

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. IX.

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The Volunteer Review

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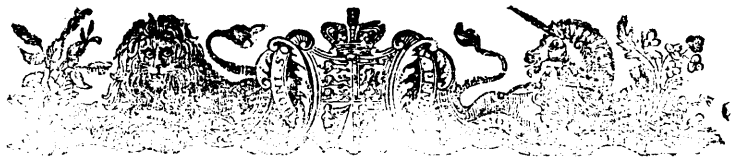
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NEWS OF THE WEEK.

We regret to learn of the destruction by fire of the Beauport Lunatic Asylum, Quebec, on Friday night last. Two of the patients were burnt to death. The number of inmates being in the neighborhood of eight hundred great exertions must therefore have been made to save the lives of so many. The property destroyed is valued at \$75 000.

A dreadful fire occurred at Boucherville early on the morning of the 25th January, at the farm house of Pierre Dulude about two miles from Montreal. The family retired to bed early leaving a fire burning in the kitchen. Mr Dulude was awakened by smelling smoke, and on going down stairs found the carpet on fire. He called to his wife and ran to the barn to get a ladder, by which his wife and eight children who were in the second story, might escape, as the stairway was on fire. But before he could get back the whole building, which was a wooden one, was in flames and the wife and children were burned to death. Dulude escaped with nothing on but his night dress, and was so badly burned in his efforts to save his family that he is not expected to live. The wife and children are literally burned to ashes, and only fragments of them can be found.

Delisle Village, near Montreal, was also the scene of a fearful fire on the morning of the 25th January. Twenty-two families were burned out, and an entire block of brick cased houses was destroyed. The village has no fire brigade, and a pitious appeal was made to chief Bertram, who ordered out a division of the Montreal City brigade, which at 5 p.m. got the fire under control. The losses amount to \$30 000. Many of the people burned out are in a destitute condition.

Information reached the Department of Public Works on the 28th ult. to the effect that the iron superstructure of one of the piers of the Intercolonial Railway bridge over the Restigouche had fallen upon the ice, but the bridge itself had stood firmly and its stability is untouched.

The Secretary of State for the Colonies has signified his approval of the Governor General's commuting the sentence of Lepine.

The City Hall, Fredericton, built of brick and stone, was destroyed by fire on Monday night. It was valued at \$25,000; partly insured.

The British Government has adopted a system of torpedoes for the defence of the harbours of Halifax and Bermuda.

So far as yet known, the Ottawa Curling Club has made the highest score for the Governor General's medal, having made 128. Orilla comes next with 127. Arnprior made 119 points. The Thistle Club of Montreal, scored 122 points. Last year Quebec won the medal by 120 points.

A French contemporary states that there are yet in France and its colonies, 25,000 men who have fought under the first Napoleon, their ages being from 80 to 90.

A baggage car and three coaches of a passenger train on the Springfield division of the Atlantic and Pacific Railroad, was thrown from the track on the 25th ult. by a broken rail two miles east of Moselle, the smoking car and two coaches rolling down an embankment about twenty feet high. John Denzer, mail agent, had both knees dislocated; twenty others, whose names have not been ascertained, were severely injured, and some ten or a dozen others slightly injured.

A magnificent necklace and ear drops of diamonds, a present from the Khedive of Egypt to General Sherman's daughter as a token of appreciation of the General's advice concerning the reorganization and discipline of his army, have arrived at the New York Custom House. They are valued at half a million of dollars. Congress lately authorized their acceptance by the lady and her husband, Lieutenant Fitch of the Navy.

A careful examination of the cellar of the Navy Department, Washington, shows that complete arrangements had been made on the 26th for burning the building. Trains of rope and waste paper were laid about the floor in each instance connecting with piles of shavings and kindling wood. It is believed that the fire in the building on Monday, was the act of an incendiary.

The *Milan Gazette* says that Garibaldi continues to receive from municipalities and private persons in France numerous letters expressing gratitude for his services during the late war, and protesting against the attack made upon him by M Perrot in the French Assembly. Victor Hugo has written a letter to M. Bordone, in which he says M Perrot's report is "beneath contempt."

A special to the *Daily News* says—Extensive preparations are being made by Spanish royal troops for a movement against the Carlists, in the event of King Alfonso's proclamations calling for the submission proving ineffective. 40,000 troops are now massed around Talavera for an attack upon the main Carlist position at Pu-

enta La Reyna and Carseil Pass, commanding the road to Pampeluna. King Alfonso will participate in the operations of his troops.

The Royalist army in Navarre is advancing on the Carlists, and has already captured several of their pontoons. King Alfonso is present.

The Carlists have left the Provinces of Biscay and Guipuzcoa, and moved into Navarre, taking with them all their material of war. The army of the north has assumed the offensive against the Carlists.

General Primo De Rivera has been appointed to the command of the second corps of the army of the North.

Six hundred Carlist have submitted in the Province of Castellon de la Plana within the present month.

Fugitives from Estella assert that Don Carlos has shot several officers for treason.

Don Carlist will personally command his troops in the battle which is impending to frustrate the efforts of Alfonso to relieve Aluempoa.

A Santander despatch, of the 26th says that the Carlists have fired on a British vessel loaded with telegraph cable, off the Biscayan coast.

The *Times*' Paris despatch says there is a flood in the river Seine, and the water is still rising. At Paris the water is so high that the steamships can't pass under the bridges, and have ceased running. The streets of the low environs of the city are covered with water to a depth of three feet.

From Paris we learn that a bill has been drafted which authorizes a Government concession for the construction of a submarine railway tunnel between France and England. Copies have been distributed among the members of the Assembly.

The death of the Emperor of China—Shun Ai sin Chohlo Tung-Chi—is announced. The deceased potentate, who ruled over four hundred millions of people, was born April 5, 1853, and acceded to the throne in 1861. It is thought that a grandson of Prince Tun, uncle of the deceased Emperor, will probably succeed to the Throne.

The electors of Greenwich, at a meeting on Thursday night, adopted a resolution expressing in cordial terms their confidence in Mr. Gladstone, and regretting his retirement from the leadership of the Liberal party.

The *Past* announces that the Grand Cross of the Order of the Bath has been offered to M. Curiale, and Alfred Tennyson is to be made a baronet.

Garibaldi on the War of 1870.

The following is a translation of the letter addressed by Gen. Garibaldi to Signor Bordone in answer to the accusation brought against the General and his son by M. Perrot in his report to the French Assembly on the campaign of 1870:

CARRERA, Dec. 15, 1874.

MY DEAR BORDONE,—There is no epoch in the whole of the military history of France, which is marked by so much humiliation, imbecility, as the period which began with the year 1870, and continuing, unfortunately, to these days, shows us yet no signs of ending. Corrupted by the two fold disease of masked despotism, and the most shameless and lying clericalism that was ever seen, that noble nation which for scarcely less than a century has proclaimed the sacred principles of liberty and the rights of man, presents to day to the eyes of the astonished world the sad spectacle of a humiliating decline such as history has never before witnessed. That degradation of France which goes by the name of ruras and priests would with its processions, miracles, lies, blot out the disgrace with which it has stained the glorious standard of France. Priests and aristocracy, old and new, have begotten or resuscitated the Empire, and—necessary consequence of that monstrous abortion—the complete destruction of the finest of armies in the four catastrophes of Metz, Sedan, Paris and the Jura; in which, without exception, the supreme commanders of the forces led their soldiers to massacre or servitude with an idocy and stupidity of which it is impossible to find examples elsewhere. Armies of more than 100,000 men surrounded by forces of inferior numbers, and compelled to lay down their arms—here are incredible things; but here is the true motive of the hatred and spite shown towards that brave little Army of the Vosges, which committed the great fault of not allowing itself to be beaten and surrounded like the great marshals of the Empire. "These are the barricades that saved the south of France," said a French peasant, pointing to a shroud of red cloth which his plough had turned up, together with the bones of one of the brave defenders of Dijon. And the word of sympathy and fellowship of the French peasant is sufficient to compensate us for the cease, envenomed, and contemptible invectives launched against us from the sacristy and by the ruras. According to Perrot's report to the French Assembly, Ricciotti, the youthful victor of Chatillon, with his 1,200 franc-tiradors, had in a cowardly manner permitted Manteuffel's 30,000 men to march toward the east. The admiration of those who knew that young man upon the field of battle and had a sword of honor presented to him, as Chief of the Fourth Brigade, in those days by his brave companions in arms, free me from the necessity of condescending to a justification of the military conduct of my son. "Not a single day, nor a single hour did the Army of the Vosges fight against Manteuffel's forces to prevent them from marching against Bourbaki." Perhaps it was Perrot and his Versailles brethren who fought and drove back the enemy on the 21st, 22nd, and 23rd of January—three days of almost uninterrupted fighting—when I had at my disposition about 8,000 men of the Army of the Vosges and 15,000 mobilized National Guards commanded by Gen. Pellissier, of whom one half were without arms and the necessities of a campaign, and had only been placed under my

orders a few days previously—a force scarcely sufficient to defend our positions. Finally, contemporaneously with my armistice—to which without our knowledge, we had not the honour of being admitted—with the threatened capitulation of Paris and the retreat of the Army of the East into Switzerland—then, I say, they sent us cavalry, artillery, and as many mobiles as they, had at their disposal. But it was too late and if we had remained twenty four hours longer at Dijon we should have been surrounded and crushed by a force of immensely superior numbers. Oh, if France could only obliterate the pages of her history which bears the impress of the *annee terrible*, and which were written by the pen, dipped in mire, of her aristocracy, of her clergy, and of her Marshals! But who can erase the pages of history? And who will cleanse that noble people from the two fold disgrace of its aristocracy and its priesthood? Liberty will undoubtedly work this miracle.

Yours,

G. GARIBALDI.

P. S. If the Army of the East—informed, like myself, of the movement of Manteuffel—instead of retreating upon Switzerland by the Jura Mountains then covered with snow and ice, had withdrawn by the valley of the Doubs, which was its natural line of communication and supplies, with the forts of Besancon and Auxerre for its supports, and were so—occupying Mount Volland, which commanded Dole, Dijon, and their neighbourhood—would certainly have supported them with all our strength, their retreat would not have proved so terrible a disaster. Gen. Bourbaki, however, refusing to put himself in communication with the guerrilla Garibaldi, never sent me any information concerning his movements or his position, although his army might have executed its flank march from the Nièvre to the valley of the Doubs, covered by small bodies of our army on its left flank, where the enemy was posted. When I received information of that fatal retreat, and set out with a small vanguard by rail to assist it, having commanded all my forces to follow me, I found, on arriving at Lons le Janvier, that the Army of the East had already entered Switzerland.

Our Military Deficiencies and Their Remedy.

The military question is turning up as, probably the most important of the season. We have again and again called attention to the subject, while the public generally seemed heedless and callous, in the apparent belief that as no harm had come to the aid in the past the future would take care of itself while they pursued their scrambles after gain and personal ambition. The matter cannot longer be concealed, strive and struggle against the conviction as the public may, that in a military sense Great Britain is in a very imperfect, not to say dangerous position. We are glad to note the most intelligent of our Members of Parliament are taking up the question and attempting to face it one way or another. The Duke of Cambridge, as commander in chief, the other night, told the merchant tailors of London the views he held on the present position of affairs. He, like a sensible man, combated the absurd and shallow dogma of certain weak and amiable minds, that moral power needed no physical power to back and enforce its claims, and told them that without physical there could be no moral power. It is not the province of the commander in

chief of the British Army to philosophise on the ethics of force, but he did not conceal the fact that our army is in a very critical position, for the want of proper men to serve in its ranks; and from his position as military guardian of British interests, he told his audience in plain terms that there are now only two alternatives open to the British public, viz., that of conscription or increased taxation. He told them the military meaning of a cheap army or navy was nothing else than compulsory service. Mr. Cowan, the junior member for Edinburgh, the other day, spoke sensibly on the subject, and last week we had the member for Renfrewshire and the member for Paisley both treating the question with ability and concern, for the public interest. No one can know the whole bearings of the question better than Colonel Mure; he has served in two wars—at the Cape and in the Crimea; he was a Colonel in the Scots Fusilier Guards, and is still in active command as Colonel of the 2nd Renfrewshire Rifle Volunteers. From his political views, he may be presumed to be in the interests of peace and economy, and yet the picture he draws of our military position, so far as our regular army is concerned, is a very melancholy one indeed. Colonel Holms, an extensive manufacturer and a Liberal Member of Parliament, has had no special military training, beyond that which he has acquired as an active and intelligent Volunteer in the Lanark Artillery Brigade, and may also be presumed to have strong economic leanings in the discussion of public questions. Differing as these officers do in detail more or less, they are at perfect agreement as to our wretched military position, and that without our Volunteers the country would at the present moment be invitingly open to danger from without. We do not profess to be the prophet of national disaster, but the warnings given by specially observant authorities cannot long pass unheeded, even by the most callous and the most supine. Both Colonel Mure and Colonel Holms deprecate conscription, and think that the evil may be met by an increase of the soldier's pay. They seem to think that, by taking a leaf out of the trades unionists' book, and increasing the wages of soldiering they will fill the ranks and strengthen the miserable physique of the British Lineeman. It betokens a dark day for British glory when it is told that our soldiers are unfit to carry their knapsacks or stand an average day's march, but it will, we fear, take a very large amount of cash out of the British ratepayers' pockets if the soldier's wage is to be put into competition with that of the miner. We hardly believe the country will stand the increased pay which is requisite—say 2s 4d per day, or double what it now is. We have no hesitation in saying that the increase of the soldier's pay, at least in the regular army, is, as things now are, an absolute necessity; at the same time, we do not think that increase of pay will alone afford the remedy. The word "conscription" is an ugly word to British ears; everyone of us repudiates it with his whole heart, though there are not a few of us who look with favour upon compulsory service. We do not believe the military questions can be solved without a combination of increased pay and compulsion. Government has offered a premium to army officers for an essay on the best mode of recruiting the army, for which, as Auxiliaries, we are debarred from competing. We do not hesitate, however, and we have not hesitated in time past from our stand point as Volunteers, to offer suggestions on the military question. Under Lord Cardwell's organization scheme

some preparation was evidently made to wards the approaching crisis of compulsory service, for in his Army Act he so far modified the ballot for the Militia as to abrogate, we hope for ever, the power of a balloted man, whatever be his rank or wealth, to purchase or provide a substitute to do the duty to bear arms for his country which every freeman should feel it an honour to perform. We have no doubt but this restriction of the Ballot Act will vouch to the general public its justice and propriety when it is put into force. We grant that there are positions in life in which military service might be a very great hardship under certain conditions. The Act of Parliament to which we refer has very prudently provided for cases of this sort, without permitting the subject to escape the privilege of serving his country under arms. The Volunteer service becomes the safety valve against hardship of this nature, for the act provides that any efficient Volunteer, under one year's engagement of service, is relieved from the operation of the Militia ballot, and shall render his service in the Volunteer ranks. It is thus that the Volunteer service can become a source of enormous strength to the nation, and, at the same time, a mighty boon to those who can afford to give their service for nothing, or whose service apart from their places of business would be detrimental to the commercial or manufacturing interests of the nation. We do not intend taking up our space with minute details, but we think that out of the Militia and Volunteer services it is possible to supply a magnificent regular army of trained men—an army which need not be above 60,000 men in time of peace, to supply only our foreign reliefs—but with such an amount of pay as would induce the best blood and most adventurous spirits among the Militia and Volunteers to seek voluntary service in the regular ranks. The Sergeant Kites of Glasgow Cross would find their occupation gone, while the saving in the training of recruits at regular depots would go far towards meeting the increase of the regular soldier's pay. Every Militia man we would make serve one year consecutively, and one month every year during his term of service. The Government might do what they liked almost with the Volunteers, who will render any amount of service and efficiency within reasonable demand, and we do not doubt the possibility that so great might be the influx to the Volunteer ranks that the Militia demands would be very small indeed. In Canada the system provides a force sufficiently large to render the Militia ballot unnecessary. Compulsory service we believe inevitable, but compulsory service in the regular army—the dreaded conscription—we believe under some such form of Militia and Volunteer service, would be unnecessary. We have little faith in the mere increase of pay question, because we do not think the taxpayers would submit to it; and, further, because we do not believe it would in itself be sufficient to induce powerful and respectable young men of intelligence to enter the ranks. Out of three or four hundred thousand Militiamen on small pay, and Volunteers on no pay at all, we believe there could be evoked sufficient military enthusiasm as to fill the ranks of the regular army, if the regular service opened up privileges to them in after life. The question is a wide and broad one. It will evidently form one of the subjects of interest and discussion in the coming session of Parliament; and as Europe now stands with its ever amassing armaments, it is one which must receive anxious consideration.—*Volunteer News*, Dec. 23.

The Condition of The Navy.

Speech of Mr. Archer, of Maryland, on the Naval Appropriation bill, in the House of Representatives, December 22, 1871:

Mr. Chairman, we stand to-day in a most humiliating position, considering the high ground we have taken, first in proclaiming the Monroe doctrine, second in claiming exemption from the right of search, on which matter we went to war with England in 1812, and assert that we are ready to do so against Spain should she interfere with vessels bearing our flag. At this moment we are without suitable ships, without guns, and without men to man the few vessels we have; and only by accident have we been saved from a humiliating war, in which the people of the United States would have been greatly disappointed in the results. Everybody has been led to believe that we had one hundred and sixty nine ships of war, when we have really thirty two sea worthy steamers and eight ironclads. With these our officers are expected to contend against a navy fitted with all the modern improvements, having eight or ten heavy sea going ironclads, fourteen or fifteen large and swift frigates, besides four or five very heavy sea going iron clads rapidly advancing to completion. And here arises a difficulty we must always experience in case of sudden emergency. No doubt in the course of a great war, when our commerce was laid up, we would ultimately be able to man a number of ships, not with such seamen as are required for immediate action, but with material that could be worked into shape in the course of three or four months.

An army, as has been demonstrated time after time, can be improvised almost immediately from the rawest material. It is merely teaching men to load and fire a musket and drill, and manoeuvre in companies and regiments. This can be fairly learned in two weeks, although of course it takes time to make a perfect soldier. But it requires months of constant drill to enable a ship of war to be prepared to hold her own in action against the well drilled and well manoeuvred war vessels of the present day.

Congress allows the Navy but eighty five hundred seamen, which many suppose are all employed at sea, but a large portion are necessarily stationed in receiving ships, store ships, school ships, transports, navy-yard tugs, etc., and but a small force is left to man the vessels actually employed in active service. Many of our ships abroad are sixty men short, and few of them have their proper complement. Can any one expect a frigate of four hundred men to contend successfully with one of five hundred? Common sense would convince any one of the absurdity of this.

In all these matters, as we seem to have no originality, we must adopt the ideas of foreigners, at least those whose defeats have taught them the necessity of perfect system in organizing their navies.

We have had some remarkable successes against great odds. In 1812, we obtained advantage over England with our handful of frigates, because she was then neglecting the very matter that we are neglecting now, not educating seamen expressly for the Naval Service, and it was not until the navy of France under the late Emperor had reached a point of excellence it never before attained, that the English determined to reorganize their system and educate their own seamen. The apprentice system was estab-

lished, and now all the ships of the British navy are manned with native seamen, from whom are made up the ordinary seamen, seamen gunners, and petty officers. The English have at present in commission thirty four vessels devoted to the purpose of naval training, including twelve ships of the line for training apprentices, eight tenders to the same, four large ships for gunners' practice, and nine ships and one tender for coast guard drill, and it is now proposed to extend this system to the North American colonies, where England has a reserve of eighty thousand seamen.

From these facts it will be seen how little attention we have paid to matters of so much importance. When we fit out a ship, men are picked up haphazard at different naval rendezvous, at least 50 per cent. being foreigners with little or no interest in the country or devotion to the flag, and ready at the first favorable opportunity to desert. A ship going to sea in a hurry, manned by such a heterogeneous mob without sufficient time to properly station her men or instruct them in their duties, would fall an easy prey to an enemy's vessel of much inferior size. The frigate *Colorado* was not long since taken from the row of vessels, laid up a sheer hulk, and fifteen days afterward she sailed fully manned and armed for Cuban waters. Her crew only went on board four days before she sailed, and no country could reasonably expect a ship to fight under such circumstances and not disgrace her flag.

The best officers of the Navy could not even work the men into their places, much less instruct them in the art of loading, aiming, and firing in the short space of time allowed the crew. The crew of a vessel would not know their places and would be a mere target for a well drilled enemy's shot.

We keep constantly at sea thirty four vessels, or just about the number of training ships alone in the British navy, while she maintains in commission on foreign and home stations two hundred vessels of all classes. The thirty four United States ships are scattered all over the globe, never more than six being allotted to one station. The six vessels are again scattered so that they seldom if ever come together in one squadron.

How are officers to perfect themselves in fleet sailing and battle formations under such circumstances; and what chance would they have of contending with a well drilled force of foreign ships, for now almost all sea fighting will be done in order of battle? What chance would a regiment of soldiers composed of companies hastily brought together with no previous training stand in a contest with a well drilled force of equal numbers? And yet it is much more important that ships should be thoroughly trained in fleet tactics before attempting to give battle to an enemy's squadron.

Fleets are nowadays manoeuvred in battle under steam as troops are upon land, and a single false move would throw a whole line into confusion and make the ships an easy prey to an enemy. The British, French, Russians, and all other people of any naval pretensions, except the Americans, have large practice squadrons constantly employed in drilling officers and men. The British Channel fleet is composed of twenty five of their heaviest iron clads, which are kept so constantly in motion that all manoeuvres are like clockwork. In this way a thorough knowledge of the art of war is gained by officers and men throughout the service, and ships can join any squadron and at once take their place in line and perform the duty required of them. The same may be

aid of French and Russians. And what kind of ships do we give our officers and men to fight with? A style of vessels that have been ruled out of the line of battle by every other naval power, and which would not withstand the shock of battle on the ocean for fifteen minutes.

What chance would our old wooden frigates that cannot steam more than six knots an hour stand against the heavy iron clads of European navies? Suppose a line of battle formed of ships like ours, and an enemy of half their number, heavy iron clads and powerful rams, with a speed of twelve knots, were to come down upon them, breaking the line to pieces and crushing every vessel with which they came in contact, what chance would there be of success for the old wooden vessels; and what is the use of sending such ships to sea when their officers know that defeat is certain in case they have to encounter the new style of vessel?

We lay great stress on our "ironclad monitors," as they are called, which really only admonish us of our weakness. Those vessels were built solely for harbor defence and smooth water, and they rely on their light draughts, which enables them to run into shoal water and avoid the crushing power of a ram, such as all foreign ships carry, but in a sea way they are almost helpless. They cannot raise their turrets to train their guns, for the water would rush in and sink them; they cannot manoeuvre to avoid an enemy, for they have no speed. Their guns are good enough of their kind, but have no range; and though all the rest of the world has adopted the rifle up to the 35 ton gun, we have nothing of the kind in our Navy beyond some 100 pounders; which proved worthless during the late war, doing more damage to friends, by bursting, than they ever did the enemy.

We have then, it would seem, in our Navy nothing on which to depend except the officers, who are well educated in the art of war, and have shown in the past what they will do in the future, even against great odds. But is it fair to send these men to fight the battles of the nation and expect them to win when they have nothing on which to depend?

We are not accustomed to defeat; and in case of disaster during a foreign war our naval officers would be sacrificed to public opinion and the blame that would fall on them should fall on Congress, whose duty it is to see that the Navy is in a condition to meet any demands made upon it. At present our Navy will do to redress grievances against the small South American Republics, which have neither fort nor ships, or will answer to protect our missionaries among the South Pacific Islands, but in other quarters of the world its appearance is only a confession of our weakness.

Foreigners see the same old ships bearing in the United States flag that they have been looking at for the last twenty years, with no advance toward the improvements of the present day. And when foreign officers come over here to examine our monitors, they write home that they are not up to the improved type. If foreigners have imitated them in any way, they have avoided their defeats and constructed better vessels. There is no evil, however, for which there is not a remedy, and it may be asked what it is proposed to do?

Since 1790 we have expended \$1,379,450,000 and have not now in the Navy a single ship that can be called a proper fighting vessel; of war, although we have about thirty-eight that would do good service in destroy-

ing an enemy's commerce, although not fit to go into battle against vessels of the new type. During the same period Great Britain has built fifty-four heavy iron clads, besides adding to her navy a large number of superior cruising ships, and has kept in commission two hundred vessels of various classes since 1861 at an expense of \$490,000,000, exceeding our expenditures since that time by \$50,000,000, but having the most effective navy in the world to show for it.

Our system of naval administration provides for a civilian as Secretary of the Navy and eight bureaus, with line officers at the head of four of them, and a surgeon, paymaster, constructor, and engineer at the head of the other four, all acting by authority of the Secretary. Previous to the establishment of the Bureau the affairs of the Navy were managed by the Secretary and a "board of Navy Commissioners," composed of three line officers of the highest rank, with whom was associated a naval constructor of the first ability. When this board was abolished in 1842 the Navy then on hand was acknowledged to be the best of its size in the world, and its *personnel* and discipline was unequalled. From the day the board was abolished the Navy commenced to retrograde, and the harmony and unity of action which characterized the operations of the board seem not to exist in the present bureau system.

The great mistake in the reorganization of the Navy Department was in not retaining the Board of Commissioners to plan, with the bureaus to execute.

At present the bureaus may be likened to a balky team, without a professional head to guide them. One man plans and executes in his own department without responsibility to any one, and carries out his individual ideas, which may or may not be good ones. For instance, a constructor plans a ship, and an engineer plans an engine for her without regard to the opinion of the constructor.

The Chief of Ordnance may plan a battery much heavier than entered into the constructor's calculations, and there being no harmony in the different plans, the ship may be a failure.

While the Chiefs of Bureaus can exercise the most arbitrary power under the shield of the Secretary's authority, the inferior positions of Chiefs of navy yards and stations, over which they exercise control, have hitherto been filled by officers of high rank and experience, who entered the Navy long before the Chiefs of Bureaus. In granting authority to the head of the Navy Department to appoint bureau officers, the law authorized him to descend even to the list of commanders to find the person supposed best suited to the position. The object of this law was to enable the Department (in 1862) to ignore the older and more experienced officers and appoint those whom the Secretary of the Navy could easily control, and during the greater part of Secretary Welles's administration a civilian ruled the bureaus with an iron hand and committed innumerable professional blunders at a cost to the country of many millions.

How different is the British navy department, which is composed of—First, a civilian, member of Parliament, occupying somewhat the position of our Secretary of the Navy; second, an admiral; third, a captain; fourth, a rear admiral (comptroller of the navy); fifth, an earl, House of Peers; sixth, first secretary; seventh, second secretary. These are styled "the commissioners for executing the office of lord high admiral of England," etc. Under their direction is the

secretary of the admiralty, contract and purchase department, department of the comptroller of the navy, superintendent of naval stores, department of director of transports, hydrographic department, department of the accountant general, department of the medical director general, department of the director of engineering and architectural works, director of education for admiralty, royal observatory at Greenwich.

These latter offices assimilate to our Bureaus, but are subject to the supervision of the professional and mixed board which stands at the head of the list; and to this circumstance may be attributed the success of the British in maintaining a very large navy at little greater expense than we keep up a small one. Take away the board of admiralty, even with its defects, and the same difficulty would be experienced as in our case. A less efficient system would prevail, and the expenses of the British navy would be doubled. The first lord of the admiralty can appear on the floor of Parliament and make all necessary explanations regarding the navy and meet all attacks of the opposition. It was doubtless originally intended that our Secretary of the Navy should exercise similar powers, but Congress only extended that privilege to the Secretary of the Treasury, who, by the law of 1789, is authorized to appear on the floor of Congress and explain his acts or requirements.

The system of naval administration in England and France assimilates somewhat with our own, although with a better subdivision of labor. Indeed, our Navy Department was modeled on the plan of the two above mentioned, although it has now come somewhat to the condition of the play of Hamlet with the part of the Prince of Denmark omitted. Had the board of commissioners been retained under the law of 1842, to direct the Bureaus on Naval Affairs proper, we should have had as good a system as could be desired, with a little better subdivision of labor.

In all European navies professional men supervise naval affairs, notwithstanding there may be a civilian at the head of the department directing its political and financial management. Compare the results with those obtained under our system and note the difference.

We have not an efficient ship of war of the new style; we have no rifled guns that are worth anything; our enlistment system is the poorest in the world; we have not a marine engine in the Navy that can propel a ship nine knots, with the exception of that in the *Florida*, which takes up the whole interior of the vessel.

Our Medical and Commissary Departments are far too large for the size of our Navy, but up to 1870 the Bureau of Provisions and Clothing continued to serve out shoddy raiment and bad food to the sailors in defiance of the protest of the board of inspection.

The detailing officers for duty is imposed on the Chief of the Bureau of Navigation, who has already onerous duties to perform and has to bear the odium of ordering senior officers to positions not acceptable to them, which orders should emanate from a higher source. Of course the Secretary of the Navy is consulted about the appointment of higher officers, but the duty of detail should devolve on officers of higher grade, who would be familiar with the character of all those in the Navy, and from whose decision there should be no appeal, as there is at present. Yet it is not so much the fault of individuals as it is of sys-

tom. If a civilian were to be put into command of a ship of war, with over so reliable officers to assist him, she would be a very indifferent ship of war; or of a naval officer were to be put at the head of the judiciary, it must be a very poor judiciary. "Every one to his trade" is an axiom no one will dispute.

To make the Navy what it should be the board of naval commissioners should be re-established, under any name that may be thought advisable, and clothed with the duties proposed for the board of survey, a bill to establish which once passed the Senate, viz. "to advise and assist the Secretary of the Navy"—

1. To detail officers.
2. To have charge of the Naval Academy.
3. To draw up rules and regulations for ships, yards, and stations, subject to Secretary's approval.
4. To examine plans of ships, steam engines, and public works.
5. To examine and approve all contracts.
6. To make annually a full report to the Secretary of the Navy of the condition of the Service, with necessary recommendations for its support and improvement.
7. To examine and correct the allowance books from time to time.
8. To recognize the apprentice and enlistment system.
9. To visit and examine the Navy yards annually or oftener, if necessary.
10. To examine the evidence in courts-martial.
11. To make the necessary alterations in ordnance, equipments, navigation supplies, and clothing from time to time to the Secretary of the Navy such matters as come under their observation for the improvement of the Navy.

When such a board of officers is established, and not before, will we have an efficient Navy like that required by a nation of forty million people, with a constantly increasing commerce and an immense extent of coast open to the inroads of any ordinary naval power. The three senior line officers on the active list should be the members of the proposed board, of which Secretary of the Navy should be *ex officio* president, the senior officer acting as president in the absence of the head of the Department and signing all reports made to him.

There should be three associates, namely: a Naval Constructor, an Engineer, and an officer with the rank of Captain, the last named to be the secretary of the board. When this is done, the Navy will require nothing more for years in the way of naval administration.

The best feature in the organization of our Navy is the Naval Academy, which theoretically possesses all the requisites for turning out accomplished officers. It has, however, important defects, which would be remedied when the proper naval organization was established. Here the young cadet is taught everything relating to his profession, and is imbued with proper ideas of discipline and the respect due his superiors. When he graduates from the Academy, he is presumed to have the ground work of a naval education, only waiting for an opportunity to put in practice the theories he has learned. But what is the poor youngster's disappointment when he comes in contact with the real Service. He finds himself on board a ship which he has been taught to believe unfit for fighting purposes and which his reason tells him is the case. He finds the crew, whom he had expected to see perfect specimens of American tars, a heterogeneous mob of men of different

countries, the native element not being sufficient to indicate the nationality of the ship. The wholesome laws established by Congress to maintain discipline he finds so curtailed by the departmental authority that offences are often committed with impunity. Perhaps his Captain is an inefficient officer, who has for years indulged in drinking to excess, and who has been passed to his present position by an examining board unable to find anything "on record" against a person notorious throughout the Navy as having disgraced it for years. Our youngster finds the discipline bad, the officers with no heart in their duties, the guns not suited to cope with the improved ordnance of foreign navies, the crew, without distinctive uniform, clothed in shoddy. Executive and other officers have been ordered to the ship without regard to their efficiency, and the only things to distinguish the vessel as an American man of war are the officers and the flag at the peak.

This is hardly an overdrawn picture of some of our ships of war when first fitted or sea; for it is on board of such vessels that young officers, the future commanders of our ships and fleets, receive the first impressions of active service. Their after experience is little better. There is no system of instruction for young officers to compel them to put in practice what they have learned at the Academy, and what they acquire in after life must be due to their native energy and love of knowledge. It is not uncommon when midshipmen are ordered to their final examination on their return from a cruise that two out of seven fail from ignorance of the practical part of their profession. So the thing is carried on from grade to grade until that of rear admiral is reached, and the occupant is often incapable of performing his duties.

All this is for the want of a naval head to look after matters. A civilian Secretary of the Navy, no matter how clever, cannot be expected to understand in four years the details of a Service which it costs an officer a life time to master. The Secretary of the Navy, being the member of a party and of a political turn of mind, naturally directs his chief attention to the political status of the Navy to the neglect of some matters with which he is little or not at all familiar, and the Navy Department being considered an inferior office in the Cabinet, is regarded as a stepping stone for something better. But few of the men who have held the position of Secretary of the Navy have comprehended the wants of the Service even after an experience of eight years, the longest period any one has held the office. They have all committed great mistakes on first assuming office for want of a competent advisory board to assist them in the performance of their delicate duties.

Some Secretaries have endeavored to form an advisory board by assembling the Chiefs of Bureaus together and listening to their opinions. But these gentlemen are naturally in favor of anything emanating from their own Departments.

Here, then, you have a complete account of the Navy, with its defects, requirements, and a plan for its reorganization; and he who can introduce and perfect a system that will make the discordant elements now ruling the Navy work in harmony will reap a well deserved reputation, and will have performed a distinguished service for his country. Before closing I will add a few remarks in relation to the yearly appropriations made for the Navy to show that they are amply sufficient if judiciously applied.

Mr. Chairman, the great leak in the

administration of the Navy yards of the country arises from a vicious system that has grown up, not confined, I am sorry to say, to the republican party alone, but which was practiced in the days of democratic rule—a system of turning the Navy yards into political machines about the time of elections. Now, the fact of the matter is that one or two months before the election the Navy yards are crowded, not with mechanics, but with all kinds of broken down politicians, who go there to draw pay their per diem until the day of the election, when they are expected faithfully to vote the party ticket.

The evil existed under democratic as well as republican administration; and this evil, Mr. Chairman, never will be remedied until this Congress shall pass a law limiting the number of employees in the Navy yards. Whatever party may be in power will use these Navy yards as political engines; but whenever Congress will pass a law of that kind, we shall have a regular set of skilled mechanics in the Navy yards of this country from one end of the year to the other. If the peace establishment could be once ordered by Congress the number of laborers allowed to the Navy yards should be as follows:

	Mechanics.
New York or Brooklyn.....	1,000
Boston.....	800
Philadelphia.....	800
Norfolk.....	800
Washington.....	600
Portsmouth, New Hampshire.....	600
Pensacola.....	300
Making, all told.....	4,900

These at an average of three dollars a day per man would amount to \$4,542,300 per annum. This, including the amount called for to support the civil establishments of the Navy yards, would be \$1,830,300; add \$1,000,000 for material in Construction and Engineer Department, and we have \$5,800,300 for labor and timber. Ordnance and torpedo corps should be cut down to \$500,000 yearly for gradual increase and improvement in artillery; coal, hemp, and equipments to \$1,100,000; hydrographic work to \$110,000. We should buy our charts. Provisions and clothing should be cut down to \$1,438,000 for the clothing is returned to the Government as the sailors pay for it; contingent expenses of various bureaus, etc., should be reduced to \$1,000,000, and the various expenditures mentioned in the appropriation. Each bureau should be put down for everything required, and have no such general contingent. Printing and binding should be cut down to \$50,000. There is great waste in these items. Then the appropriations for the Navy would stand thus:

Pay of officers and seamen.....	\$6,400,000
Pay of civil establishments, Navy yards.....	338,000
Ordnance and torpedo corps.....	500,000
Coal, hemp, and Equipments....	1,100,000
Navigation supplies.....	131,000
Hydrographic work.....	110,000
Naval Observatory, Nautical Almanac, etc.....	64,000
Repairs and preservation of vessels.....	3,000,000
Steam machinery tools, etc.....	2,000,000
Timber, etc.....	1,000,000
Provisions.....	1,400,000
Repairs of hospitals, etc.....	40,000
Surgeons' necessaries.....	40,000
Contingent expenses of various departments.....	1,000,000

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The Volunteer Review,
AND
MILITARY AND NAVAL GAZETTE

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

OTTAWA, TUESDAY, FEBRUARY 2, 1875.

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

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In the eighth volume of the VOLUNTEER REVIEW will be found the republication of a paper read by Captain J. C. R. COLOMB, R.M.A., before the Royal Colonial Institute on "Colonial Defence," its valuable character induced us to place before our readers in full; because it is the only attempt that has yet been made to treat the strategy of offence and defence which the *insular* position of the British Islands demands, in a true and comprehensive spirit. Sir CHARLES PASLEY's great work, written in 1803, was the first real attempt to grasp this subject in an intelligent manner. But there was no British Empire properly so-called then—it was the Islands of Great Britain with its Colonial dependencies and foreign conquests which he proposed to defend by foreign alliances; and it was by such means—at a fearful outlay of money and tremendous waste of the national resources—that this object was successfully achieved. Since that period the Colonial dependencies have attained the dimensions of Great States, and except it may be necessary for conven-

ience, a show of force—and because the ends to be attained are similar—Great Britain need not subsidize or care much about the alliance of any foreign power, either to maintain her own rights or to enforce respect for the rights of others in the interests of peace and humanity. Twice within a century she has alone and single handed faced successfully the whole civilized world in arms, and by her *Naval Strategy* brought each contest to a glorious as well as profitable conclusion, despite the dense imbecility and gross ignorance of her Statesmen and diplomatists; and now when at her nod armies and fleets would arise in every quarter of the Globe, manned and commanded by her own sons or their descendants, her politicians and strategists are striving with might and main to confine her force to the defences of the bathing machines at Brighton, or the buoys and light ships on the Mersey. The forefathers of the Manchester School of politicians were wiser in their day and generation—thoroughly understanding the value of the principle of carrying the war into Africa.

If Captain COLOMB has not solved the problem of the defence of the Empire, he has at least eliminated the main axioms on which it depends; and the development of the details may be safely left to those who understand the subject sufficiently to work out its legitimate conclusions. In the opening paragraph of his valuable paper he says:—

"When we get frightened on the subject of what is falsely termed "Our National Safety," but one idea is prevalent in the minds of nine people out of ten, to the exclusion of all other considerations; it is this—guarding the soil of the British Islands against invasion."

"In the time of profound peace we like to talk of "our vast Colonial Empire, our extended commerce and interests in every part of the Globe." It sounds big and grand, and perhaps some vain, imagine that big swelling words must frighten away aggression, but when danger real or supposed threatens, and the nation is alarmed, we habitually forget that "England with her Colonies is still a giant amongst nations and that without them she would be a dwarf"—and exhibit practically our disbelief in the "Giant" by seeking refuge in the "arms of the dwarf." After describing the panic which occurred in England in 1859 he says: "We imagined that France threatened our safety, nay our existence. We took fright at her successful armies and her powerful fleets, capable of transporting those armies; we steadfastly shut our eyes to the fact that the possibility of the invasion of England involves as a natural consequence the possibility of investment; the cutting of the Imperial lines of communication and attacks upon "our vast Colonial Empire; our extended commerce and interests in every quarter of the globe." We in short forgot

everything except a personal safety, and instead of taking measures for defending the Empire; we were satisfied with talking measures for defending the hedge rows of England.

"Again we owe change in our military system to the last panic. We are told by the Government of the day that England (the dwarf) is now better prepared to resist an attempted invasion than during any period of her history. How has this result been attained? By rendering her colonies and possessions (which swell the dwarf into the giant) less capable of resisting attack. *The military policy has been to disarm the giant in order to arm the dwarf.*"

The imbecile policy which this state of affairs resulted from is further illustrated by Mr. GLADSTONE's famous article in the *Edinburgh Review*, 1870, entitled, "Germany, France, and England."

"If the heart and citadel of the Empire is alone protected, will it "surprise us to hear "that when the Empire is attacked our enemy prefers cutting our unprotected communications and appropriating our undefended colonies and possessions to a direct assault upon a "small island bristling with bayonets?"

"In the celebrated article in the *Edinburgh Review* it is written: Steam applied to navigation has done at least as much for a defending as for an invading power; even stores of coals needed for marine locomotion are principally ours; and while by the aid of this powerful agent the ships of both nations may screw the coasts with favorable weather, at from twelve to fifteen or sixteen miles an hour, the railways which gird the land, to say nothing of the telegraph, may in all weathers carry armies which are to guard it and their material from point to point at twenty, thirty, or forty."

"Now these are the utterances of a master mind; but it is passing strange that it never seems to have occurred to the writer that we cannot limit the field of operations of an opposing fleet. If our enemy's fleets can screw the coasts of "Happy England" at from twelve to fifteen or sixteen miles an hour; they can screw the coasts of "Unhappy Colonies and Possession" at the same rate, where their operations will not be hampered by the presence of any army at all. Even the stores of coal needed for marine locomotion, "though principally ours," are conveniently situated at commanding points along the Imperial roads; and by being for the most part totally neglected and undefended, afford a guarantee that the enemy's fleets shall not be inconvenienced by want of fuel in a raid upon our vast Colonial Empire, our extended commerce, and interests in any part of the Globe."

Major General COLLINSON's Strategic Harbors, strongly fortified coal depots, and secure arsenals in the British Isles, would not remedy this state of affairs. As Captain

COLONB says in reference to the Great Duke of WELLINGTON'S letter in 1847 :

"We were then as oblivious to the truth that the capture of the citadel involved the downfall of the Empire, as we are now blind to the fact that the security of that citadel is no guarantee for the safety of twenty-nine thirtieths of British territory, or for the protection of the lives of four-fifths of Her Majesty's subjects."

At the period referred to—the whole efforts of Great Britain were directed to the defence of her foreign possessions—the Imperial base—the British Islands were practically defenceless. It was the period of transition when steam had begun to be applied to vessels of war, and this had changed the whole bearings of the question, because while the sailing vessels armed with 64-pounder guns was the only efficient weapon of naval warfare—the British fleet, owing to its numbers, the skill and hardihood of its seamen, could keep all foes at a distance; but when a single ironclad vessel propelled by steam and exceptionally strong; will give the preponderance of force to the fleet to which she belongs, it is quite evident that the value of preponderating numbers will not prevent invasion, and is not a guarantee that attempts would not be made to assault an unarmored citadel—always provided the lines of communication and defence can be turned or forced—hence the only necessity which exists for providing other defences than those natural barriers, which, when guarded or manned by well handled fleets have been the safe guard of Britain since she was a nation;—but the error lies in concentrating all defence on the citadel, as the the British Isles may properly be called.

SIR C. PASLEY lays down an incontrovertible axiom on which the problem of the existence of the British Empire depends, and the Statesman must work out its logical conclusions. He says :—

"The strength of an Empire composed of several islands or possessions divided from each other by the sea, will be further modified by the geographical position of its respective parts. The strength of an Empire of any kind whether insular or continental, will be greater or less with equal resources in proportion to the facility with which its several parts can afford each other material assistance when attacked, and to the difficulty which an enemy may find in supplying and supporting his invading force."

It has been fashionable (we can find no better term) to decry at home or abroad the British officer, because he did not possess that knowledge of strategy and tactics which are freely credited to his continental neighbor. But the above was written in 1803, two years after Jena, and SIR CHAS. PASLEY not only exhibits a thorough knowledge of strategy in its very highest department, but almost, a prophetic spirit; and it would be much more creditable, as well as profitable,

for the officers of the British Army to look to the traditions written and unwritten of their own service at London, than to allow their judgment to be led astray by what can be learned at Berlin.

From this able exposition of a great military truth, Captain COLONB deduces the following corollaries :—

"1st. That it is of vital importance that the safety of the Imperial communications be secured.

"2nd. That it is essential to the military strength of the Empire that forces created or existing for the defence of one portion be not so constituted as to preclude the possibility of using them in defence of another."

It is evident that the first of these corollaries involves the other and also involves the greater question of a Federation of the Empire, which is an inevitable result of the constitutional relation of its component parts. This is the work of the Statesman, and British strategists have begun at the wrong end when they take up the question of Imperial defence confined to the "hedge rows" of old England.

Captain COLONB lays down the true military and civil policy of Great Britain as follows :—

"If the Empire is to be defended at all, we must, apply on a large scale, the ordinary and common military principle applicable to the defence of all territory, large or small.

"The fundamental principle is briefly this: The success of all operations of war, whether defensive or offensive, depends upon the disposition of force in such a manner as will best secure the base of operation and ensure safety and freedom of communication. It is useless to do one without the other; for in the one case neglect of the rule must lead to a *lock out*, in the other a *lock up* of military force. Our former disposition of force risked the *lock out* of military force by rendering the capture of the base possible; our present plan endangers, nay courts, the *lock up* of military force at the base, of—by leaving our communications exposed and our outposts undefended." And we may add this is exactly what the "defence of Great Britain"—planned by such men as GLADSTONE and CARDWELL—has done. What the resultant of such a policy will be may be gathered from the following which exhibits in a comprehensive manner two strategical lines on which the military policy of the Empire must be based :—

"The United Kingdom is our Imperial base. The Imperial main lines of communication are :—

"1. To British North America across the North Atlantic.

"2. To the West Indies.

"3. To India, China, and Australasia, by the Mediterranean.

"4. To India, China, and Australasia, round the Cape.

"5. From Australasia and the Pacific round Cape Horn.

"The Imperial base can be reduced in two ways :

"1. By direct assault—invasion.

"2. By indirect means—investment."

The former could only be attempted after the defeat of the Channel fleet and would then be a dangerous as well as doubtful operation. The latter would be safer, more certain of success, and the defeat of the Home squadron would end the contest. Actual invasion as a military operation would be unnecessary—a capitulation would be the only result; because, as Major General COLLINSON puts it, Great Britain depending for her food supplies in foreign countries would be after the defeat of the Channel fleet, in this case, in the position of Paris after the failure of the last sortie. Starvation would compel surrender, as Captain COLONB says, "The statesman who could in a Magazine article speak complacently of an opposing force scouring our coasts at twelve, fifteen or sixteen miles an hour," must surely have forgotten that the heart of the Empire thus cut off from its sources of supply must cease to beat."

It is not necessary in a review of this description to follow the strategy of this gallant author further, enough has been quoted to show that while undue solicitude has been exhibited by Statesmen and military authorities to protect the "hedge rows" of England from direct assault, the main principles on which that defence and protection depends has been entirely ignored.

We shall now pass to the question of *Naval Strategy* and let our author show how it is understood by educated seamen : "Few realize that the command of the sea can only be maintained by a scientific combination of three things—strategy, purely military force, and purely naval power. The command of the sea is nothing more nor less than the command of the Imperial roads, the securing of the *first line* of Colonial defences. . . . But an ounce of fact is worth a pound of theory, and while others dwell on the political results of the exploits of the *Sumter* and *Alabama*, it is desirable not to lose sight of the lesson, in Imperial defence, the cruise of these vessels teaches. Captain SEMMES, writing on board the *Sumter* in the West Indies, remarks :—

"The enemy has done us the honor to send in pursuit of us the *Powhattan*, the *Niagara*, the *Iroquois*, the *Keystone*, and the *San Jacinto*." Not one of these vessels ever caught her, and if we read on we shall see the reason : "The Mona passage being the regular track of the U. S. commerce it was looked upon as almost a certainty that at least one cruiser would be stationed for its protection" The supposed certainty was a delusion. Months afterwards we find Capt. SEMMES exclaiming "where can all the ene-

my's cruisers be, that the important passages we have lately passed through are left unguarded?" And then he sarcastically adds: "They are off I suppose in chase of the *Alabama*." Again, he said, "The sea has its highways and byways as well as the land. If Mr. WELLS had stationed a heavier and faster ship—and he had a number of both heavier and faster ships—at the crossing of the thirtieth parallel, another at or near the equator a little to the eastward of Fernando de Noronha, and a third off Bahia, he must have driven me off or crippled me in my movements. A few ships in the other chief highways and his comrades would have been pretty well protected. But the old gentleman does not seem to have thought of stationing a ship anywhere." It is impossible that any one carefully studying the cruise of the *Sunler* and *Alabama* can avoid the conclusion that we have had to pay £3,200,000 not so much for letting the *Alabama* escape, but as compensation to the United States for damage directly resulting from the vague notion the head of their naval department had respecting the "command of the sea," and his utter incapacity as a "sea strategist." And it might be added the imbecility of the British Ministry that negotiated the Treaty of Washington evidenced by their naval and military policy as well as by that and similar strokes of Statesman ship.

Our immediate interest in all this arises from the position we occupy to Great Britain—politically and strategically—a point that has been lost sight of by the Statesmen of the Manchester School; but one which affects the interests of the Empire in no ordinary degree nevertheless, and deeply concerns ourselves.

In the event of a great European war, it will be absolutely necessary for Great Britain to set her house in order. There can be no neutrals. Our position geographically and strategically is such that we can to a very great extent compel our neighbors to look to their home concerns, and make it their direct interest to take the part of Great in the quarrel; thus keeping open a vital source of supply—food—for her people.

If this is to be done effectually British Statesmen must be up and about their business. An adjustment of the naval and military relations of the Empire must precede a Federation of its dependencies, and the defensive movements must no longer be confined to the *hedge rows* of England. With her own power consolidated and the United States an ally, Great Britain may bid defiance to the world in arms.

We have reprinted from the United States *Army and Navy Journal* of January 16th a speech made by Mr. AUBURN of Maryland, before the House of Representatives on "The Condition of the Navy," in which the

whole question of naval organization is set forth in a sensible as well as temperate manner. It deals with the disorganization of the United States Navy in a trenchant manner, and this is the true way to put before the people the danger the country courts by allowing its first and principal line of defence to sink into ruin and decay.

From the statement in this speech it would appear that the British Naval system is still the best in the world, and that it is able to secure trained seamen to man her vessels—although much grumbling as well as uneasiness is felt in England on this very subject. Mr. REED, the great naval architect, proposing as a remedy that the number of men afloat should be reduced. To this *Broad Arrow* of 19th December energetically protests, because the naval reserves are only able to provide six to eight thousand trained men at once, and from four to five thousand more at six months notice. It is true, as Mr. ANGLAN says, that in North America England has a reserve of 80,000 seamen, but she has not yet devised the means of making such a powerful source of strength available—and yet it could be easily effected. The crews of the fishing crafts, the hardiest and best men on our coast, should be organized in a similar manner to the coast guard, that is, they should be encouraged to devote some time while ashore to drill and artillery practice; for this three or four training ships should be stationed at Halifax, Gaspa, Prince Edwards, or Cape Breton, and Newfoundland. All vessels, steamers or sailing, engaged in Ocean commerce, coasting or long voyage from 500 tons upwards should have an armament proportioned to size, be manned by a sufficient crew enrolled as seamen in the Royal Navy and commanded by officers holding rank in same. Moreover, every vessel should have two apprentices for every 100 tons of measurement and four able seamen to the same, so that there could be no fear of being undermanned; and every person engaged in naval affairs should be registered under a rigid naval law which would exclude foreigners from serving except in special cases. Whatever difficulty England might feel in organizing an army she surely could find none in collecting the most powerful naval force the world has ever seen, and a goodly number of her mercantile marine are perfectly capable of taking their share in naval operations as cruisers or even supports to her ironclads in line of battle. The maintenance of an armament on board a merchant vessel is by no means a costly affair and was the general rule then 150 years ago. If our neighbors had compelled their whalers and foreign traders to carry a proper armament their commerce would not have suffered so much from the *Alabama*.

The *Volunteer News* of 23rd December, has an article on "Our Military Deficiencies and their Remedy," which we have trans-

ferred to our columns; because it is the first sensible and practical exposition we have yet seen of an escape from the dilemma in which Mr. GLADSTONE's administration has placed Great Britain—as far as her military force is concerned.

It is quite evident, and has long since been, that the "Army Reorganization Act" merely extended the area of Ministerial patronage and increased expenditure by multiplying civil offices without in any way benefitting the fighting force; on the contrary, every one of its provisions had a tendency to deter any respectable man from entering the ranks of the regular service by denying suitable remuneration, shortening the term of service, and abolishing pensions. Some of the present generation are old enough to remember the splendid class of veterans which survived the Peninsular War—men who had fought for their country and were enjoying well earned leisure in the receipt of the full pay for life which that country at a time of great commercial depression freely awarded them—how eagerly their services were sought for all the various offices of trust a country gentleman's establishment demanded, game keepers, bailiffs, gate keepers, &c., which with their pensions enabled them to live not only in comfort but for those times in comparative affluence for their class in life, and was the direct means of keeping the supply of recruits; for, if all other things failed, the agricultural laborer there was at least the army to fall back on, and no one can say that WELLINGTON's soldiers, nor indeed the British Army up to 1836, "were unfit to carry their knapsack or stand an average day's march." After that period the *Reformers*, military and civil, got hold of it, and the state of affairs shadowed forth in the *Volunteer News* is the result of their united labors. The remedy for all this, as far as the regular army is concerned, is that proposed by the Duke of CAMBRIDGE, *increased pay* and we would add life service, which has been always understood to mean *twenty one* years with the colors with full pay pension for the remainder of the soldier's existence. And as *purchase* has been abolished substitute for it the recruiting of the force by its *officers*. A militia law embracing the whole population capable of bearing arms, without distinction, divided into *first, second, and third* class men to serve in the order named. A regiment say of 1,000 men for every 100,000 of population be raised of volunteers to serve with the colors for three years; not continually, but brought together for the purpose of drill, &c. This would give for Great Britain and Ireland something like 270,000 soldiers under arms and about 60,000 men of the regular army for foreign service, the cost need not exceed very materially that of the present establishment which will never be set right till its whole *civil* establishment is abolished. The essence of a modern military

force is that there should be no *non combatants*; every one connected with the service, except the Secretary at War and his deputies, should be under the direct control of the commander-in-Chief—subject to military law and discipline.

Our contemporary has done us the honor to refer to our militia law; and he is right, it is a model of simplicity, and when the organization under it is fully developed, it will be a model of efficiency as well as economy. For less than £250,000 sterling, we are able to have a force of 43,000 men under arms of which we could at any time turn out 33,000 in a week. Our nominal reserve is about 700,000, of which at least 200,000 could be reckoned on in case of necessity; and they are not the pariahs of our streets, neither of the whole force; 75 per cent. would be agriculturists, in almost every case landed proprietors, or the sons of comfortable and prosperous farmers, thoroughly inured to the climate, able to camp without tents in three feet of snow and never at a loss for fire, shelter, repairs of bridges, as long as an axe or a tree would be within reach. The cost of the civil administration including head quarters staff, of this force would be about £500,000. Our English friends will do well to compare the cost of their department with that of their available force, and it will be found the lion's share goes to the civilians who neither earn or fight for it.

Britons have an extraordinary penchant for multiplying names as well as departments for one and the same thing. Their commissariat should be managed by the Quartermaster General and by the Quartermaster of battalions. The military stores (arms, ammunition and equipment) by an Ordnance Department connected with the artillery, as its name suggests. Artillery should belong to the Quartermaster General's Department, as also should all supplies of provision and forage. All the departments should be administered by officers capable of commanding any arm of the force, and their assistants should be soldiers—combatants—and not old women.

What are these most important departments now—nests of incompetence and confusion—administered under a system of circumlocution skillfully devised for the evasion of responsibility, and well adapted to the checkmate or retard the plans of any general who will be so unlucky as to be obliged to avail himself of their assistance. It is evident if the people of Great Britain wish to have an effective army they must sweep away the present shams and face the problem in an intelligent and practical manner, by recognizing the duty of the whole population of military age and capacity to bear arms in the general defence. Once the principle is recognized there will be no need to talk of a conscription.

REVIEWS.

Science of Health for February is an excellent number of a magazine which it would pay every person to read for the practical information it contains. It opens with a spicy sketch of "What I know about Doctoring;" contains also, Hygiene in Schools; Catarrh. Popular Physiology, illustrated; Diphtheria, Cause and Cure, &c.

The *Aldine* for February, 1875 (No. 14 of the current series, as the publishers seem to prefer calling it), leaves the reader a little in doubt whether the impression created by the previous number—that it was a trifle better, especially in variety, than could be kept up as an average—was indeed well founded. For the February number is quite the equal of the January in variety, and it has one or two features of even rare excellence. Artistically, there are few better drawings, and scarcely ever any better wood engravings, than "Keeping the Peace," a dog-picture by Peter Moran, quite worthy of Landseer in his best days, with which the number opens. The late John A. Hous supplied, just before his death, the three exquisite "Views of the Conemaugh," which follow; and not even he ever did any better work than some of the rock, tree and water elaborations of these fine pictures.

"Two pleasant Occupations," and "The Fortunate Moment," are companion pieces, after Rudaux, pleasantly telling the conclusion of that rural love story, of which the *Aldine* has before given more than one charming glimpse by the same artist. "Hunting the Stag" is a noble full page picture, well conveying that grand sport in the costumes and manner of the olden time; and a singularly well drawn little picture, without name, but showing two girls rolling about on the summer grass,—and three views of oddly beautiful Peterborough Cathedral, one of the 'handsomest in England,—make up the art contents of the number, really perfect enough, well to warrant the secondary name: the "Art Journal of America."

The literature of the number, meanwhile, quite keeps pace with the pictures, in excellence and variety. The leading paper, in many regards, is what promises to be the first of a series, called "Secret Facts in History," by Walter Pleydell Earle, of London—the opening paper, after an introduction, dealing somewhat startlingly with the question: "Who was the Real Lady Macbeth?" Such a series of papers, if pursued with the same care and force, may make a more attractive feature in the *Aldine* than even the publishers know. The editor once more airs his conservatism in leader: "Letting Things Alone: a lost Art of the Present," over which there will probably be nearly as many conflicting views as readers, while the subject is certainly worthy of the thought thus excited. "Mignon's Baby," a short sketch by Mrs. M. F. Butts, is singularly pure and sweet, even for the theme; and "The Painter's Mantle," by Alice D. Wille; "Vestiges of Summer," by Jenny Burr; "About Weeds," by W. W. Baily; "Charles Sumner's Art Legacy," by Edl Marble; a very quaint and enjoyable constitution of the serial story "Lost Lillian Bracy"; and papers on Music, Art, and Literature, make up a full justification of our charge of "infinite variety." Of rhymes, there is equal variety, in a poem somewhat long and full of odd interest, "My Early Bird," by Henry Morford; "Questioning the New Year" (something that many persons are doing, just now), by Mary D. Brine; "Songs in Sleep," by Wm. C. Richards; "The New and the Old," by Etta Rogers; and "A Midwinter Serenade," by D. L. Paine. The opinion is worth repeating, that the *Aldine* in this new issue well keeps up the standard of January; and no higher praise is needed. The ALDINE COMPANY, publishers, No 53 Maiden Lane, New York City.

(Continued from page 53.)

Naval Academy.....	193,458
Marine Corps.....	1,177,311
Printing and binding.....	50,000
Naval Asylum, Philadelphia.....	51,650

Total.....\$18,598,419

The difference between this sum and the amount called for in 1873 is \$1,558,328, which could be applied to gradual increase of the Navy for iron clads, and in ten years would build us seven large vessels of this class, capable of carrying the heaviest guns.

In all these calculations, I have made large allowances for pay of mechanics, and have provided for twice as many as would be employed in private yards to do the same work. The great leakage, in fact, is our Navy yards, where no man does more than two thirds of a day's work, and in times of political excitement men are crammed into the yard simply for the purpose of carrying an election! This custom will continue until the master workmen are borne on the Navy Register as warrant officers, hold their appointments during good behavior, and are subject to court martial.

If Congress would appropriate besides this, \$2,000,000 annually for some years, for the gradual increase of the Navy, and specify that it is for the construction of iron clad vessels of not less than three thousand tons, we would in a few years have as good a Navy as could (for ordinary purposes) be desired. We can never compete with France and England in iron clad ships, and must depend upon perfecting the torpedo for means to keep the navies of those powers out of our harbors.

In all my remarks I desire to reflect upon no person, and only find fault with a system under which the Navy can never prosper, no matter how clever may be those who administer its affairs. In this opinion I am upheld by every officer of the Navy, excepting perhaps the few who occupy the positions referred to, and it would be hardly natural to expect them to acknowledge the present system wrong, fearing to reflect upon themselves, although in reality they are not to blame, as they doubtless make the most of their positions.

MANITOBA RIFLE ASSOCIATION.—The annual meeting of the Manitoba Rifle Association, was held in the City Hall on Tuesday evening. Hon. W. N. Kennedy moved to the chair, and Lieut. Geo. Young was appointed secretary. The following officers were elected for the ensuing year: President, Mr. Spencer; First Vice President, Hon. A. G. B. Bunnatyne; Second Vice President, Major Tascheréau. The following are the names of the council for the year: Lieut. Col. J. Kennedy, Ald. McMicken, W. G. Guin, Hon. M. A. Girard; S. L. Taylor, John Nesbit, Gilbert McMicken, Esq., and David McIntosh. Lieut. George Young was elected Secretary and Treasurer, and Messrs. A. Strang and John Emalie, Auditors.—*Winnipeg Standard*.

The Goots of Turkey and Montenegro have dismissed the forces which they had collected on the border of their respective countries in anticipation of hostilities.

Rev. Dr. Patrick Leahy, Roman Catholic Archbishop of Cashel, is dead.

Count Henri Von Arnim has arrived at Nice.

SONG.

OLD WATERLOO SAM.

Oh! I was born in Somersetshire,
And now I am going to sing,
Although it seems but yesterday—
For time is on the wing—
When I listed for a trooper,
And then I fought the foe
At Waterloo, with Wellington
Some sixty years ago.

Chorus.

For I am one of the olden time,
And perhaps a bit too gay,
I'm Waterloo Sam, the old soldier man,
Hurray, hurray, hurray.

I remember well the slashing fight
We had on that bloody field,
When we cut right through the Frenchmen's
ranks

And quickly made them yield;
Oh! those were glorious days, my lads,
For you surely all must know
Of the British charge at Waterloo
Some sixty years ago.

For I am one of the olden time, &c.

I bears the name of Samuel,
But some they calls me Sam,
And through this world I rove along
As happy as I can;
The world they say, has been improved,
But I should like to know
If folks are any better now
Than sixty years ago.

For I am one of the olden time, &c.

When I was young, then boys were boys,
And went to bed at ten—
But now when boys are twelve years old
They really think they're men—
You'll hear them call for beer and rum,
And smoke cigars—helgho!
What would our parents thought of that
Some sixty years ago.

But I am one of the olden time, &c.

At midnight too, one hears young men
With hasty voices sing—
That Champagne Charley is their name
When they know it's no such thing;
They go to bed when the cock crows,
At least they tell us so—
Who ever heard of such a game
Some sixty years ago.

For I am one of the olden time, &c.

The women too of the present time—
They cannot draw a line—
But wears our hats and jackets,
And looks quite masculine;
They buy false hair, for it's the style,
And calls it their own, you know,
Who ever heard of such a thing
Some sixty years ago?

But I am one of the olden time, &c.

I draws my pension right and clear,
But should a war betide,
I'd show you all my gallant boys,
How an old dragoon can ride—
For our good Queen, I'd draw my sword,
Once more I'd face the foe—
Same as we did at Waterloo
Some sixty years ago.

For I am one of the olden time, &c.

R. L.

An ironclad frigate, the *Kaiser*, built at Poplar by Messrs. Samuda Brothers for the German Navy, is to be taken from the Thames to Chatham Dockyard in order to be placed in one of the large docks at the dockyard extension that certain work may be executed, Messrs. Samuda being now engaged in fitting out the ship. The Lords of the Admiralty have given permission for one of the Chatham docks to be used for the work, as the dock accommodation on the Thames is at present in use. The work to the *Kaiser* will be executed by a body of workmen who will be sent to Chatham by Messrs. Samuda.

The Duke of Cambridge at the Merchant Taylor's Hall.

In responding to the toast of "The Army, Navy, and Reserve Forces," given at the banquet of the Merchant Taylor's Company, on Thursday evening, the Duke of Cambridge said in a great commercial city like London it might appear that there was not that close connection between his professions, including those of the members of that great livery company, which, in his opinion, existed, and for the simple reason that they were the great merchant princes of this country, which had been made great and powerful by their ability and talent. He thought, however, they would admit that they could hardly have been secure in their position unless they had the two Services to rely upon to give them the moral support without which no nation could possibly be great. Talking of that, there was a sort of impression now that moral power needed no physical power to back it; but upon that score he begged to differ. They had no power at all unless they had physical power. He was perfectly aware that there was no desire to go to war, but, on the other hand, there was no desire amongst the people to become a small or an impotent Power. Unless they had a good army and a good navy to back up their commercial enterprise it would be utterly impossible for a country to maintain that proud position which it aspired to. There was the very closest intimacy between the commercial element of this country and the great Services, for one of which he was speaking. When they looked round to what was going on in the other great countries of Europe they saw that the principal point of attention was that of armament; every country was increasing its armaments and the number of men it could put into the field. In the newspapers every morning they invariably saw allusions to budgets for great establishments in one country or the other; and the question was what it was coming to. They could either have a cheap army and a cheap navy, or expensive ones. If they had a cheap army, then there must be conscription. If they wished not to have conscription they must not mind putting their hands into their pockets. It was no use blinking those questions which were constantly being talked of, and concerning which articles were being constantly written. It was a question of pounds, shillings, and pence. He asked them to take his advice. They had plenty of money—let them have a good army. It was the cheapest in the long run and more acceptable to the nation. Let them imagine all their sons being obliged to attend as conscripts; it was so in France, Germany, and Russia. They were very lucky in having no conscription. The more they gave for the Service the more he should be delighted. But that was not the thing. In other countries the law compelled everybody to serve; then they had a cheap army, but if they wished not to do that—and he advised them to take the other course—and did not mind paying what was necessary, they would get a good army. The more prosperous they were the more they would have to pay. The better trade was, the more employment there was, the more difficult it was to get men. It would be to reason that a man who could get his guinea a week would not come into the army for 7s. a week for the pleasure of putting on a red coat. There was no real Englishmen who did not wish to see the two Services efficient. He was perfectly persuaded that we had the elements of a very excel-

lent and powerful army if we choose to pay for it; he hoped that on every occasion the subject would be looked fairly in the face, and that we should get both establishments efficient.

A New Range Finder.

The importance of finding the range quickly and accurately is known to every officer. Captain F. Weldon, of the 1st Cavalry, Hyderabad Contingent, has just perfected a very ingenious apparatus which gives the means of ascertaining, without possibility of error, the exact range of any object. The instrument is simplicity itself in all its arrangements, but the best way to give an idea of its mode of action is perhaps to describe the principle on which the inventor proceeds. Suppose twenty posts placed at intervals of one hundred yards each in a straight line. If the spectator places himself close behind the first he will see that alone. If he moves slightly to either side—say to the left—post No. 2 will come into view; let him make a mark on a bar of wood or brass at right angles to the line of posts, showing exactly when that second post came into view, and then step on till No. 3 becomes visible putting a second mark; then he can continue the process until he has a mark on the bar denoting exactly where every successive hundred yards of distance in a straight line at right angles to the bar will come into sight. Of course to guide the eye a guide-rod moving on the bar will be of use; a pin at one end of it—that next the object to be viewed—and a tiny hole at the other will make the guiding-rod complete; it can be fastened to the bar by a lever, which will allow it to move freely in the necessary directions. Once the bar is marked, it will serve to denote the distance of any object anywhere. A base line of fifty yards will give the range up to 1505 yards; one of 100 would give the distance up to 4000 yards. Nothing could well be simpler than this apparatus, and for finding the distances in an enemy's country, or still more for giving the exact distance of ships approaching the fortress, it would be invaluable. Captain Weldon has, we understand, patented his invention in England and on the continent; and is about to bring it to the notice of the military authorities in India. There is nothing that cannot stand rough usage in the instruments, and one can be made of teak for fourteen annas!

The English torpedo vessel *Vesuvius*, as an experimental vessel to test the Whitehead or fish torpedo, was lately taken out of Portsmouth Harbor for a trial of her speed over the measured mile in Stokes bay. The *Vesuvius* is a short and dumpy iron vessel of only 241 tons, and, with a draught of water of 7 feet forward and 8 feet 6½ inches aft, carried her sides with but very little to be seen of them above the water. Her torpedo tube, which is her submarine gun, is fitted in the stem, and is about 4 feet under water. Her engines are from the manufactory of Maudslay, Sons and Field, are on the inclined direct acting principle, the four cylinders having each a diameter of 22 ins. with 15 inches length of stroke. They drive two screws of the Griffith pattern of three blades each, with a diameter of 6 feet 6 inches and a pitch of 8 feet. Six runs were made over the measured mile in the bay, when the remaining portion of the trial had to be postponed owing to the heating and breaking of a piston rod gland. The runs made gave the *Vesuvius* the subjoined speeds in knots per hour:—9,231 8,654, 9,574, 8,531, 9,863, 8,372—mean speed, 9,098 knots.

La Tour D' Auvergne.

"THE BRAVEST OF THE BRAVE"

Until the year 1814 there was a touching and beautiful custom to be witnessed in a certain regiment of French Grenadiers, and which was meant to commemorate the heroism of a departed comrade. When the companies assembled for parade, and the rolls were called, there was one name to which its owner could not answer. It was that of La Tour d'Auvergne. When it was called, the oldest sergeant stepped a pace forward, and raising his hand to his cap, said proudly, "Died on the field of honour." For fourteen years this custom was continued, and only ceased when the restored Bourbons, to please their foreign masters, forbade everything that was calculated to preserve the spirits of the soldiers of France.

La Tour d'Auvergne was not unworthy in life the honour thus paid him after his death. He was educated for the army, entered in 1758 served under the Duke de Crillon at the siege of Port Mahon. He served always with distinction, but constantly refused promotion, saying that he was only fit for the command of a company of grenadiers; but finally, the various grenadier companies being united, he found himself in command of a body of 8000 men, while retaining only the rank of captain. But it is of one particular exploit of his that I wish to write, more than of his career in general.

When he was over forty years he went on a visit to a friend not far from a section of country that was soon to become the scene of a bloody campaign. While there he was busy acquainting himself with the features of the country, thinking it not unlikely that this knowledge might be of use to him some day; and while there the brave grenadier was astonished to learn that the war had been rapidly shifted to this quarter, and that a regiment of Austrians were pushing on to occupy a narrow pass about ten miles from where he was staying, and in possession of which would give them an opportunity to prevent an important movement of the French which was then on foot. They hoped to surprise this post, and were moving so rapidly upon it that they were not more than two hours distant from the place where he was staying, and which they would have to pass in their march.

It matters not how he heard the news. It is sufficient to say that he determined at once to act upon it. He had no idea of being captured by the enemy in their advance, and he at once set off for the pass. He knew that the pass was defended by a stout tower and a garrison of thirty men, and he hoped to be able to warn the men of their danger. He hastened on, and, arriving there, found the tower in perfect condition. It had just been vacated by the garrison, who heard of the approach of the Austrians, and had been seized by panic thereat, and had fled, leaving even their arms, consisting of thirty excellent muskets.

La Tour d'Auvergne gnashed his teeth with rage as he discovered this. Searching in the building, he found several boxes of ammunition which the cowards had not destroyed. For a moment he was in despair, and then with a grim smile, he began to fasten the main door, and pile against it such articles as he could find. When he had done this he loaded all the guns he

could and, and placed them together with a good supply of ammunition near the loopholes that commanded the road by which the enemy must advance. Then he ate heartily of the provisions he had brought with him, and sat down to await. He had absolutely formed the heroic resolution to defend the tower alone against the enemy.

There were some things in his favour in such an undertaking. The pass was steep and narrow, and the enemy's troops could enter it only in double files, and in doing this would be fully exposed to the fire from the tower. The original garrison of thirty men could easily have held it against a division, and now one man was about to attempt to hold it against a regiment.

It was dark when La Tour d'Auvergne reached the tower, and he had to wait some time for the enemy. They were longer in coming than he expected, and for a while he was tempted to believe that they had abandoned the expedition. About midnight, however, his practised ear caught the distant tramp of feet. Every moment the sound came nearer, and at last he heard them entering the defile. Immediately he discharged a couple of muskets into the darkness to let them know that he knew of their presence and intentions, and he heard the quick short commands of the officers, and, from the sounds, he supposed the troops were retiring from the pass. Until the morning he was undisturbed. The Austrian commander, feeling sure that the garrison had been informed of his movements, and was prepared to receive him saw he could not surprise the post, as he had hoped to do, and deemed it prudent to wait until daylight before making the attack.

At sunrise he summoned the garrison to surrender. A grenadier answered the summons.

"Say to your commander," he said in reply to the messenger, "that the garrison will defend this post to the last extremity."

The officer who had bore the flag of truce retired, and in about ten minutes, a piece of artillery was brought into the pass, and opened on the tower. But to effect this the piece had to be placed directly in front of the tower, and in easy musket range of it. They had scarcely gotten the gun in position, when a rapid fire was opened on it from the tower, and continued with such marked effect that the piece was withdrawn, after the second discharge, with a loss of five men.

This was a bad beginning, so, half an hour after the gun was withdrawn, the Austrian colonel ordered an assault. As the troops entered the defile they were received with a rapid and accurate fire, so that when they had passed over half the distance they had to traverse, they had lost fifteen men. Disheartened by this, they returned to the mouth of the defile.

Three more assaults were repulsed in this manner, and the enemy by sunset had lost forty five men, of whom ten were killed.

The firing from the tower had been rapid and accurate, but the Austrian commander had noticed this peculiarity about it—every shot seemed to come from the same place. For a while this perplexed him; but at last there were a number of loopholes close together in the tower, so constructed as to command the ravine perfectly.

At sunset the last assault was made and repulsed, and at dark the Austrian commander sent a second summons to the garrison. This time the answer was favorable. The garrison offered to surrender at sunrise the next morning if allowed to march out

with their arms, and return to the army unmolested. After some hesitation, the terms were accepted.

Meanwhile La Tour d'Auvergne had passed an anxious day in the tower. He had opened the fight with an armament of thirty loaded muskets, but had not been able to discharge them all. He had fired with surprising accuracy; for it was well known in the army that he never threw away a shot. He had determined to stand to his post, until he had accomplished his end, which was to hold the place twenty four hours, in order to give the French army time to complete its manoeuvre. After that he knew the pass would be of no consequence to the enemy. When the demand for a surrender came to him after the last assault he consented to it upon the conditions I have named.

The next day, at sunrise, the Austrian troops lined the pass in two files, extending from the mouth to the tower, leaving a place between them for the garrison to pass out.

The heavy door of the tower opened slowly and in a few minutes a bronzed and scarred grenadier, literally loaded down with muskets, came out and passed down the lines of troops. He walked with difficulty under his heavy load, but there was a proud and satisfied look on his face.

To the surprise of the Austrians no one followed him from the tower. In astonishment, the Austrian colonel rode up to him and asked in French why the garrison did not come.

"I am the garrison, colonel," said the soldier, proudly.

"What!" exclaimed the colonel, "do you mean to tell me that you alone have held that tower against me?"

"I have had that honor, colonel!" was the reply.

"What possessed you to make such an attempt, grenadier?"

"The honor of France was at stake."

The colonel gazed at him for a moment with undisguised admiration. Then raising his cap, he said, warmly—

"Grenadier, I salute you. You have proved yourself to day the bravest of the brave."

The officer caused all the arms which La Tour d'Auvergne could not carry to be collected, and sent them all with the grenadier into the French lines, together with a note relating the whole affair. When the knowledge of it came to the ears of Napoleon, he offered to promote La Tour d'Auvergne; but the latter declined to accept the promotion, saying that he preferred to remain where he was.

The brave soldier met his death in an action at Querhausen, in Bavaria, in June, 1806, and the simple but expressive scene at roll call in his regiment was commenced and continued by the express command of the Emperor himself.

THE NEWS FROM INDIA.—The recent news from India has fluttered the India Office. The recent article in the London *Times*, calling attention to the sort of mysterious movement which seem to be going on among the Mahrattas, is understood to be of official origin, and intended to prepare the public mind for the probability of an outbreak. Before the great mutiny, native emissaries went through various parts of India, distributing secret cakes, and it is feared that the present circulation of symbols among the Mahrattas may be intended for a similar signal for revolt. It may perhaps prove that these apprehensions are groundless, but in any case it is well that the Government should be ready for any contingency.

Conscription.

The *Times* says that the Duke of Cambridge, in his speech at the Merchant Taylor's dinner on Thursday last week, gave utterance to one word which is new in a public address by a person of such authority. He speaks of "Conscription." No doubt if every other resource failed, and if conscription would be a practical and an effectual resource, to conscription we should have to resort. So far the duke's argument is unquestionable; but the *Times* demurs to the particular grounds on which he contrasts the two systems open to us. "If we want a cheap army," he says, "we must have recourse to a conscription. If we refuse to adopt the conscription, we must not mind putting our hands into our pockets." But whatever the merits of a system of conscription, cheapness, in the true sense, is not of them. In Germany every able-bodied man in the country pays one enormous additional tax, which finds no place on the formal balance-sheet of the nation. At the very least, he gives up one whole year of his active life; in the vast majority of cases he gives up two or three. Would it not be cheaper, over and over again, for such a man to pay heavy taxes on his tobacco and coffee all his life than thus to sacrifice three precious years of work at the very outset of his career? Conscription in any country and in any form is the most cruel of all taxes, because it is a forcible interference with the natural course of existence. If it can be avoided, any system is cheap which avoids it. The truth is it has been only rendered possible on the continent by two conditions, the one of which nullifies, even in appearance, its apparent cheapness, and the other of which is unattainable in England, and may ultimately fail abroad. The first is the system which used to prevail in France of permitting the obligation to be commuted for such a sum of money as would provide a substitute. The other condition is that which has hitherto prevailed in Prussia, where the army is never required to undertake long service in distant countries. Of course, no one in his senses could propose that a force levied, by conscription should be held liable for service, as our army always must be, in India and the colonies. Voluntary enlistment, or volunteering from a purely defensive army, would always be unavoidable for this purpose. As this constitutes at least half the work for which English soldiers are required, it seems absurd, on the face of it, to attempt to establish the army on another footing.

The *Post* thinks it sufficiently significant that the Commander-in-chief felt impelled to even mention the word "conscription" in a public speech. It is true that he merely represented that by conscription we might have a cheaper army, and that he recommended the voluntary system to be adhered to. But it is not to be expected of one in the position of the Duke of Cambridge that he should initiate a policy. He is, as the head of the army, responsible for its regulation and discipline; and he has always shown his anxiety, not only to act according to the wishes of the country and the spirit of the Constitution, but to confine his action within the strict limits of his functions. What he might desire and think best is one thing; what he can with propriety recommend is quite another thing. He has not, for instance, suggested that the land forces should be largely augmented; but can we suppose for a moment that he does not recognize the contingency of England being entangled in a great con-

tinental war, and that he would not deem it much more safe and prudent under such circumstances to have the disposal of forces somewhat in proportion to those to be encountered? But if the Duke of Cambridge, in view of keeping up the army at its present numerical strength, was induced to suggest conscription as an alternative to increased outlay, what would he say if he were called upon to keep up an army of four or five hundred thousand men? He would be obliged to say that conscription was not an alternative, but a necessity. The really significant thing is that even in regard to the maintenance of the present strength of the army, the Duke of Cambridge should have named the word conscription. That fact seems to us to mark the arrival at quite a fresh stage of the great and ever-changing question of the military system of the country. People may hug the belief that we can continue to go on, in respect to our army, as we have; but the altered condition and the necessity of altered measures must be soon considered in spite of all self-deception. There are dangerous illusions to be dispelled, and the Commander-in-Chief has judiciously given a turn to public thought on the matter.

A New Shell.

Various experiments have been made by the Committee on Explosives, with a view of ascertaining the practical effect of Professor Atel's proposed plan for the bursting of common shells filled with water, by means of a detonator, consisting of dry compressed gun cotton enveloping a small cap of fulminate of mercury. Some months ago the practicability of exploding 16 pounder common shells in this manner was satisfactorily established, and the result of such an arrangement was the bursting of a shell into 300 fragments, whereas only about thirty pieces were produced by the explosion of an ordinary bursting charge of gunpowder. The effect of such an explosion among troops in the field could not be otherwise than disastrous in the extreme. Lately, however, experiments have been made with 9 inch common shells, which far exceeded in effect that of any conducted with the field service common shell. On this occasion the bursting element employed was wet gun cotton in lieu of water. The projectiles being then filled with some eight or nine pounds of wet compressed gun cotton, and a "detonator," described above, having been fitted into the fuse-hole socket, they were fired by an ordinary electric fuse. The result was extraordinary, the shell bursting literally into thousands of pieces.

The order which the Admiralty has given for a fresh destruction of vessels, says the *London Broad Arrow*, is rather alarming. We do not mean that there is anything alarming in destroying ships which are useless, but such a fact accentuates Mr. Goschen's opinion that, in the course of the past fifty years, the progress of ship-building had not kept pace with the wear and tear of ships, let alone added to our strength. During the late Administration, about 150 ships were sold or destroyed, and now another large batch is to be put to the hammer. But the most ugly part of the fact is, that we must soon prepare ourselves, not only for the destruction of old wooden vessels, but of worn out iron clads. Several are now in a very questionable state, and will, no doubt, shortly be disposed of. One thing is clear, that before long we shall have to face a large increase on the ship building vote, and the sooner we recognize this fact, and prepare to accept it, the better.

We remarked some months ago, says the *London Army and Navy Gazette*, that an arrangement had been devised in the Laboratory Department of the Royal Arsenal, at Woolwich, to overcome the difficulty hitherto experienced in the proper manipulation of heavy ordnance, owing to the tendency of the projectile to move forward in the bore when the gun is being run out, particularly when firing point blank or at angles of depression. The plan submitted for approval was to secure the shot in its place, after being rammed home, by means of a "wedge wad," consisting of two wooden wedges fastened together by a piece of curved cane about six inches long. The wedges were six and a half inches long, the bases being square in section, with one and a quarter inch sides. The wad was passed up the bore of the gun, and jammed under the projectile by a few smart blows of the rammer. About the same time a wad, intended to answer the same purpose, was proposed by the Naval authorities on board the *Excellent*. It consisted of a grummet ring, with four wooden wedges attached to it. Trials were consequently instituted at Shoeburyness, by firing shots with wads of both patterns, in comparison with a series of shots fired without wads, at point blank and various slight angles of depression. It was found in many instances, when the projectile was not wedged, that it ran forward to the extent of 8 or 10 inches. In one case, indeed, when the gun was run out with a jerk, the distance between the charge and the base of the shot was found to be 27 inches! When secured with wads of the laboratory pattern there was no occasion on which the projectile shifted forward in forty rounds. When the naval grummet wad was employed, however, there were two instances of shifting in sixteen rounds. Further experiments carried on with both descriptions of wad on board the *Excellent* seemed to point to the conclusion that there was not much choice between them. The laboratory pattern, nevertheless, if rammed home with the shot, required a special rammer-head; but, of course, this need not be done. After due consideration, it has been decided to introduce the laboratory pattern into the service, two sizes having been approved—one for 9-inch guns and upwards; and the other for 8-inch and all natures below them. This is a decision of some importance, as it is certainly a matter of great moment to prevent the occurrence of such dangerous air spaces between the shot and the charge. The danger which arises from this cause is in itself serious and it affords another proof of the many inconveniences which result from the adoption of the muzzle-loading system. Just imagine the delay and trouble of wedging the shot in action, when the guns are hurriedly run out, or fired at an angle of depression! It was a lamentable outbreak of service prejudice which led to the hasty condemnation of the breech-loading system, and we have not the smallest doubt that after the next war in which we might be engaged at sea, there will be a cry against muzzle loaders. What becomes of rapid firing with all these wedging and sledging?

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2. That the instrument to be used for testing all imported refined petroleum shall be the "Coal Oil Pyrometer," made by Charles Potter, Toronto, Ontario, and all such petroleum as will not stand the fire test of 135 degrees, as required by said Pyrometer, as required by section 2 of chapter 15 of 21 Victoria, when used according to the instructions accompanying the same, shall be dealt with as may be ordered by the Minister of Customs in each case.

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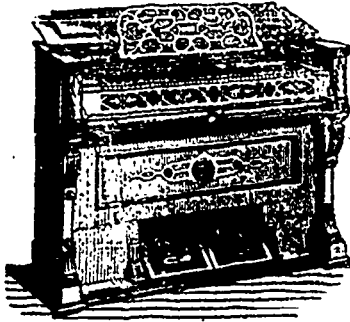
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