To be Ensign:

Color Sergeant John McCaughey, V. B., vice Boswell, appointed Adjutant.

LEAVE OF ABSENCE.

Leave of absence is hereby granted to Brevet Major A. C. Webb, No. 4 Company, 40th Battalion, for six months from 1st May next, to proceed to Manitoba on private affairs.

PROVINCE OF QUEBEC.

9th Battalion Rifles or "Voligeurs de Quebec."

No. 7 Company.

The resignation of Ensign Alfred P. De Blois is hereby accepted.

PROVINCE OF NEW BRUNSWICK

CONFIRMATION OF RANK.

Captain Thomas F. Gillespie, No. 7 Battery, N. B. Brigade of Garrison Artillery, having obtained a 1st Class Volunteer Board Gunnery Certificate, is hereby confirmed in his rank, from 2nd April, 1872.

By Command of His Excellency the Governor General.

P. ROBERTSON-ROSS, Colonel,
Adjutant-General of Militia,

Canada

OBITUARY.

Drowned at sea, 130 miles west of the coast of Portugal, on the morning of Friday, March the 5th, William Adams Jukes, R. N., Sub-Lieutenant in charge of cadets on board H. M. steam frigate *Ariadne*, and eldest son of Dr. A. Jukes, of St. Catharines, in the heroic effort to save the life of a seaman who had fallen overboard from the main-top cress-trees, in a gale of wind. Brave and self-devoted to the last, he perished nobly in the performance of the highest duty of humanity, in the 23rd year of his age. He died a true sailor.

"Greater love hath no man than this, that a man lay down his life for a friend"

THE BRITISH NAVY.

The present condition of the British Navy may well engage the attention of Gen. Grant before, with the delusive hope of gaining the Irish vote, he indulges in further braggadocio about hostilities with England, in the event of her refusing to give him four thousand millions of dollars in the shape of consequential damages. From late returns it appears that exclusive of her old sailing ship or wooden walls, and troop ships as well as colonial guardships, she has now a fleet of upwards of 400 steam vessels, of which 230 are in commission. Of these 52 are gigantic iron clads, all armed with the most powerful pieces of artillery, and 12 of them turret ships. These do not keep the sea so well as the old wooden vessels, were wont to do, but still they infinitely surpass in this respect any of our monitors, and, in the event of a collision, would find little difficulty in running them down. We have no doubt that in the end we should prevail in any war with England, but at the outset the consequences might be very serious, and Gen. Grant, before he indulges in any further bounce to promote his own selfish ends, would do well to keep this in view.

It is usually supposed, we are aware, this country would find a war with England productive, by the advantages we should reap from preying upon her commerce, and that we ourselves could lose little, inasmuch as our trading flag has almost disappeared from the ocean. But this is by no means sure, for at the first blush of hostilities our ports would be blockaded and not a single vessel permitted to leave them. England has, besides, upwards of a thousand steam vessels, many of them gigantic of dimensions, fully one hundred of which trade to this port. All of these would be immediately armed to contend with any privateers which we might fit out, and ships engaged in strictly trading voyages would be amply protected by convoys. But it is useless to discuss the matter farther, for Grant in no degree seriously means war, and if England refuses to pay his preposterous demand, as she will do, he will show as much alacrity and ignominy in his retreat as he has of bluster and importance in his advance.—*New York Star*.

At the Parliamentary inquiry in France into the causes of the recent insurrection, the ex-Governor of Paris admitted, that during the whole course of the siege, only one man was shot—a man who was caught deserting to the enemy with arms and baggage, some time in December. Considering the amount of indiscipline that reigned in Paris, this was certainly not the way to make an army. On the second day of the siege a number of troops ran away from their lines at Chatillon, and without firing a shot, allowed the Germans to seize on that important position. Several of the fugitives were condemned to death, but experienced the clemency of the Government. The same was the case when the men deserted their posts, refused to obey orders, declined to go to the outposts, insulted their officers, marched on the Hotel de Ville and captured the Government. Towards the close of the siege it was supposed that the Germans were going to assault the fort of Montrouge, and a detachment of artillery was sent to reinforce the naval brigade; the gunners got drunk and were arrested, but were afterwards released without any punishment. It was always supposed that General Trochu was afraid of asserting his authority and dealing with the National Guard as he should have done, and events proved that he was perhaps right, as General Clement Thomas lost his life through having sentenced a man to a slight punishment.