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The Volunteer Review

AND MILITARY AND NAVAL GAZETTE.

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

VOL. IX

OTTAWA, (CANADA,) TUESDAY, OCTOBER 5, 1875.

No. 40.

The Volunteer Review
 published EVERY TUESDAY MORNING, at
 OTTAWA, Dominion of Canada, by DAWSON
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 be taken out of the Post Office.

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 the movements and doings of their respective
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WEEKLY, AND DAILY FOR 1875.

The approach of the Presidential election gives
 unusual importance to the events and develop-
 ments of 1875. We shall endeavour to describe
 them fully, faithfully and fearlessly.

THE WEEKLY SUN has now attained a cir-
 culation of over seventy thousand copies. Its
 readers are found in every State and Territory,
 and its quality is well known to the public. We
 shall not only endeavour to keep it fully up to
 the old standard, but to improve and add to its
 variety and power.

THE WEEKLY SUN will continue to be a
 thorough newspaper. All the news of the day
 will be found in it, condensed when unimportant,
 at full length when of moment, and always we
 trust, treated in a clear, interesting and instruc-
 tive manner.

It is our aim to make the **WEEKLY SUN** the
 best family newspaper in the world. It will be
 full of entertaining and appropriate reading of
 every sort, but will print nothing to offend the
 most scrupulous and delicate taste. It will
 always contain the most interesting stories and
 romances of the day, carefully selected and legi-
 timately printed.

The Agricultural Department is a prominent
 feature in the **WEEKLY SUN**, and its articles
 will always be found fresh and useful to the far-
 mer.

The number of men independent in politics is
 increasing, and the **WEEKLY SUN** is their pa-
 per especially. It belongs to no party, and obeys
 no dictation, contending for principle, and for
 the election of the best men. It exposes the cor-
 ruption that disgraces the country and threatens
 the overthrow of republican institutions. It has
 no fear of knives, and seeks no favors from their
 supporters.

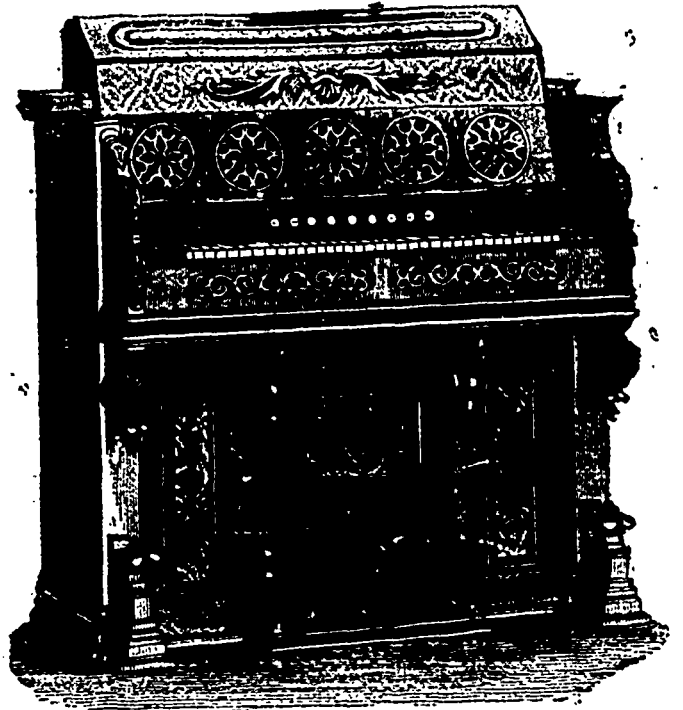
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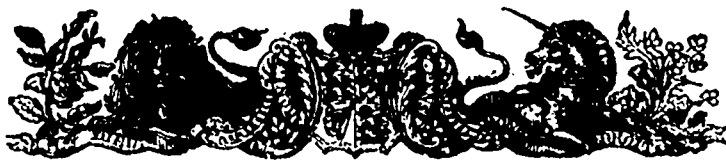
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The Volunteer Review

AND MILITARY AND NAVAL GAZETTE.

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

VOL. IX

OTTAWA, (CANADA,) TUESDAY, OCTOBER 5, 1875.

No. 40.

NEWS OF THE WEEK.

On the evening of Tuesday last, about 7 o'clock, a train on the Richmond, Drummond and Arthabaska Railway, coming from Yamaska ran over an obstruction which had been placed across the track by some diabolical scoundrels. Six platform cars were in front with about 70 laborers on them, the engine being in the rear and running at full speed when the accident occurred. About two miles from Yamaska, a man placed in front of a train with a light, made signals, when he seen there was danger and jumped overboard, as well as all the men on the same platform. Conductor Swan stopped the engine. Every one on the tender with him jumped over without any injuries, but two or three platforms were upset by the shock, and all the men on them were crushed under this fearful weight. The number killed is eleven, and twenty-five fearfully bruised.

Another railway accident occurred on the same day by which two men were killed and one fatally injured by a collision on the Hamilton and Dayton Railway. They were stealing a ride and were seated on the platform of the sleeping car.

We are glad to learn that the Hon. Mr. Geoffroy continues to improve in health, and will shortly be able to resume his place at the head of his Department.

At the Ottawa races on the 27th ult., there were three serious accidents. One of the riders, who was thrown while going over a hurdle, was fatally injured, and the other two had their legs broken.

Lt. Col. Thos. Ross, of the G. G. F. G., returned to Ottawa on the 29th ult. He was received at the station by a number of his friends and escorted to his residence.

A Mowatt & Son, of Ottawa, have been awarded the contract for the manufacture of such forage caps, jackets, trowsers, great coats, etc., as may be required for militia purposes for the year 1875-'76.

Petereborov' passed the Railroad By law yesterday, in aid of the Huron and Quebec Railway, granting \$150,000 to that enterprise.

Intense excitement prevails at Montreal, owing to the railroad disaster near Sorel.

A fine specimen of gold bearing quartz has been taken from the British Gold Mining Company's mines at Waverly (Nova Scotia) which is to be sent to the Philadelphia Centennial Exhibition. It is a rough chip of quartz just as cut from the solid rock. It measures 10 x 16 inches, is about three inches thick at the thickest part and weighs about 17 lbs. The face of it is streaked with veins of gold which doubtless extend through the rock from which it was taken.

Another disgraceful row occurred at Toronto on Sunday last, resulting in the wounding and maiming of several innocent persons, among the number the Hon. C. Frerer. Several arrests were made. The Police acted nobly.

Mackerel and herring, which have been very scarce during the season, are now striking in on the shores of Shelburne County.

The rifle match at Redford, Tuesday, between fifteen non commissioned officers, each of the 60th Royal Rifles and 87th Royal Irish Fusileers, 30 shots each, was won with a majority of 182 points by the Rifles.

Capt. J. J. Mason, of Hamilton, won the first prize in the Judd match at the annual meeting of the National Rifle Association, now going on at Creedmoor, N. Y.

A British Admiral with four men of war is now on the Chinese station. It is also reported that the artillery at Hong Kong and Singapore is to be increased.

Besides the lives lost at Inthanola during the late Texan cyclone, fifty-seven persons were drowned near the mouth of Brazos River. Three thousand head of live stock perished.

A hostile alliance has been concluded between China and Burmah; and it is highly probable that war will immediately be declared by Britain against those two countries, should the latter persist in disregarding their most solemn international obligations.

The Osage and other Western Indian tribes are on the "war path" in consequence, as usual, of the United States authorities not keeping faith with them in regard to furnishing supplies.

The crop prospects throughout the United States are, upon the whole, considered favourable.

The American fishing fleet off Cape Breton, have, so far, met with poor success, mackerel being very scarce.

The Great Powers have most earnestly exhorted the Porte and Servian Government to avoid any precipitate act.

Despatches from the Swedish Arctic Expedition report its arrival at Hammerfest Norway. All the officers and men are well.

The difficulty between Great Britain and China is still unsettled, the latter power being dilatory in carrying out its agreement.

Ned O'Baldwin, commonly known as the Irish giant, was shot dead in a quarrel by his partner Michael Fimmel.

A ministerial crisis is said to be pending at Belgrade, Servia, in consequence of the irreconcilable dissensions in the Cabinet on the question of peace or war. The members comprising the minority in the Servian Chamber of Deputies have resigned in a body.

The Court martial to investigate the sinking of the steamer Vanguard concluded today. The court find that the cause of the sinking of the ship was owing to the great speed maintained.

It is said that an important copper mine has been discovered at St. Jean Port Joli: the copper much resembles that of the famous Lake Superior mine.

Exciting rumors come from Vienne, to the effect that the Porte is about to invade Servian territory.

The Servian Army of Observation, on the Turkish frontier, has been increased to 24,000 men.

The damage to crops by the floods is reported to be enormous in Longford, Kerry and Tipperary, Ireland. At Cork the floods have subsided, but it is believed several persons were drowned.

Belgrade papers are publishing alarming reports to the effect that Turke are preparing to attack the Servian frontier.

It is reported that the Sublime Porte has notified the Servian Government that it is about to occupy the Island of Little Redout in the River Drina, which is claimed by Servia. The Servian Government opposes the project.

The address in answer to Prince Milan's speech, proposed by the minority of the Skuptschina, has not been published. It has been ascertained that it demanded the immediate declaration of war against Turkey; the reform of the bureaucratic abuses, and a wholesale dismissal of the officials, and absolute liberty of the press. Epidemics have appeared among the Turkish and in surgent camps. Servia, replying to Turkey's complaint about the Servians invading Bosnia, declares her inability to restrain her people any more than Austria, which has not prevented at least a thousand Croats from joining the Herzegovinians.

Two letters with maps have been received at the Daily Telegraph office from Mr Stanley the African explorer. Both letters are dated from the village of Kaghobiji, district of Uchumbi, in the country Tsukuma, situated on the Victoria Nyanza, the first on March 1 and the other May 15. In the beginning of March Stanley had reached the shores of the Victoria Nyanza Lake, having accomplished the remarkable march of 720 miles in 103 days. During the journey he passed through a totally new country, much of it covered by primeval forest and jungle. In this forest country he suffered greatly from hunger, and was engaged for several days in a conflict with a fierce treacherous people called the Natura, in which he lost twenty-one of his followers. With his diminished force Stanley made a close survey of the great lake, Victoria Nyanza.

RIFLE COMPETITION.

RIFLE MATCH.

The annual match of the Sixth Brigade and Cobourg Rifle Association was held upon the range east of the town on the 17th and 18th inst. It was one of the most successful of the Association, there being a very large attendance of competitors from various parts of the Dominion. The weather was not altogether favourable, there being a strong rear wind and very unsteady, just that kind which baffles the skill of the best of marks men. From the result below it will be seen that, notwithstanding, there was some very superior shooting.

The first match was for the Members of Parliament Shield, open to all Companies within the Brigade Division, which comprises the Counties of Victoria, Peterboro, Northumberland and Durham. The prize was contributed to by all the members of Parliament, both of the Dominion and Local House, and has to be shot for yearly. This is the first year and the Cobourg Battery will have the honor of having their name inscribed upon it first. They, were, however, very closely followed by No. 2 Company of the 45th Battalion from Fenelon Falls, the individual members of which made very fine shooting, the most noticeable being Sergt. Beacock and Sergt. White.

The second match was for the Counties Cup. This is by a grant of the Councils of the four Counties, and to be shot for yearly by eight residents of each of the Counties. Three Counties entered to give battle for it, Peterboro' not being represented. The County of Durham carried off this prize, but it was closely followed by the County of Northumberland, and were it not that two of the men who were anxious to get home, shot when it was quite dark they would have carried it off. We were also sorry to see so very few of the 40th present, in fact not a single Company in the whole regiment was represented. We don't know whether this was the fault of the men or the officers. Had the Battery not come to the front the County would not have been represented at all.

The next match was for Associations, shot for by six members of each. Three were represented,—Newcastle, Port Hope and Cobourg. The first prize was taken by the Cobourg Association, second by Newcastle.

We append the list of individual score in both matches of the All Comers.

The following resolution was unanimously passed by the Council of Management:

Moved by Lieut.-Col. Deacon, seconded by Major Boulton, "That the thanks of this Council are duo and hereby tendered to Lt. McNachtan of the Battery for the able services rendered to the Association, much of its present success being due to his efficient care and management."

Company Match—Total Prizes Value \$133
First Prize Challenge Shield and \$20—\$100
COBOURG BATTERY.

	Pts
Lieut. McNachtan.....	56
Corpl H B White.....	54
Gun W Black.....	51
Gun John Morrow.....	49
	210

Second Prize, Cash, \$15.

NO. 2 COMPANY—45TH BATTALION.

Sergt Beacock.....	62
Sergt James White.....	52
Pto G Littleton.....	44
Pte D McIntyre.....	40

198

Third Prize, \$10,

NO. 6 COMPANY, 40TH BATTALION.

Corpl H B Hales.....	54
Sergt Hobbs.....	49
Sergt Lawrie.....	47
Sergt Shepherd.....	41
	191

Fourth Prize, \$8.

Capt Thurkell.....	48
Sergt Hopkins.....	48
Sergt Johnston.....	43
Pto McGee.....	40
	179

COUNTY MATCH.

	Score
1st Prize Co. Durham.....	290
2nd do North.....	282
3rd do Victoria.....	278

ASSOCIATION MATCH.

1st Prize, Cobourg R A.....	251
2nd Prize Newcastle R A.....	195
Port Hope R A.....	187

ALL COMERS FOR INDIVIDUAL SCORES, FIRST MATCH, 200, 400, 500 YARDS, 17 ROUNDS.

1st prize Pros. Medal and cash, value \$20	60
Sergt Beacock.....	60
2nd prize, Ontario, R. A. Badge and cash, \$15, Sergt. W. Saunderson.....	59
3rd prize, Silver Cup, and cash, \$10 Lieut. McNachtan.....	56
4th prize, Silver Cup and cash, \$5 Sergt. Hilton.....	55
5th prize, Sett Gold Studs, \$7, Sergt. J. Saunderson.....	55
6th prize, Ammunition, \$6 Corp. H. B. White.....	54
7th prize, Silver Mug, \$6, Capt. Fothergill.....	54
8th prize, Photo. of Winner, \$6, Corp. Hales.....	54
9th prize, Glass Tea Set, \$5, Sergt. J. White.....	52
10th prize, 1 dozen Plated Tea Spoons, \$5, John H. Rolfe.....	52
11th prize, Toilet Set, Brush and Comb, and cash \$3, Sergt. Hopkins.....	51
12th \$3, G Treleaven.....	51
13th 2, Sergt Flynn.....	51
14th 2, Wm Black.....	51
15th 2, S Steen.....	50
16th 2, Sergt Hobbs.....	49
17th 2, John Morrow.....	49

ALL COMERS, INDIVIDUAL SCORES, SECOND MATCH, 200, 500, 600, YDS., 15 ROUNDS.

1st prize, Cup and cash, value \$10, Lieut. McNachtan.....	7
2nd prize, Lord Bury Telescope and \$10, Sergt. Beacock.....	46
3rd Prize, Silver Cup and cash, \$8, Capt. Fothergill.....	46
4th \$5, H B White.....	43
5th 4, W Hilton.....	43
6th 3, J Flynn.....	42
7th 2, John Morrow.....	40
8th 2, W Saunderson.....	40
9th 2, G Treleaven.....	39
10th 2, Sergt Hopkins.....	39
11th 1, Capt Thurkel.....	38
12th 1, H B Hales.....	38
13th 1, Wm Black.....	37
14th 1, D Gale.....	37
15th 1, Sergt Hobbs.....	37
16th 1, Drum Major Shepherd.....	36
1st highest aggregate, N. R. A. Medal, Sergt. Beacock.....	108
2nd highest, O. R. A. Badge, Lieut. E. A. McNachtan.....	103
3rd highest, Silver Cup, Sergt. William Hilton, of the 47th Batt.....	99

—Cobourg Sentinel.

MANITOBA RIFLE MATCHES.

Third Annual Meeting.

The third annual prize meeting of the Manitoba Rifle Association was held at Winnipeg on Tuesday, Wednesday and Thursday, August 31st, and September 1st and 2nd

In the Provinces of Manitoba match, the 1st prize, a cup and \$20, presented by Mrs. Morris, was took by John Shearer, who scored 21 at 300 yards, 17 at 500, and 16 at 600—total, 54; seven rounds at each range. W Chambers took the 2nd prize, \$30, making 21 at 300, 21 at 500, and 12 at 600—total, 54.

In the Merchants' match, W. Chambers carried off the 1st prize, silver cup and \$25, with a score of 21 at 200, and 18 at 600—total, 39. A. McMicken won the 2nd prize, a workbox and \$5; score, 18 at 200, and 12 at 600—total, 30. Lieut. J. Cotton won the 3rd prize, a silver cup and \$5; score, 19 at 200, and 11 at 600—total, 30; seven rounds were fired at each range.

There were only two entries in the Company match. The following is the score seven rounds at each range:—

Winnipeg Field Battery.

	400	600	yds.	yds.	Pts
C N Bell.....	22	5	2		
H T Shelton.....	22	5	2		
W Chambers.....	19	11	2		
Gun Frazer.....	13	8	2		
D MacIntosh.....	18	10	2		

Company Total..... 12

Battery of Dominion Artillery.

Capt Tascherau.....	16	3	2		
Lieut Cotton.....	20	0	2		
Gun Edes.....	0	6			
Bom Christie.....	16	0			
Gun Snyder.....	0	0			

Company Total..... 5

Thus leaving the Field Battery winners the first prize, \$30 cash, presented by M. G. Laird, of Hamilton, the Dominion Artillery as a matter of course, coming in for a second, \$25 cash.

HUDSON BAY COMPANY'S CHALLENGE CUP,

valued at \$100. This cup is to be the property of the competitor winning it twice in succession, and was won in 1873 by Sergt Nesbitt, W. F. B., and in 1874 by Sergt. E. Intosh, W. F. B. This match is only open to bona fide residents, consequently all military competitors were ruled out as also were all marksmen not scoring over eight points at the first range. Five rounds each at 200 and 600 yards, Snider Enfield rifle, Government pattern. There were forty-two entries. The highest scores were as follows:

	400	500	yds.	yds.
P Quealy.....	21	15		
G Lindoff.....	22	16		
Major Nesbitt.....	22	14		
W R Sutherland.....	20	15		
W J Watson.....	21	14		

In the all-comers match, ranges 500-600 yards, seven rounds at each, the following were the prize winners:—

	300	500	yds.	yds.
R Dudge.....	19	19		
Van Ransseler.....	13	23		
B A Lawson.....	19	17		

The highest aggregates in the above matches, excepting the Company match, are:—

	1	2	4	5	T ^l
W Chambers.....	54	39	29	36	158
E Doidgo.....	40	23	33	38	134
G Lindoff.....	42	23	36	28	131

THE VICE-PATRON'S MATCH.

The first prize was a silver cup by the Hon. D. A. Smith and \$10 cash, to be the property of the competitor winning it two years in succession. It was won in 1873 by Thomas Hughes, of the Winnipeg Rifles, and in 1874, by Gunner Thomas H. Parr, W.F.B. Five rounds each at 400 and 600 yards; Snider Enfield rifles, Government pattern; any position; entrance 25 cents. The first prize was won by Ensign H. S. W. Goodhue, and the second, \$20 cash by R. Doidgo, W. F. B. The following is the score;—

	400	600	yds	yds	T ^l
Ensign Goodhue.....	22	17	39		
R Doidgo.....	24	12	36		
W J Watson.....	19	16	35		

NATIVE'S MATCH.

Only five gave in their names to the Secretary, and one of these failed to appear at the range. This match was open to natives of Manitoba and the North-west Territories. Only seven rounds were fired in this match at 400 yards. First prize, silver medal, by E. Brokovski, value \$12, and \$10 cash, won by W. R. Sutherland; 2nd, India rubber coat, by F. Gingras, value \$5 and \$5 cash, won by D Sutherland; 3rd, travelling bag, by W. P. Clarke, value \$6, won by A. Polson; 4th, powder flask, by Higgins & Young, value \$5 won by M. Sutherland. The following is the score:—

W R Sutherland.....	39
D Sutherland.....	28
A Polson.....	26
M Sutherland.....	23

CLOSING DAY.

The first match shot this morning afforded a good deal of amusement, as only those who did not win anything except in the Natives' Match were debarred from shooting.

THE CONSOLATION MATCH.

The competitors for these prizes numbered some of those who have heretofore proved themselves good shots, but this time the fates were against them, and they sought consolation in this class. This match consisted in firing four rounds at 400 yards; any position; Snider Enfield rifle; entrance, fifty cents. Twenty entries. First prize, pair of gauntlets presented by James Henderson, value \$8, and cash \$15, won by D. Sutherland; 2nd, target rifle, presented by Sheriff Armstrong, value \$20, won by T. Hughes; 3rd, box of cigars, by C. H. Wilson, and cash \$5, by Bishop & Shelton, won by H. T. Shelton, W.F.B.; 5th, sack now process flour, by P. Sutherland, won by T. Ticknor; 6th, box of cigars, by W. H. Lyon, value \$5, won by C. N. Bell, W. F. B.; 7th, telescope C. E. Steele, value \$5, won by J. Wells; 8th, pocket map of Province value \$4, presented by J. M. McGregor, won by J. B. Clark; 9th, toilet set presented by J. Stewart, value \$2, won by Major Taschereau; 10th, lamp, value \$2, presented by W. A. Fisher, won by Corporal Reid, P. B. I.; 11th, cash \$2, won by J. A. Wright; 12th, cash \$2, won by W. McMillan 13th, cash \$2 won by S. H. Caswell, W.F.B.; 14th, cash \$2, won by G. McLeod; 15th, cash \$2, won by W. F. Gouin.

	Pts.
Donald Sutherland.....	23
Thomas Hughes.....	20
M Sutherland.....	18
H T Shelton.....	17
T Ticknor.....	16
C N Bell.....	16
J Wells.....	15
J B Clark.....	14
Major Taschereau.....	14
Corp Reid.....	13
J A Wright.....	12
W McMillan.....	12
S H Caswell.....	12
Colonel McLeod.....	7
W F Gouin.....	7
Geo H Young.....	4

It was expected that several of the fine sporting rifles in town would have been brought into play in

THE SMALL BORE MATCH,

but all those used, except two Martini-Henri rifles, were Snider Enfields. Five rounds were fired at 600 and 800 yards; any rifle with open sights; any position; entrance 50 cents. Thirty five entries. First prize, cash \$25, won by W. Chambers; value \$9, and cash \$10, won by George Lindoff; 3rd cash, \$10, won by E. Doidgo; 4th, cash \$5, and *Free Press* for one year by Kenny & Luxton, won by Lieut. Cotton, D. A.; 5th, box of cigars, by Snyder & Anderson, value \$5, won by D. Sutherland.

SCORE.

	600	800	yds	yds	T ^l
W Chambers.....	18	15	33		
George Lindoff.....	18	14	32		
E Doidgo.....	14	8	22		
Lieut Cotton.....	14	7	21		
D Sutherland.....	16	5	21		
Ensign Goodhue.....	19	2	21		
W Fraser.....	20	0	20		
D McIntosh.....	7	11	18		
D R Kagnice.....	10	7	17		
S J VanRansaecker.....	11	6	17		
Major Taschereau.....	2	12	14		
P Queally.....	6	8	14		
A McMicken.....	7	7	14		
C N Bell.....	8	5	13		
W J Watson.....	13	0	13		
A Gillies.....	5	6	11		
G Lillies.....	5	5	10		
J B Clarke.....	7	2	9		
J Shearer.....	4	4	8		
H T Shelton.....	4	4	8		
J McDonald.....	5	2	7		
J A Wright.....	4	2	6		
T Ticknor.....	6	0	6		
T Hughes.....	3	0	3		
B A Lawson.....	0	2	2		
Corp Reid.....	0	2	2		
J H Emslie.....	2	0	2		
J Hunt.....	0	0	0		

The closing match of the season was what was put on the programme as

THE LONG RANGE MATCH.

but which was really a short range one as the distances to be shot at were reduced considerably below those announced on the programme. We may say that these funds were not paid out of the Association funds, Mr. A McMicken having guaranteed to supplement the prizes by whatever deficiency the entry money left.

The first prize, \$25 cash, was won by D. McIntosh, W. F. B.; 2nd prize, \$15, won by S. J. Van Ransaecker; 3rd, \$10 cash, E. Doidgo, W.F.B.

	Pts.
D McIntosh.....	53
VanRansaecker.....	51

E Doidgo.....	49
J McDonald.....	48
A Gillies.....	48
Major Nesbitt.....	46
T Ticknor.....	45
B Shearer.....	42
D R Kagnice.....	40
G Lindoff.....	39
J B Clark.....	35
A McMicken.....	35
J A Wright.....	32
Corp Reid.....	32
J A Lawson.....	32
T Hughes.....	32
D Sutherland.....	31
J Hunt.....	27
P Queally.....	27
W Fraser.....	25
G Lillies.....	21
J H Emslie.....	5

And so this most successful meeting was brought to a close. The highest praise is due to the President, Mr. Geo. B. Spencer, the Secretary and Treasurer, Mr. Geo. H. Young, and the Executive Committee, for the pains they took to have every thing satisfactory; and they succeeded in rendering the meeting pleasant, and faithfully discharged their onerous duties.

It is a matter of regret that so few competitors entered for the Natives' Match, as the terms accorded to them were extremely liberal. The small number of entries in this class is the more remarkable when we consider that almost everyone of those eligible to compete is accustomed to the use of firearms from infancy. We hope to see a better record next year.

A word for the markers. Bandmaster Harry Walker and Sergeant King had no enviable job on their hands; but they did their duty in a manner that gave satisfaction to all interested.

Refreshments were provided on the ground by Mr. John Lauder of this city. The supply was abundant, and the attendance good.

DISTRIBUTION OF PRIZES.

On Tuesday evening one of the largest and most respectable audiences ever assembled in the Court House met to witness the distribution of prizes. The hall was decorated, or ornamented, in military style, the background being occupied by the marking discs that had been so eagerly looked for and scanned at the matches a few days ago.

The prizes were placed on exhibition in the hall, and were presented to the successful winners by Mrs. Morris. As each name was called, and he received his prize, applause went up from the audience. The President from time to time gave such explanations as to the particulars as the case seemed to call for.—*Manitoba Standard*

Creedmoor.

THE RIFLE MATCH BETWEEN THE HAMILTON TEAM AND THE NEW YORK AMATEUR RIFLE CLUB.

New York, 25th.—Among the spectators who were present at Creedmoor, on Saturday, to witness the friendly contest between the Canadian and American eight, were the usual number of prominent men—Gen. Shaler, General Joe Hooker, Gen. Jardine, Major Fulton and Parker, Colonel Wingate, Major J. E. O'Reilly, Capt. O. C. Carlisle and others identified with the interests of American and Canadian marksmanship. The appearance of the Canadians elicited much comment from the feminine spectators.

They were all dressed plain in grey clothes and formed a fine group of men. Captain Murry, the Captain of the team, is a very good looking man, whose sharply defined face is framed by a full dark beard. It was quite an interesting sight to see these men blazing away for hours and scarcely uttering more than a word, and then barely such significant ones as "Bull's eye!" "Inner," &c.

POSITIONS OF THE MARKSMEN.

The Canadians shot laying on their breasts and face downwards, while the Americans generally lay on their backs. Some of the ladies thought these positions were extremely funny, and could not understand how a man could shoot when lying on his back and supporting his gun against his leg. The shooting was comparatively void of incidents, and proceeded in the most thoroughly business like manner. One rather amusing occurrence was that during the first hour the Irish flag was exposed to the view of the Canadians, and that nobody thought of hoisting the British colors until one of the American team noticed the omission. Some of the Irishmen on the ground made themselves very merry over this little *contretemps*, while the Canadians laughed at it good naturedly, and one of them said,

"I SUPPOSE THEY TAKE US FOR PENIANS!"

to the intense merriment of the entire team. At one o'clock the first match at the 800 yards range was completed, indicating that the contest would, be pretty even, and both sides still retained confidence had the teams in each other's honor that the teasing of trigger pull was not even thought of.

THE 800 YARDS RANGE.

The firing ceased at the 800 yards range by twenty minutes before one o'clock, and it was found that at the first range the Americans had achieved a score of 475 out of a possible 600 points. The Canadians had made 472, thus, leaving the Americans three points ahead on the first range.

THE 900 YARDS RANGE.

When the shooting was ended at the 900 yards range it appeared by the record that the Americans had score 467 points, while their adversaries lagged behind on 439, thus leaving the Amateurs 28 additional points ahead at the second range, or 31 points altogether on both distances.

THE FINISH AT 1,000 YARDS.

At this distance Mason, of the Canadians, commenced firing by making a centre. David Mitchell followed with another, and pretty soon Hepburn recorded a fair centre for the Americans. Adams made the first bull's eye for our Canadian friends at this distance, and then Geiger followed Hepburn with a miserable enough centre. Farwell began with a centre, and Hepburn made the first "bull" for the Americans. Hyde lost a shot by firing at the wrong target. At five minutes after five o'clock Hyde fired the last shot in this remarkable match; it was a bull's eye. By consulting the records it was apparent that the Canadians had got the better of the amateurs when too late to retrieve the fortunes of the day. The Canadians scored 473 points to 467 on the part of the Americans, and thus reduced by six points the difference between the teams. The Americans thus won the day by twenty five points. No prize excepting the honor of victory was at stake.

RECAPITULATION.

	Americans.	Canadians.
Total at 800 yards. . . .	475	472
Total at 900 yards. . . .	467	439
Total at 1,000 yards . . .	467	473
Grand Total. . . .	1,409	1,384

Majority in favor of the Americans. 25

The result of the match has confirmed former experiences in two important particulars. These are, first, that the American breech loading rifle is superior to the Metford or any other English muzzle loading gun; and second, that men shooting with their faces toward the target (the front position) cannot shoot as steadily as those taking the back position—with their feet toward the target.

All the Canadians, excepting Adams, used muzzle loading Medford rifles. Adams used a Rigby. Five of the Americans shot with Remington breech-loading rifles, and three with Sharpe's, of the same description.

The Canadians will leave on Monday for their homes, being unable to accept the cordial invitation of the New York club to remain as their guests in the city.

66TH BATT. RIFLE ASSOCIATION

The annual firing of the Association took place at Bedford on Thursday; about one hundred competitors put in an appearance. The day was fine but cloudy, and a strong northerly wind carried off a number of the shots at the long ranges much to the discomfiture of those that had worked hard for scores, at the shorter ones. The firing was the best ever made by the 66th. At the 200 yard range Ensign B. A. Weston scored 24 points, four bull's eyes and a centre, while Lieut. Curran and Sergt. Langille and Stevens made 22 points each. At the 400 yard range Sergts McDowall and Stevens made 24 pts. and at the 600 yard range Asst. Surg. Trenaman made the handsome score of 22 points. While some other corps content themselves with dividing grants provided by Government, this Battalion while sharing in the good things thus provided does not rest here but its officers by time and money contribute largely to advance their marksmen, a course that certainly seems to meet with the approval of a generous public, for the friends of this association as evidenced by the prize list appears to be many. To Lt. Col. Wm. J. Stairs, the council desires to return their thanks for his liberal contribution. Last year, this gentleman contributed a handsome silver cup, and this year the money prizes in the third competition were kindly given by him. To A. W. West, Esq., they are indebted this year for a handsome medal, and to other kind friends who contributed largely. Through their kindness and the liberality of the officers the council were enabled to offer for competition no less than five medals, three silver cups, over two hundred dollars in money, and one hundred dollars in goods. A lunch having been arranged by the officers the inner man was well provided with the good things going. Qr. Mr. Sergt Self, who had the providing, was not backward in this, his department.

The fourth competition, the bugle match, was commenced, but darkness setting in, it was not concluded, so it was considered off for another day, and, happy with themselves for the excellent scores made and with the officers for their kindness in providing such a handsome prize list, the men marched off the ground, having had a truly enjoyable day with nothing to mar it.

The prizes and prize winners were as follows:

FIRST COMPETITION,

Ranges—200, 400 and 600 yards, 5 rounds at each.

	Pts.
1st prize, Lt. Col. Bremner's medal and \$10 won by AsstSurg Trenaman.	61
\$10, Sergt E H Langille.	61
8, Ens B A Weston	60
7, Sergt W H Stevens.	60
6, Lieut Curran.	59
5 Pte R Langille.	58
4, Sergt Bates.	58
3, Corp Faulkner.	57
2, Sergt Henderson.	56
2, Capt Herbin.	53
2, Sergt Boutellier.	51
2, Pte W Strachan.	50
1, Sergt McDowall.	50
1, Pte Fegan.	49
1, Lt A F Salter.	48
1, Sergt Fader.	47
1, Bandsman Doyle.	47
1, Major R F Wait.	47
1, Pte J Linteman.	45
1, Corp Levy.	45

SECOND COMPETITION.

Ranges—300 and 500 yards, 5 rounds at 300, 3 at 500.

	Pts.
Major Macdonald's Medal and \$10, won by Pte R Langille.	33
\$10, Pte Lockhart.	33
8, Sergt McDowall.	31
7, Capt Herbin.	31
6, Major Watt.	30
Concertina, presented by F. J. Hagarty, Sergt Boutellier.	28
5, Lieut Curran.	28
Clock, presented by D G Farrell, Bandsman Doyle.	28
4, Corp Crichton.	28
4, Sergt Stevens.	27
Box Cigars, by a friend, Corp J Marshall.	27
1 doz Handkerchiefs, by FC Elliot, Sgt. A Bates.	27
\$2, Qr Master Sergt Self.	27
2, Sergt E H Langille.	27
Book, by T P Connolly, Corp Williams.	27
\$1, Sergt Fader.	26
1, Corp McIntosh.	25
1, Pte Faulkner.	25
1, Pte Wilson.	24
1, Lieut W E West.	23

THIRD COMPETITION.

Ranges 300 and 500 yards; 5 rounds at 300, 3 rounds at 500.

	Pts.
1st prize—Silver Cup and \$5, presented by Lt. Col. Stairs, won by Ensign B A Weston	35
\$5, Asst Surg Trenaman.	35
4, Corp McIntosh.	33
3, Sergt McDowall.	32
Umbrella, presented by B Godkin, Sergt Bates.	32
Cardigan Jacket, presented by Freeman Ellion, Corp Marks.	31
Pair of Snow Boots, presented by W C Brennan & Co., Pte Gilmore.	31
Felt Hat, presented by William Wilson Capt Herbin.	30
Food Warmer, presented by M F Eagar, Pte Lockhart.	30
\$1, Sergt Langille.	30
1, Lieut Curran.	30
1, Corp Marshall.	29
1, Corp Faulkner.	29
1, Pte R Langille.	28
1, J Wilson.	28

FIFTH COMPETITION (CONSOLATION).

3 rounds at 400 yards.

	Pts.
\$8, Bandsman White.	14
7, Sergt Renwick.	14

6, Sergt Jackson.....	13
5, Pte Lenard.....	13
5, Pte Cyprus.....	12
4, Major E H Reeves.....	12
3, Pte Morrow.....	12
3, Pte Hooper.....	12
2, Pte J McGee.....	11
Book presented by G E Morton, Sergt-Major Kennedy.....	11
Fancy Flannel Shirt, by J H Anderson, Sergt Birkenhead.....	11
Pipe and Case, by A Hoobrooker, Pte Dunning.....	11
Mustache Cup and Saucer, by Wallace & Balcom, Pte Price.....	11
1, Sergt Ling.....	10
1, Pte Howard.....	10
Set Cup Studs, by a friend, Pte J McKie.....	10
Portrait of Hon J Howe, by M A Buckley, Sergt Worswick.....	10
Book on Rifle Shooting, by a friend, Pte Baker.....	9
Pair of Slippers, by G A Kent, Sgt Cole.....	9
Pocket Book, by J F, Lieut Puttner.....	9
Bath Towel, by a friend, Pte Hartle.....	9
Prize, by D C Grant, Pte Myser.....	9

SPECIAL PRIZES.

Highest aggregate score in 1st, 2nd and 3rd competitions—Silver Medal, presented by Captain Adjutant Henry, won by Private Langille.

Highest score at 500 yards; in 2nd and 3rd competitions—Medal by two friends of the Association, won by Sergt McDowall.

Highest score at 200 and 600 yards—Medal presented by A. W. West, Esq., won by Asst. Surg. Trenamen.

Highest score at 200 yards, in 1st, and at 300 yards; in 2nd and 3rd competition—Silver Cup presented by Surg Slayter and Asst Surg. Trenamen, won by Ensign B. A. West.

Best score at 200 yards—Silver Cup by J. Cornelius, won by Ensign B A Weston.

Second best score at 200 yards—Oil Chromo, by H J Marshall, won by Sergt E H Langille.

Third best score—Prize by a friend (Bronze Vendome Column), won by Lieut Curren.

Best score at 300 yards in both competitions—Tea Service by B O'Neill, won by Capt. Herbin.

Second best score at 300 yards—Box Raisins by W H Harrington, (prize winner not decided.)

Best score at 400 yards—Half barrel Herring by A H Crowe won by Sergt McDowall.

Best score at 600 yards—Prize of \$5 by Lieut Col A K Mackinlay, won by Asst Surg Trenaman.

Most Bull's eyes—Prize by a friend, Concorins.

Most Centres—Prize by Ruggles & Salterio. (Prize winners of two last not decided.)—Halifax Chronicle, Sept. 25.

SHOOTING FOR THE SILVER BUGLE.

Yesterday's competition at Bedford for the Ladies' Silver Bugle was, perhaps, the most exciting rifle contest which has taken place on the range for a long time. The bugle, presented to the 63rd H. V. Battalion of Rifles, by the ladies of Halifax, to be held by winning Company from year to year was won last year by the "Halifax Rifles" (Captain Walsh's Company). This year, as on two or three former occasions, a special prize of \$25 was presented to the winning squad by Col. Pallister. Five men from each of the four companies mentioned below competed; Capts. Vaughan's and McKerron's Companies did not compete. The ranges were 200 and 400 yards, and the "Mayflower" Company (Capt. Mumford) was

successful in winning the trophy, by a total of 183 points. This total is the largest, we believe, which was ever made in a competition by the bugle. From the scores published below it will be seen that the highest score at the longest range was made by Capt. Walsh, of last year's winning team, while the tallest score on the shortest range was that of Lieut. Fultz, of this year's winning team. The best firing (including both ranges) in each of the Companies was that of the following:—Mayflower, Private Percy, 40; Halifax Rifles, Lieut. Egan, 39; First Scottish, Lieut. McInnes and Sergt. Stenhouse, 36; Second Scottish, Sergt. McPhail, 39. The Halifax Rifles and the First Scottish Companies were ties for second position, although by Wimbledon regulations second place belonged to the latter, they having made the highest score at the longest range. The question was decided however, by a match between Capt. Walsh and Sergt. Corbin five rounds each at the long range. Capt. Walsh made five bull's eyes the highest possible score, and Sergt. Corbin made three bull's eyes and two centres—thus placing the Halifax second. Some excellent shooting was done at the conclusion of the match. The following are the scores of each company:

MAYFLOWER.

	200 yds	400 yds	Total
Pte Percy.....	20	20	40
Sergt Connors.....	16	21	37
Sergt Taplo.....	16	21	37
Lieut Fultz.....	21	15	36
Capt Mumford.....	16	17	33
Total.....	89	94	183

HALIFAX RIFLES.

Capt Walsh.....	18	24	42
Lieut Egan.....	19	20	39
Sergt Scott.....	18	18	36
Lance Corp Gibson.....	20	13	33
Sergt Hickey.....	17	14	31
Total.....	92	89	181

FIRST SCOTTISH.

Sergt Corbin.....	20	20	40
Lieut McInnes.....	19	17	36
Sergt Stenhouse.....	15	21	36
Pte Morris.....	18	17	35
Sergt Bishop.....	14	20	34
Total.....	86	95	181

SECOND SCOTTISH.

Sergt McPhail.....	17	22	39
Lieut Dimock.....	20	15	35
Pte Sanford.....	10	13	23
Pte Munro.....	10	13	23
Pte Fowler.....	10	11	21
Total.....	67	74	141

—Halifax Reporter, Sept. 22.

SOME TALL SCORES.

The following scores, one with the rifle and the other with the bat, are worthy of record. A short time ago Private George Pink, of the 4th C.V.R., in England, when firing through his third class, at the Bebbington range, made 74 points, as follows:—

	150 yds.	200	250	300	Pts.
Bull's eyes.....	5	3	2	4	56
Centres.....	0	2	3	1	18
Total.....					74

A very remarkable score was recently made in a cricket match at Chatham, England, by the Royal Engineers, in a match between the Engineers vs. I Zingari, when the play ceased on the second day the telegraph

stood at 721 for the loss of eight wickets. This is said to be the highest score by 50 runs over recorded in one innings. As it might be of interest to our cricketers and base ballists, we append the score:—

THE ROYAL ENGINEERS.

Hon Mr G Talbot, run out.....	172
Mr. F K Scott, o Kemp, b Crutchley... 164	
Mr H W Kenny Tallyour, b Fryer.....	26
Mr L B Friend, b Crutchley.....	1
Mr H W Stafford, o Followses, b Crutchley.....	58
Mr F J Maxwell, b Fryer.....	64
Mr P G Von Donop, run out.....	101
Mr H Mitchell, o Balfour, b Russell....	63
Mr C W Stratford, not out.....	21
Mr E S E Oildiers, } Mr H E Abbott, } did not bat. Capt Followses, }	
Byes, 21, 1-b 12, w 22.....	55
Total.....	724

THE BEDFORD RIFLES.—Lieut. Andrews * of the New Brunswick Engineers, tried one of those celebrated English rifles at the range yesterday, for the first time. The ranges were 400, 500 and 600 yards, seven shots at each range, highest possible score 105 points. Lieut. Andrews made 100 points, or within five of the highest possible, viz:—

	Pts.
At 400 yards.....	32
" 500 ".....	33
" 600 ".....	35

Total..... 100
It will be seen from the above that at the 600 yards range he made the highest possible score. This is good shooting.

* Lieut. Andrews, was one of the Wimbledon Team in 1873.—Ed Vol Rev.

63RD H. V. B. RIFLES.

The annual firing of No. 6 Company, Capt. Vaughan, took place at Bedford on Friday, under the command of Major McIntosh.

First Prize—Sergt. Jno. Sucklin—Captain's Medal and \$10, presented by Col. W. H. Pallister.

Second prize—Sergt. Jno. Milsom—Medal and \$10, presented by Major Jno. D. Cummins.

Third prize—Pte. Hurley—a meerschaum pipe, presented by Mr. Rosenblum and \$9.

Fourth prize—Capt. J. Vaughan \$8, presented by a Major of the Battalion.

Fifth prize—Sergt. Kavanagh—\$7.

Sixth prize—Pte. Foley..... 6
Seventh prize—Pte. Conkley 5
Eighth prize—Sergt. Power.. 4
Ninth prize—Private Harten.. 3
Tenth prize—Private Keltio.. 2
Eleventh prize—Pte Maher... 1

RANGE PRIZES.

Best score at 200 yards—1st prize, Sgt. John Suckling—A Gold Pencil Case, presented by A. C. Dunne, Esq.

2nd prize—Pte Hurley.
Best score at 400 yards—1st prize, Sergt J Suckling:

2nd prize—Capt Vaughan.
Best score at 500 yards—1st prize, Lt. J Milsom, A Portable Writing Desk.

2nd prize—Sergt Suckling.
Best score at 600 yards—1st prize Suckling.

2nd prize—Pte Hurley.
Lieut. John Milsom's medal re Pte Hurley, winners of the third prize.—Acadian Recorder, September 27.

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The Volunteer Review,

AND

MILITARY AND NAVAL GAZETTE

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

OTTAWA, TUESDAY, OCTOBER 5, 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.

LIEUT. J. B. VINTER, of Victoria, and Captain H. V. EDMONDS of New Westminster, are our authorized Agents for British Columbia.

We copy from the *U. S. Army and Navy Journal* the speech of General SHERMAN at the recent banquet given to Mr. EADS, the Engineer of the Great Bridge over the Mississippi at St. Louis on 23rd March last.

The interesting portion of which refers to the improvement of the mouth of that magnificent River, for which Mr. EADS is both Contractor and Engineer. As was to be expected the gallant General's address was not confined to compliments alone, much useful as well as valuable information of a commercial description was given to the world, and the interesting statistics connected with the grain trade would lead to the idea that the surest and best way for the United States to restore its commercial marine and foreign trade would be to push on the Mississippi improvements with vigor.

A communication under the heading of "The Mouth of the Mississippi" has subsequently appeared in the pages of our contemporary, and as it deals with the Engineering, as well as physical aspects of the case we have copied it in this issue.

About the possibility of deepening the Channel at the mouth of this greatest of Rivers there can be no question—but whe-

ther it will effect all General SHERMAN claims may well admit of doubt—grain spoils rapidly if water borne in the latitude of New Orleans.

ACCORDING to our contemporary the *United States Army and Navy Journal* Count VON MOLKE has been delivering himself of the following opinions relative to the system pursued in officering the United States Army:

"I am asked why neither side in the civil war in America produced a very distinguished general. Even their respective partisans hardly claim any leader of transcendent genius. In so long a war, and where so many men fought, does it not imply a lack of military talent in the Americans? I answer no. The true reason was because their field of selection was so limited. No officer could hope to attain the supreme command of their armies unless he had been a student in their military academy, called West Point, on the Hudson river, in the State of New York. The number of these students, deserving as they might be, was and is extremely limited.

"The Southerners adopted the same pernicious system of exclusiveness, as many of these West Point officers have joined their side, and their President had also been at the academy. It was, perhaps, fortunate for the North that the South did not seek for talent among the mass of its people. It is said, I know not how truly, that the genius of a civilian, Ericsson, by the invention of a monitor, alone, saved the Northern Navy from destruction.

"It is evident that the chance of obtaining a distinguished general increases as the field of selection widens, and diminishes as it contracts.

"In our army every soldier may aspire to the supreme command, but in the American armies the line of demarcation was drawn as deeply as between the former slaves and their masters. The volunteer who represented the great bulk and strength of the people might, indeed, attain distinction in a subordinate position, but the highest place of all was forbidden.

"In regarding the records of the American civil war, it really appears as if the whole contest was between a few officers of West Point, and the mighty heart of the nation had never throbb'd. The aristocratic system, which the Americans still follow, was formerly the practice in all European armies. In the revolution of 1793, Carnet, the French Minister of War, first abandoned it, and we have followed.

For the sake of example, and not binding ourselves to any exactness of figures, except that the one is very small, and its opposite, with which it is compared, very large, let us suppose the number of West Point officers to be 500, and the number of Prussian soldiers 500,000. Evidently as we have a fund a thousand times larger to draw upon, to render the chances of obtaining a great general equal, each American must possess a thousand fold the talent of a Prussian, which is absurd."

It is of course rank heresary to differ, even in the smallest matter, from a soldier who has conducted such a tremendous Tuetonic contest as the late Franco-Prussian War, to a victorious conclusion—but we do not read history with his eyes.

The late American contest *did* produce

Great Generals—on the side of the South—corners LEE, JACKSON, and JOHNSON—on the Federal side SHERMAN, SHERIDAN, GRANT, and THOMAS, all and several (as the lawyers would say) "West Point Men." It is true, and no man is more willing to admit it than the greatest soldier of all—that eminent military talent was developed from the purely civilian element which the peculiar organization of the United States Army brought into the contest—but the Count is entirely mistaken in supposing that any advantage is to be gained by throwing the command of the army into the hands of a democracy—his experience of what the French armies had become by a similar policy should have made him cautious in that respect—and it was not till the democratic principle was carefully rooted out of the United States Army that it became in the hands of the "aristocratic West Point Cadets"—the effective machines that re-established the shaken authority of the Federal Government.

The Count's mathematical formula would not convince an experienced man that the chances of finding a General amongst the smaller number would not be greatest. At all events in the case cited it was from their ranks the Generals were drawn.

If Count VON MOLKE intended to condemn the fallacies of *over* education so characteristic of the period his strictures were to a certain extent deserved—but at West Point experience has proved that only *true* soldiers will endure the novitiate, and it is nonsense to train any others. But it is quite possible to arrange a military organization with a sufficient number of highly educated scientific officers such as West Point produces, and at the same time and in the same service to have every particle of military talent natural or acquired in the population of the State.

It is only a question of adaptability, or as Mr. DARWIN would put it, "selection," by which the particular and peculiar place of every individual could be assigned to him. An army is a machine—all the parts of which should be well fitted and properly adapted to the work it has got to do—the master mind which sets it in motion may be inspired or the result of mechanical training as the case may be.

Blackwood's Magazine for August has an exceedingly able article on the "State of the French Army," which affords us some curious glimpses of life under a Republic, and an interesting review of the means taken to reorganize the military force of that country of which we publish a condensation from the *United States Army and Navy Journal*—especially as it is admitted to be an exact description of affairs as the following paragraph testifies:

"Referring to the articles in *Blackwood's Magazine* on the French Army a French correspondent of the *Times*—after carefully

reading the army newspapers and conversing with many officers with respect to the statements contained in that article, says that one and all think the writer in *Blackwood* was perfectly justified in his remarks. On one point every one is agreed—namely, that the reorganization of the army has been attempted solely as a means of defence, and not of offence. In most cases every one, from the highest to the lowest, is well aware of the position in which their country has been placed by the events of 1870. They know that France is so enfeebled that any idea of turning the tables on their victors must be put off to a far distant future. At the same time there are several generals of the old school who would fain attribute the victories of the war less to superior strategy than to good luck. Nothing will convince them to the contrary. Unhappily, moreover, their position gives them a certain weight with younger officers, and they must to a certain degree bear the responsibility of the difficulties which have been thrown in the way of army reform. No army, in fact, was more prepared to make sacrifices than that of France, yet, continues the correspondent, the opportunity has been lost, and the example set by the administration of the War Office has, of course, been followed in other quarters. Hence, generals who objected to army reform have not scrupled to follow their leader. Without method, or guide, or even precise orders, they command each one after his own fashion. Some treat the regulations of June 12th as a dead letter, and the troops manoeuvre according to the fancy of the commanders of the Corps d'Armée, notably those under the orders of Generals Ducrot, Bataille, Clinchant, and Chanzy. Even simple lieutenant colonels and majors have contributed their quota to changing the regulations for manoeuvring troops, so that the subaltern officers are naturally completely at sea as to the right or wrong manner of proceeding. This is surely a strange way of helping to reorganize the army; but in truth there are many generals who, though brave men, are in the art of war mere captains. The French army reforms should begin from the head, for the War Office and its staff are much too conservative in their ideas, and until a change is brought about no reforms would be possible. Yet individually the officers and men are working as they never worked before. The colonels pay the greatest attention to their regiments, and the progress made, more especially in the artillery, is very great. But disunited goodwill cannot do everything. The very life of the army is its organization, and this, as I have shown, is defective. It cannot be otherwise, since, four years after such terrible lessons as those of 1870, the army, as a military body, has made little or no progress. I will not analyse the matter in detail as the writer in *Blackwood* has done, but one thing is evident, that his criticisms as a whole yet remain unanswered. Those persons with whom I have talked on the subject, and who are competent to express an opinion, see but one way to reorganize the army—namely, a redistribution of the higher and almost irresponsible posts.

"The examination of the College of St. Cyr terminated on Tuesday. Two hundred and seventy cadets will be appointed sub-lieutenants on the 1st of October, and will be attached to regiments on the 1st of January. General de Lartigue was the inspector-general of the College, and expressed himself as particularly struck by the progress made by the pupils, more especially in military science. For the first time

for twenty years no cadet was found incompetent to enter the army. In some years as many as thirty have been rejected. The progress made by the other cadets, numbering 350, who now enter on their second year, is stated to be on a par with that of their older companions. M. Patrick Mac Mahon, eldest son of the President of the Republic, is among those who passed out of the College to-day. He will enter the Line, and is said to have passed in a most creditable manner."

E. J. REED, Esq., M. P., late Chief Naval constructor to the English admiralty appears to have a peculiar penchant for monstrosities in Naval Architecture. The following paragraph is based mainly on a letter of his to the *London Times*, and though the form of vessel is not actually recommended it is evident its novelty excites something more than admiration.

The question would naturally be asked by a seaman as to the conditions under which this latest monstrosity made her voyage or voyages, and whether she could keep the sea in ordinary rough weather, and whether she would be the equal of a properly constructed ship with same draught of water and armament. Those are questions which will determine her value for any purpose:

THE RUSSIAN CIRCLAR IRONCLAD.

The following letter from E. J. Reed, chief contractor of the English navy, is published in the *London Times*:—"Sir,—It will be interesting to many of your readers at home and abroad to learn that the first of the Russian circular ironclads, the *Novgorod*, has recently made passages in the Black Sea which, to say the least, fully justify the Imperial Government in having adopted this form of vessel as one well adapted for providing very powerful naval defences for certain purposes. After recently steaming from Nicholasief round the south of the Crimea to the Circassian Coast, thence back as far as Sebastopol, and then on to Odessa, this extraordinary vessel has during the past week performed what was probably her chief object by entering the Sea of Azof through the Straits of Kerch, where the depth of water is but 14 feet, and where no other European ironclad carrying armour 11 inches thick and guns of 28 tons could possibly pass. I do not wish what I have previously said, or am here saying, to be construed as an approval of these circular ironclads for all purposes, and in all their details; but I certainly think the performances of the *Novgorod* are such as will excite the notice and admiration of many thoughtful persons besides shipbuilders, and will reflect great credit upon the Imperial Russian Government and their enterprising designer Admiral Popoff. It is true that the *Novgorod* is not designed for, and does not attain a high speed, but she has lately been steaming at eight knots, which is more than was intended, and she could have been made very much faster had she been increased in size. It must be remembered that although carrying the heavy armour and guns already mentioned, she is a comparatively small vessel, being of but 100 feet in diameter and having a total displacement of only 2,500 tons, which is but one half that of our *Glatton*, and much less than one fourth of our *Inflexible*, or even of our *Minotaur*. She has engines of only 480-horse power. Her coat is built under like conditions with other ships,

would be roughly proportioned to her tonnage and horsepower, from which the cheapness of such a vessel may be readily inferred."

CORRESPONDENCE.

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

(FROM OUR OWN CORRESPONDENT)

GRANBY, 18th Sept., 1875.

The Granby Camp of Instruction under the command of Lieut.-Col. John Fletcher, late of H. M. 100th Regiment, C.M.G., Deputy Adjutant General for the 5th Military District assembled on the 6th inst., and has been a perfect success throughout, the conduct of the corps comprising the same most satisfactory. The force was composed as follows, viz:

Commander—Lieut. Colonel Fletcher.

BRIGADE STAFF.

Brigade Major, Major the Hon. M. Aylmer, late H. M. 7th Royal Fusiliers; Orderly Officer, Captain Perkins, 52nd Regiment; Musketry Instructor, Captain Bulman, 79th Highlanders; Supply Officer, Capt. Smith, 60th Regt.; Camp Quartermaster, Lieut. Neale, Granby Field Battery.

CAVALRY.

Lieut. Colonel, Colonel R. Lovelace, Cavalry Staff Officer late of H. M. 19th, and Osmanli T. Cavalry, commanding.

1st Squadron, Chancerville Hussars, Capt. Bush.

2nd Squadron, Capt. Bright.

GRANBY FIELD BATTERY.

Major Aymrauld, commanding.

INFANTRY.

21st Regt., Lieut. Colonel Marchand, M.P. commanding.

32nd Regt., Lieut. Colonel Hall, commanding.

79th Highlanders, Lieut. Colonel Miller, commanding.

An Inspection and Field day took place on the 15th instant, when the parade ground was filled with spectators from the village of Granby, and the adjoining hamlets, amongst whom we noticed many of the ladies who so kindly sent fruit and flowers to the Officers Brigade Mess, and tendered them the hospitality of their houses. After the usual parade movements a sham fight took place, giving the officers of the three arms an opportunity of displaying their proficiency in handling their men and knowledge of military tactics.

The Hussars under Colonel Lovelace covered the front with dismounted skirmishers, and on the advance of the Field Battery under Major Aymrauld, filed in double time to their horses, mounted, and closed to their outward flanks forming squadrons to protect the guns. The Field Battery came up at a gallop, unlimbered and made action to the front, pouring in round after round on the

supposed enemy. In the mean time the Infantry advanced in line, and in turn clouded the front with skirmishers, who, under cover of the fences and brushwood made good use of their snider rifles and kept up a well directed and rattling fire. A dashing charge was made by the cavalry and after a variety of other movements, the officers commanding corps were called to the front, and the Deputy Adjutant General, in brief terms, expressed his entire satisfaction of the day's proceedings, and the evident improvement in drill and discipline since the last encampment. The staff duties under the able supervision of Major Aylmer have been well and ably performed; the supply and camp duties have given satisfaction; and the medical department did their duty. The commandant, Lieut. Colonel Fletcher is a most popular and efficient officer, and is a general favorite throughout the District. In conclusion, all the volunteers comprising the Granby camp have cause to remember with pleasure, their sojourn under canvas, despite wind and weather from the 6th to the 17th Sept.; 1875.

X.

(FROM OUR MILITARY CORRESPONDENT.)

The Sherbrooke Camp.

September, 25th, 1875.

The Camp of Instruction was formed on the 20th inst., under the command of Colonel Fletcher, C.M.G., Deputy Adjutant General 5th Military District, with Major the Hon. M. Aylmer, as Brigade Major. The force under canvas is as follows:

CAVALRY.

The Cookshire, Sherbrooke, Stanstead, and Compton troops, under the command of Major Taylor, with Lieut. Colonel Lovelace of the Cavalry Staff, as superintendent of drill of instruction.

INFANTRY.

53rd Battalion, Lieut. Colonel Ibbotson, commanding.

54th Battalion, Lieut. Colonel Lord Aylmer, commanding.

58th Battalion, Lieut. Colonel Cooke, commanding.

The total strength of the whole force present in camp is 61 officers, 821 men, and 170 horses. The tents of the Infantry and Cavalry (the horses of the latter being under covered sheds) are pitched on the property of Mr. Chamberlain, on the hills three miles from Sherbrooke; it is most beautifully situated, and well provided with water. The St. Francis River is visible from the camp, which added to the autumnal foliage of the surrounding wood at this season of the year renders the site chosen for the encampment simply lovely, and not to be surpassed in these thriving and prosperous Townships.

On the 30th an Inspection and Review takes place, when those of the public who might see what the ardour and zeal of the

District can do in the way of a little soldiering, will doubtless be gratified with the show of bone and sinew of the volunteers of the District. X.

DOMINION OF CANADA.



MILITIA GENERAL ORDERS.

HEAD QUARTERS,

OTTAWA, 1st October, 1875.

GENERAL ORDERS (25).

No. 1.

ACTIVE MILITIA.

BOARDS OF SURVEY.

The first paragraph of No. 4 of General Orders (32) 4th December, 1874, is hereby amended by substituting October for January, as the month in which an Annual Inspection of Forts, Mounted Ordnance, Magazines, Buildings and Works, and the reports relating thereto, are to be made, it being found that a satisfactory inspection thereof cannot be made in January owing to the inclemency of the weather in that month.

The other stores will be inspected in January as usual.

No. 2.

PROVINCE OF ONTARIO

1st Regiment of Cavalry.

To be Quarter Master.

Cornet Benjamin Higgins, Junior, C.S., from No. 2 Troop, vice Fisher appointed to No. 1 Troop.

No. 1 Troop, St. Thomas.

To be Cornet provisionally:

Quarter Master Madison Fisher, vice Daniel M. Barnes, who is hereby permitted to retire retaining rank.

10th Battalion or "Royal Regiment," Toronto.

To be Captain:

Lieutenant John Bailey, M.S., vice William John Ramsey, who is hereby permitted to retire retaining rank.

33rd "Huron" Battalion of Infantry.

No. 4 Company, Clinton.

Lieutenant Edward Grigg is hereby permitted to retire retaining rank.

BREVET.

To be Lieutenant Colonel:

Brevet Major and Adjutant R. Croft, Hulme, M. S., 15th Battalion, from 23rd September, 1875.

CONFIRMATION OF RANK.

Capt. Thomas Hiram Wyman, No. 6 Company, 18th Battalion, from 17th September, 1875.

Ensign Gerald H. Bate, 1st Battalion, Governor General's Foot Guards, from 19th July, 1875.

Ensign George R. Major, 1st Battalion, Governor General's Foot Guards, from 19th July, 1875.

Ensign Christopher Graburn, 1st Battalion, Governor General's Foot Guards, from 19th July, 1875.

PROVINCE OF QUEBEC.

6th Battalion "Hochelaga" Light Infantry.

To be Lieutenant-Colonel:

Major and Brevet Lieutenant Colonel John Martin, V. B.

To be Captain:

Captain and Adjutant Thomas Atkinson, V. B., from 1st Battalion Rifles, Grand Trunk Railway Brigade.

To be Ensigns:

William M. Blaiklock, Gentleman, M. S., vice Gardner, promoted.

W. D. McLaren, Junior, Gentleman, (provisionally) vice Keuney, promoted.

James Mackinnon, Gentleman, (provisionally) vice Goodwin, promoted.

To be Assistant Surgeon:

R. A. Kennedy, Esquire, M. D.

53rd "Sherbrooke" Battalion of Infantry.

To be Adjutant with rank of Ensign:

George Frederick Slacy, Gentleman, M. S., vice Bertie G. Jarvis, left limits.

To be Quarter-Master:

John Kor, Gentleman, vice Edward Hamilton Duff, whose resignation is hereby accepted.

No. 3 Company, Lennoxville.

To be Captain, from 20th September, 1875:

Ensign William George Ibbotson, M. S., from No. 1 Company, vice Charles E. Towle, whose resignation is hereby accepted.

58th "Compton" Battalion of Infantry.

No. 1 Company, Bury, (Robinson).

To be Ensign provisionally:

Sergeant Hollis Bishop, vice Fitzgerald, resigned.

61st "Montmagny and L'Isle" Battalion of Infantry.

To be Adjutant:

Lieutenant Philime Belanger, M. S., from

No. 5 Company, vice Ulric A. Bolanger, appointed Surgeon.

To be Surgeon :

Lieutenant Ulric Antoine Bétanger, M. D., vice Joseph Louis Bacon, whose resignation is hereby accepted.

64th Battalion of Infantry or "Volligeurs de Beauharnois."

No. 4 Company, Beauharnois.

To be Ensign provisionally :

Sergeant Narcisso Pelletier, vice Jean Baptiste Farrelle, left limits.

65th Battalion or "Mount Royal Rifles."

The services of Lieutenant Colonel Joseph Beaudry as an officer in the Active Militia are hereby dispensed with.

No. 4 Company, Montreal.

The services of Lieutenant Hubert Girard as an officer in the Active Militia are hereby dispensed with.

PROVINCE OF NEW BRUNSWICK.

62nd "St. John" Battalion of Infantry.

To be Lieutenant Colonel, from 17th September 1875 :

Major Thomas Sullivan, Q. F. O, vice McShano appointed Brigade Major.

To be Major from 17th September, 1875 :

Captain and Adjutant Arbutnot Blain, V. B., vice Sullivan promoted.

PROVINCE OF NOVA SCOTIA.

Picton Battery of Garrison Artillery.

To be Captain :

Captain Joseph Alexander Gordon, O. F. O.

63rd "Halifax" Battalion of Rifles.

Captain John Vaughan is hereby permitted to retire retaining rank.

No. 3.

CERTIFICATES GRANTED.

SCHOOL OF GUNNERY.

PROVINCE OF QUEBEC.

SECOND CLASS "SHORT COURSE" CERTIFICATES.

Erratum in No. 2 of General Orders (21) 13th August, 1875, read "Gunner R. J. Kendall" instead of "R. A. Rendeli," and "Gunner James Leslie McPherson" instead of "Leslie McPherson."

BOARDS OF EXAMINERS.

PROVINCE OF ONTARIO.

FIRST CLASS CERTIFICATES.

Captain Charles T. Higginson, 18th Battalion

SECOND CLASS CERTIFICATES.

Captain Thomas Hiram Wyman, No. 6 Company, 18th Battalion.

Ensign Gerald H. Bate, 1st Battalion, Governor General's Foot Guard.

Ensign George P. Major, 1st Battalion Governor General's Foot Guards.

Ensign Christopher Graburn, 1st Battalion, Governor General's Foot Guards.

By Command,

WALKER POWELL, Colonel,

Adjutant General of Militia, Canada.

The Volunteer Camp.

The 27th Battalion returned from Camp last Friday, after putting in their annual drill. The Widder and Forest Companies returned by the Grand Trunk, and the Watford, Warwick, Oil Springs, and Wallaceburg Companies by the Western, the last mentioned corps stepping from the cars to the *Hiawatha*, which was lying at the dock waiting their arrival,—the arrangements made enabling every company to reach head quarters before a late hour. The County of Lambton was well represented in the Camp by infantry, artillery and cavalry, and it will be, no doubt, a source of satisfaction to our people to be informed that the conduct of the Lambton soldiery in Camp was unexceptionable, while their efficiency in drill was such as to call forth from the Commandant the highest praise. The 27th was the only Battalion on the ground that had no occasion to punish or reprimand one of its members; and this is saying a good deal when we call to mind the strict discipline which Colonel Davis insists upon being observed throughout the regiment, and in carrying out which he has the hearty co-operation of all his officers.

All Camps are a good deal alike—the same complicated system of government, the same amount of hard work and hard fare, the same constant struggle to teach men what they are supposed to know something of, but do not, the same amount of dissipation, and the same amount of sickness—the general average does not vary much; we do not therefore intend, in writing of the Camp, to give a detailed account of every day's proceedings, but merely to allude briefly to the *finis* corps of the service belonging to this County, in which we are more particularly interested.

The 27th was assigned a position between the 22nd (Oxford) and 26th (Middlesex) Battalions, and all three fraternized most agreeably, both officers and men. The mess of the "St. Clair Borderers" was the plainest in Camp; the Colonel frequently reminding his officers that indulging in expensive dinners and *recherche* luncheons was but poor preparation for actual warfare; that the object of the annual drill was simply to train the volunteers for undergoing those hardships which were incident to a state of war, and the nearer officer and men lived to that state the more efficient would the training be.

The Sarnia Battery was, of course, camped with the Artillery, at some distance from the 27th; but some of the "boys" occasionally paid us a visit. It was universally admitted that the Sarnia Battery was the "nobbiest" Company in the Camp, and we believe the verdict was correct. Scrupulously clean and neat, the men nearly all of a size, well drilled, steady and precise in every movement, the Battery well deserved the praises which its appearance elicited. The conduct of the men was equally satisfactory for Captain Adams informs us that

he had no occasion to find fault with any of his men while in Camp.

The Moortown Cavalry was much admired for their soldierly appearance, and the ease and gracefulness with which they managed their horses. With few exceptions every trooper owned the horse he rode. It has been remarked that our Canadian Cavalry is composed of much better material than the ordinary run of Volunteers; and we believe the observation is true. Our Troops of Cavalry are composed of farmers or farmers' sons, most of them well to do in the world; while city and town, and not unfrequently rural Companies have an admixture of our floating population, which seldom fails to give some trouble in Camp.

Attached to the 27th for drill and pay was an Essex Company, having its headquarters at Leamington. It formed No. 7 Company of our Battalion, and was as fine a corps as was on the ground, well drilled and well behaved. Captain Wilkinson, its commanding officer, has every reason to be proud of his Company, and we are sure the 27th will gladly welcome him at the next annual drill back to its fold.

There was little serious sickness in the Camp, the prevailing complaints being traceable to change of diet and eating an unusual amount of fresh meat. The slightest ailment being immediately attended to by the surgeons and checked, the general health was excellent.

Supplies were very good, the meat, bread and potatoes furnished being first class; consequently the usual complaints were unheard. Every Battalion had its own canteen, that of the 27th being under the control of our townsman Mr. H. J. Johnson, who proved himself a model *cantinier*, strictly conforming to orders. The moment the hour for closing came, up went the shutters; and on Sunday the place was closed all day. Ours was the only canteen on the ground that was strictly amenable to orders.

Well as our canteen was managed, however, the opinion prevailed extensively among leading officers that the total abolition of the sale of intoxicating liquors in volunteer camps would be an improvement in future.

To give expression to this sentiment, Col. Davis of the 27th initiated a memorial to the D. A. G. Commanding setting forth the desirability of preventing, by a general order, the sale of liquors in camps for all time to come. This document was signed by all the Colonels in Camp, and presented to Col. Taylor, who, it is understood, will give effect to it next season in the District under his command. The change cannot fail to be productive of much good.

We cannot close our remarks without alluding to a new feature in camp life—the presence on the ground of an auxiliary branch of the London Y. M. C. A., at whose tent—a large marquee specially furnished the men could spend all their spare hours in reading useful books and magazines. On Sunday afternoon services were held in front of the tent by earnest men which were largely attended by the soldiers and a good many civilians. At night the interesting spectacle was presented of soldiers conducting religious services. An immense amount of good can be done by such agencies.—*Sarnia Canadian, 22nd Sept.*

Hon Mr. Vail, Minister of Militia and Defence, left Ottawa on Saturday for Kingston, on business connected with the new Military College. He will be absent for only a few days.

HE GIVETH HIS BELOVED SLEEP.

A little child rests on a bed of pain,
With an aching head and a throbbing brain;
A feverish flush on the soft cheek lies,
And a wistful look in the sweet blue eyes,
As the sick child moans:—"How the slow hours
creep!

Will the Lord not send to His little one sleep?"

And the mother smothered from the child's brow
fair

The clustering locks of her golden hair,
And murmured:—"My darling, we cannot tell;
But we know that the Father doth all things well;
And we know that never a creature in pain
Addressed a prayer to His mercy in vain,
Time has no line that His hand may not smooth;
Life has no grief that His love cannot soothe;
And the fevered brow shall have rest at last,
In the healing shade from the Death-Cross cast.
Look up, my precious one; why shouldst thou
weep?"

The Lord giveth aye to His loved ones sleep."

And the little one gazed with a glad surprise
In the loving depths of those patient eyes,
Then lifted her lips for one long embrace,
And turned with a smile on her weary face.

And the mother smiled as the early morn
Marked the deep peace on the child's form,
And cried aloud in her thankfulness deep;
"The dear Lord be praised, who hath given us
sleep!"

Ay, mother—she sleeps in that charmed repose,
That shall wake no more to earth's pains and
woes.

For the Saviour hath gathered His lamb to His
bosom,

Who never will His storms shall her peace molest.
His dear love will not that time should tra-
ce the sorrowful line on that innocent face;
Others, less favoured, might suffer their share
of the midnight toll and the moon-tide glare;
Others might labour, others might weep,
But "the Lord giveth aye to His loved ones sleep."
—Chambers' Journal.

General Sherman on the Mississippi.

At the banquet to Mr. Eads at the Southern Hotel, St. Louis, March 23 in response to the toast "The Army and Navy," General Sherman said:

I am rejoiced to see so large and so respectable an array of the neighbors and friends of Captain Eads assembled to night, to do honor to one of the most extraordinary men of our day. I was his neighbor on Chouteau avenue 24 years ago, and therefore claim a right to share in these proceedings by a title older and stronger than the one which influenced your committee to invite me as General of the Army of the United States. Such is my appreciation of Captain Eads that I feel sure that he will be more pleased to know that his personal friends appreciate the importance and magnitude of the work he has already accomplished, and the still greater work he proposes to do, than to receive any amount of praise or flattery.

Before approaching the main subject, let me say a few words which I believe are expected of me, and which are pertinent to the subject of my toast. The newspapers of the day especially those of St. Louis, have given the impression that the Army is not friendly to Captain Eads and his designs. This I am certain is a mistake. The Army always honors great deeds, but it is not their custom to parade their opinions, lest they be called on to act, when their duty often requires them to execute the plans of others. But on all public questions, officers of the Army are just like any other class of their fellow citizens; each forming his own judgment on the facts as known to him, or as represented by others. At this present moment the Army contains 2,204 officers, of which number 109 only are of the Engineer Corps. These latter constitute a distinct, separate body, and do not compose the whole Army, or the one-twentieth part of it. They are, however, men of great intelligence, high culture and of strict integrity and honor. On any professional

question, when they are harmonious, I admit their opinion would have great weight with their brethren, but on few questions are they united. Each officer has his own opinion and only expresses it when called on by authority; and on the great question of opening the Mississippi to the ocean ships by which the commerce of the world is carried on, I know that our military engineers have differed and do now differ as widely as any other class of honest men.

This is no new question—it is older than any of us. Long before the Erie canal or any of the railroads had turned the tide of commerce from the west to the Atlantic ports, the surplus products of the Ohio and the Mississippi used to float down to New Orleans for a market. Even at the beginning of this century people were interested to improve the bars at the mouth of the river; and from that day to this the subject has been a living question, but like all such questions would rise and fall according to the popular tide. I myself have heard it discussed and ably discussed more than 20 years ago. No single man has probably given it more patient study than General Humphreys, the present head of the Engineer Corps, and it may be said to be his "hobby." He seems, however, to have become so convinced that a canal, and a canal alone, will fulfil the problem, that probably he is not sufficiently patient with those who have as honestly reached the other conclusion, "the open mouth." Now it so happens that the very next name on the roll of that corps, General J. G. Barnard, an officer of like merit and experience, is equally positive on the other side. Nor is this a recent conversion. He has been an officer of the Engineer Corps for more than forty years—twelve of these years spent professionally near the outlets of the Mississippi. As early as 1852, when associated with Majors Chase and Beauregard, he openly opposed the project of a canal, which was the hobby of Major Chase, and officially advocated almost identically the very scheme that Captain Eads now proposes to execute, viz., to extend the natural banks at the Southwest pass by artificial jetties. Again, in 1872, when a member of the Engineer Board, having this very scheme before it, when the local engineer, Captain Howell, reported in favor of the St. Philip canal, which General Humphreys indorsed, he, General Barnard, reported officially in this language:—"It is said the time has come when the needs of commerce demand the canal, but I answer that the time will come when the cry will be for a navigation unimpeded by locks. An open river mouth." I have much personal knowledge on this subject, but cannot now take up your time. I am sure, however, that Captain Eads will bear me out in the assertion that he himself has utilized much of the statistics and data furnished by General Barnard in his battle against the canal scheme. He must remember that General Barnard sought the acquaintance of Baron Ostenburg, Russian Minister at Washington, once a member of the International Board of Engineers which superintended the jetties at the mouth of the Danube; as also of Sir Charles Hartley of the British Army, the supervising engineer of the same work, who happened to be visiting the United States at the time; the result of which was the appointment by the President of a joint Board of Military and Civil Engineers to proceed to Europe to study the similar works there in progress. This board reported favorably to the jolly system in preference to the canal—and two out of the three Military Engineers on that board voted in

its favor. This settled the controversy, and paved the way to Captain Eads' final success.

I know of my own knowledge that many of our Military Engineers are, and have been advocates of the open mouth; so that I emphatically deny that the Army is hostile to Captain Eads' project, but assure him they will watch his progress with intense interest, and will hail his ultimate success with as much enthusiasm as any other body of men in this country.

But there is another thing in this Pass for which the Army will ever be thankful to Captain Eads—which partook of a double nature common to both the Army and the Navy—the construction of the iron-clad fleet of gun boats at Carondelet in the autumn of 1861. I have always believed that the honor of bringing to the attention of our Government the peculiar energy and skill of Captain Eads was due to your most honored fellow citizen, Edw. Bates, then Attorney General. The first contract was with the Army Quartermaster General Meigs, for the building of seven boats of uncouth patterns, and shielded with iron plates two and a half inches thick. The timber was still in the logs and the iron in coarse blooms—and the ways had yet to be improvised and most of the machinery brought from the East. Yet Captain Eads undertook to build them in a hundred days. He did the work and on time, and all the success was honestly due to his "immense" energy. Now it is a matter of history that these iron clads with many others which rapidly followed, constituted that naval fleet, which under Admirals Foote, Davis and Porter helped us land-lubbers to clear out and remove the obstacles which a public enemy had placed along the banks of this mighty river for a thousand miles of its extent. Will any one pretend that the Army or Navy were not grateful to Captain Eads for this?

I hope he himself feels no doubt on this score; and if he does, I assure him that had his labors in the cause of his country ended right then he would have left to his children a legacy of honor that few men can pretend to.

Then, the bridge, which spans the mighty Father of Waters, and stands in the gaze of millions, the proudest possible monument to the genius of the architect. For dimensions, stability, strength and beauty it speaks for itself—a triumph of genius. But even here I must ask that my military friend, General Flad, may come in for a share of the honor. He was with us in the war as an engineer, and I myself recall him hard at work on Bear Creek ridge, and the hundreds of breaches made in war's dreary path, and believe that no one values his industry and exalted talents more than does Captain Eads; and whilst he may justly claim the site for his own monument the crowning arch of the central span, I know that he will be willing that his friend should weave a garland in honor of General Flad, amid the tracery of steel rods that made this great bridge so artistic and beautiful.

And now, gentlemen, I come to the main subject which has brought us together to-night. Our fellow-townsman, Captain Eads, has undertaken to do that which, if successful, will place his name among those of the greatest to engineers of the world; he has undertaken to bridge the Mississippi, to place a curb in his mouth, and to make him fulfil his high office as the carrier of that vast commerce which must convey to the uttermost parts of the earth the superabundant productions of the great valley. The idea of New Orleans or Louisiana con-

trolling this subject is absurd. The citizen of the United States who cultivates a farm on the Upper Alleghany, Wisconsin or Yellowstone, is as much interested as he who cultivates his rice, or sugar, or orange grove, in sight of the Balizo. The work is national, and the nation has assumed it and has delegated the work to Captain Eads. There are many mouths of the Mississippi—Pass a l'Outre, North east Pass, East Pass, South Pass, and Southwest Pass. The latter is now and has been the main sea channel, and Captain Eads most properly and naturally preferred to lay hold of it; but the wisdom of our representatives in Congress assembled has appropriated money alone for the South Pass, and at the South Pass must he try his hand. His plan, as I understand it, is to extend the present banks by artificial levees or dykes made of mattresses of willow fascines, loaded with stone. These, extended to deep water, will beyond doubt force the river current to cut out its own channel of thirty feet in depth across the present bar to deep sea water. But we all know, and have ocular proof on the table before us, that the Mississippi water carries in suspension a large amount of clay and dirt in proportion to the strength of current, which it must deposit, when the current ceases, in the still waters of the Gulf of Mexico. What is to be done with this mud? Where is Captain Eads to find a hole big enough to hold it all, to prevent its forming another bar outside his new Balizo? But he has undertaken it, and as he has in the past done mighty deeds we must repose with confidence in his ability to do this. It is not a question of cubic yards, but of cubic miles; and I doubt not Captain Eads will say, and say truly, that the Gulf of Mexico is large enough to hold it all, and I am further willing to admit that if the same operations must be repeated every thirty three years, the object aimed to be accomplished is worthy the effort.

The first public banquet ever given in this beautiful room which I attended was to some English gentlemen, on a visit to our country, to see about their investments of money; among them were Sir Morton Peto, Mr. Melleny, and Hon. T. Kinnear of London. On their return to England in 1866 the former, Sir Morton Peto, published a volume of his observations on the resources of America, which is full of interest and bears directly on the question that occupies us to-night.

He asserts that the annual consumption of wheat is six bushels to every individual. That the inhabitants of England and Ireland with thirty millions of people require one hundred and eighty millions of bushels, of which they import fifty six millions. One half of this comes from America and the balance from the Black Sea. Now I have seen the steppes of Southern Russia, which produce the wheat exported from Odessa and Taganrog, and am satisfied they are identical with the plains of Western Kansas and Nebraska, now lying idle, and fed over by herds of wild buffalo. Let Captain Eads remove the bar at the South Pass, even to the depth of twenty five feet, so that sea-going vessels may at all times reach New Orleans, and I am certain that England and Ireland alone will give you a certain market for thirty millions of dollars that now go to the Black Sea, for wheat alone. Then take Brazil the India Islands, and other countries; that need our cheap grain; and you have, one single item of trade that approaches a hundred millions annually. In 1856 our country yielded 173,000,000 bushels of wheat, and \$34,000,000 bushels of corn.

The census tables for 1870 further show that the extent of our country is measured by four hundred millions of acres, only one fifth of which is occupied. Illinois now heads the column of agricultural extent with twenty five millions of acres occupied as farms; next Georgia, twenty three millions; then New York with twenty-two millions, and Missouri with twenty one million seven hundred and seven thousand two hundred and twenty acres. The aggregate value of farm products for 1870 was \$3,447,658,000. Yet our country is in its infancy, and the amount of human food that we can produce is only limited by the demand and the cost of carriage, and we all know that the Mississippi River itself affords the cheapest possible carriage, provided the necessary ships are ready at its mouth to receive this freight.

In 1870 our population was 38,553,331, applying the ratio of increase 33 1/3 per cent. every ten years, we have for 1880 51,411,116, for 1890 68,548,214, for 1900 91,397,199, so that many now here will probably live to see the day when the population of our country will be a hundred millions.

If as industrious as their fathers the surplus food for shipment abroad will be simply indefinite; plenty to give occupation for the Erie canal, and every railroad leading eastward, as well as the vast amount that must flow down the Mississippi and seek a market by the channel that Captain Eads now proposes to delve.

The great civil war that recently upheaved us as by an earthquake is nearly forgotten. New issues and new troubles already disturb us. Let the past go, look to the future, and I say to Captain Eads, go in; work like a beaver on your great dams and dykes, and may God spare your life and health to see the *Great Eastern* steam up to New Orleans for her 25000 tons of St. Louis superfine flour to carry back to Shermes for the hungary millions that want it, in that human hire—London—U. S. Army and Navy Journal

The Mouth of the Mississippi.

The honorable Mr. Stannard, of St. Louis stated recently (see page 8, Congressional Record, Saturday, February 20) that neither the United States Government nor private corporations had constructed jetties in this country, so far as he was aware.

Notwithstanding that Mr. Stannard is not aware of it, the U. S. Government has for nearly 30 years past constructed jetties at the mouth of the rivers emptying into the Great Lakes, and has, in fact, created some forty harbors on our Lakes by jetties aided by dredging, and is now annually applying that system.

Mr. Stannard read a list of some two or ten rivers in Europe, the channels of entrance to which had been deepened by jetties, the gain in depth varying from 7 to 12 feet, and in one instance, from 13 to 14 feet, and in another, the Oder, 16 feet. This list included the Sulina mouth of the Danube, where the gain was stated to be 12 feet. Mr. Stannard added that his list comprised 19 European rivers where the mouths had been deepened by jetties.

Now the gain in depth at the mouths of the rivers of the Lakes by the construction of jetties aided by dredging varies from 7 to 12 feet, and the number of these largely exceeds the number in Mr. Stannard's list of European rivers.

As examples. At Chicago, the depth at the entrance

was 3 feet; it is now 15 feet, and can be still further increased.

At Milwaukee, it was 7 feet, and is now 17.

At Racine, it was 2 feet, and is now 14 feet.

At Michigan City there was scarcely any water about 1 foot; is now 12 feet.

At Erie, there was 3 feet; there is now 15 feet.

At Buffalo, the depth way was very small; there is now 15 feet.

And at many other harbors similar gains in depth have been secured.

It may be well to note that the rivers named by Mr. Stannard, with the exception of the Sulina mouth of the Danube, empty into the Baltic, a nearly fresh water inland sea. Two of them, the Niemen or Memel, and the Oder, reach the sea through Sounds called Haffs, the first through the Kurische Haff, the second through the Grosse Haff.

Now at the mouths of these Lake rivers, the bars are formed by the drift, sand and other loose material, carried along the shore by the waves, and the bars at the mouths of the European rivers mentioned and referred to, including the Sulina mouth of the Danube, are formed chiefly, if not altogether, in the same way, that is, by the waves driving along the shore the loose material of the coast, and filling the openings, such as river mouths, with it. Cases of this kind are properly treated by the use of jetties and dredging, where needed.

The object of this brief statement is to show that the Government Engineers of this country are familiar with the use of jetties in deepening the mouths of rivers and with the cases where there is no question as to the economy of their application: that is where the bar is formed by the action of the waves in accumulating the loose drifting material of the shore at the mouth of a river. In the natural condition of this class of bars, the bar remains substantially in the same position, and the distance across the bar from deep water outside, is short, and the jetties are of corresponding shortness.

The case of a delta river is different thro the bar is formed by the earthy matter brought by the river to the sea, and dropped at its mouth, and the bar is constantly moving into the sea, the shore following it; the distance across the bar from deep water inside to deep water outside is long: as, for instance, the bar of the S. W. Pass of the Mississippi River is more than 7 miles long; that of the South Pass is 2 1/2 miles long. The jetties in such cases must be of corresponding great length.

In case of the drift bar when jetties are built the drift accumulates against the jetties on the outside and extends a long distance along the shore, this distance increasing as the drift accumulates against the jetty, and giving an increasing area for the deposit to form in. Hence, not only the original length of the jetties, but their extension from time to time, is moderate.

The bars of the Mississippi river, are but little affected by drift, as the shore at its mouths, as well as its bars, are formed of soft, cohering materials glued together, and not of the loose sandy material, which forms the shores and bars of drift bars.

The delta bar extends annually into the sea, rising as it grows, and the jetties must be extended to meet this constant growth and rise.

A very important question in the application of jetties to the mouth of the Mississippi river is, the rate at which the bar will advance into the sea when jetties are built.

Some Engineers are of opinion that, with jetties, the rate of annual extension of the

bar will be largely increased; because the width of the bar will be very much diminished, while the quantity of earthy matter added to the bar annually will be the same as before. Other Engineers are of opinion that the bar will advance annually at the same rate with jetties, as it did in the natural state; while others, again, are of opinion that the annual advance of the bar will be less with jetties than in its natural state.

Respecting these three opinions, the first is based upon the determination by observation and measurement of all the physical facts relating to the formation of the bar at the mouth of the Mississippi river that can be observed with the bar in its natural condition. Experimental investigation of the subject can be carried no further except by the actual construction of jetties at one of the mouths. The only experience to be had of the effects of the actual construction of jetties to improve a delta bar, is that of the jetty construction at the mouth of the Rhone; that experience, as far as it extended for it was not complete, confirmed the opinion just expressed, that the bar will extend more rapidly than before, and to keep it down, the jetties must be correspondingly extended.

The second opinion is based upon a view of the reforming process of bar-formation which is inconsistent with the known facts of the depositing and erosive action of the current of the river water.

Those holding the third opinion point to the result of jetties at the Sulina mouth of the Danube as the evidence which sustains their view. But it is now known that the Sulina bar is not a case in point, its bar being a drift-bar and not a delta-bar. All the cases of successful treatment of the mouths of rivers by jetties in Europe and in this country are cases of drift-bars, not delta bars. In Europe, jetties have been applied to one delta river only, the Rhone, and that application was successful. In this country, no delta-river has been so treated.

It is a little singular that in the official reports concerning the improvement of the entrance to the Rhone by jetties, made previous to the commencement of their construction in 1852, the cases of the improvement by dikes and jetties of the entrances to the tidal-bar rivers of Great Britain, and to the tidal and drift bar rivers of Europe, were cited as examples of what might be expected if such works were applied to the mouth of the Rhone; and the fact that the U. S. Government had by the use of jetties and dredging at the mouths of the Lake rivers, created a large number of harbors on the Northern Lakes, where scarcely a natural harbor was to be found, was also cited as a strong reason why the same kind of works should be applied to the Rhone. They were so applied at the mouth of the Pass which discharged two-fifths of the volume of the river, the other passes being closed.

When the works were begun in 1852, the bars of the Passes extended annually 76 feet into the sea. In 1873 the bar of the Pass improved, had protruded 6,000 feet into the sea, or at the rate of 290 feet a year; this protrusion having been made where the sea had a mean depth of 60 feet. The depth in 1852 just outside of the bar crest was 30 feet; 6,000 feet seaward of it, the depth was 90 feet. That is, in 1873, the crest of the bar, with 5 feet water on it, occupied the spot where there was 90 feet water in 1852. The jetties were begun in 1852 with 5 feet of water on the crest of the bar; they were finished in September, 1856,

with 13½ feet water on the crest of the bar. In 1863 the bar had returned to its former condition of depth, about 5 feet, having in the meantime extended rapidly seaward.

The jetty system was then abandoned, and the sea canal commenced. The canal was finished and opened to use in April, 1871, with a permanent depth of 19½ feet.

The jetties at the mouth of the Sulina were begun in April, 1858, their adoption having been preceded by a discussion similar to that which had taken place previously to the commencement of the jetties at the mouth of the Rhone. The mean greatest depth on the Sulina bar in its natural condition was 10 feet; 1861, the two jetties had deepened it to 16½ feet, which depth was substantially maintained without further extension of the jetties until 1868, when operation were resumed and the jetties—extended and consolidated the works being finished in September, 1871, when a depth of 20 feet was secured, which has been maintained to the present day.

The published authoritative account of the execution of this work shows that the bar was chiefly of the kind designated in this memorandum as drift bars.—*U. S. Army and Navy Journal.*

War Vessels Colliding.

A PECEPUL ENCOUNTER SINES A BRITISH IRON-CLAD.

A few minutes before 1 o'clock this morn- ing, Sept. 2, in a dense fog, the iron clad Iron Duke ran into the iron clad Vanguard, in the Irish Sea, off Bray Head. The Vanguard sank in nineteen fathoms in less than an hour; but the time had been sufficient to allow all the officers and crew to be taken off the ship so suddenly wrecked.

The two vessels named were part of the reserve squadron of six vessels, which left Kingstown for Queenstown shortly before 11 o'clock on the previous morning. In order to keep clear of the banks, the squadron had passed, north of the Kish lightship, when a dense fog set in, which made the several vessels invisible to each other, and the rate appears to have been about seven knots an hour when the Vanguard sighted a large sailing vessel with which there was imminent risk of collision. In order to avoid the sailing vessel the Vanguard's helm was put hard a-starboard. It was then discovered that the Iron Duke was only about a cable's length astern. The bowsprit of the Iron Duke was dimly seen through the fog by those on board the Vanguard, coming on at right angles and amidships. The watch cried out, and orders were given to reverse the engines; but, before this could be done, the ram of the Iron Duke struck the Vanguard about four feet below the water line, between the main and mizen masts, and bast the engine room, causing a great rent in the ship. The watertight compartments, however, kept her afloat long enough to enable all hands to be saved. They owed their lives solely to the fact of the ship being built in watertight divisions. The Iron Duke, when the collision occurred, backed astern and lowered all her boats, and the officers and men did their utmost to rescue the crew of the sinking vessel. The Vanguard also lowered her launches and smaller boats, which did their part in effecting the removal of the wrecked men to a place of safety. Captain Dawkins was on the bridge of the Vanguard when the collision took place, and was the last to leave the vessel. He displayed great intrepidity and courage during the whole of that trying time. The vessel sank fifty-

nine minutes after being struck, leaving only the topgallant mast viable. The other ships of the squadron proceeded on their voyage unaware of what had happened, owing of course to the extreme density of the fog.

The first news of the disaster was received on land at 3 o'clock this morning, when the Iron Duke returned to Kingstown harbor, and sent a boat on shore. She brought back 500 men, the entire body of officer and crew of the Vanguard. The only property that had been saved was three boats.

Had the weather been clear the ships could have easily been seen from Kingstown at the time of the accident, as they were only four miles S. S. E. of the Kish lightship, or ten or twelve miles from the port the fleet had quitted.

Three minutes before the Iron Duke struck the Vanguard there was no idea of disaster in the mind of any one. On the vessels striking, the commander of the Iron Duke, Capt. Hickley, exclaimed, "My God, we are done for!" and soon after the ram of the Iron Duke struck the side of the Vanguard about forty feet below water mark. The Captain promptly ordered the boats to be lowered, and at this time the coolness, intrepidity, skillfulness of an officer whose name I have not been able to ascertain saved the crew and all on board the ill fated vessel from a terrible risk. This gallant officer ran down, at the imminent danger of his life, into the engine room of the foundering ship, and opened the steam valves and cocks, thus causing the steam to escape and preventing an explosion. The officers of the Vanguard, with a crew whose discipline the officers describe as sailorlike and magnificent throughout, did all they could so obviate the danger by endeavoring to make tight the various compartments of the ship. But nothing could withstand the deluge that began to flow through every section.

On the Vanguard filling, which she did rapidly, the sick men were removed first in the boats of the Iron Duke, while the ship herself came close alongside the Vanguard as possible. Capt. Dawkins then called out to the men of his ship that if they preserved order all would be saved; but if there was confusion, all would be lost. The men stood along the deck in order, and not a man moved until ordered to do so. Meanwhile the boats of both ships were promptly lowered. While the launching was going on, the swell of the tide caused a lifeboat to surge upward against the hull, and one of the Vanguard's crew, a petty officer named John Marshall, had his fingers badly crushed. This was the only injury to the person which happened throughout the catastrophe. Capt. Hickley and Dawkins worked vigorously to get the men of the Vanguard aboard the Iron Duke, and within twenty minutes the whole of the 450 men were transferred. There was many a voluntary delay, as individual sailors petitioned to make one more effort to secure chattel keepers hidden away below. But the orders, "Boys, come instantly," were not only frequent, but stern. As the bells on the Iron Duke were striking two the Vanguard went down, the depth thereabouts being fifteen fathoms. The two highest spars remained visible after her hull touched the rocks beneath. During the last moments Commander Tandy remembered that his dog was yet on board, but it would have risked perhaps the loss of a more valuable life to have attempted to save him. The poor animal was the only living creature that fell a victim to the collision.

The ram of the Iron Duke protrudes eight feet in front of the ship beneath the water line. This struck the Vanguard some four feet below the armor plates, on the port quarter. The after portion accordingly filled first, and the water rushed thence into the engine room and extinguished the fires. The officers' apartment were next inundated, the ship gave a sudden lurch, and, sinking stern foremost, she went down in an inclined position, surrounded by a wreath of smoke. Although she was centred to starboard at an angle of 49°, on reaching the bottom she righted.

The Iron Duke is much shaken by the collision, and several plates are wrenched off: but the report that the ship is leaking is incorrect. Her bowsprit, a spar fifty feet in length and three feet in diameter, is gone, as also are the jibboom and some wood work. The Vanguard cost £357,497, and with her guns and outfit was worth £500,000. The officers' plate is valued at £260 and the wines at £300.

Both the vessels were powerful rams, but the Iron Duke was much the more formidable of the two. The Vanguard was an iron plated steam ram of 6,031 tons and 5,812 horse power. She carried ten 12 ton guns and four 40-pounder Armstrongs. She was protected by armor plating 4½ inches thick, which extended about five feet below the water line. The stem and stern, which were unprotected by the plating, were crossed and recrossed in every direction by solid water tight compartments.

Extensive preparations are being made in Devonport Dockyard for the expected attempt to raise the Vanguard. A large number of divers, lighters, ship chains, and other appliances are being collected, and will be forwarded to the scene of the collision under the charge of the Master Attendant at Devonport. The Vanguard lies in water 100 feet deep, but, the season of the year being favorable, it is probable that at least an attempt will be made to raise her, as she is a valuable ship. Diving at such a depth, however, will present great difficulties, and the weight of the Vanguard is enormous.

If the sunken ironclad should be raised so as to float once more, the feat will be an unprecedented accomplishment of modern naval and hydraulic engineering. Consultations have been in progress to day on the subject among experienced naval and dockyard authorities, and the general opinion of practical men is that it may be done. In fine weather, it is thought, the divers will have no difficulty in removing the masts and upper deck guns; then the mooring chains, of such enormous thickness as astonished many a rural visitor to the dockyard stores, will be slipped under the Vanguard's hull, or, if this is found impracticable, will be made fast to her hawse holes. Four, or perhaps six of our great line-of-battle ships now in reserve will be then moored above her, and, the chains being made fast, the resistless rise of the tide will suffice to lift the Vanguard. Such is the project, and once off the bottom she may, by successive, short stages, be slid up the Kiah Bank until the seat of her injuries can be reached.—Daily Telegraph.

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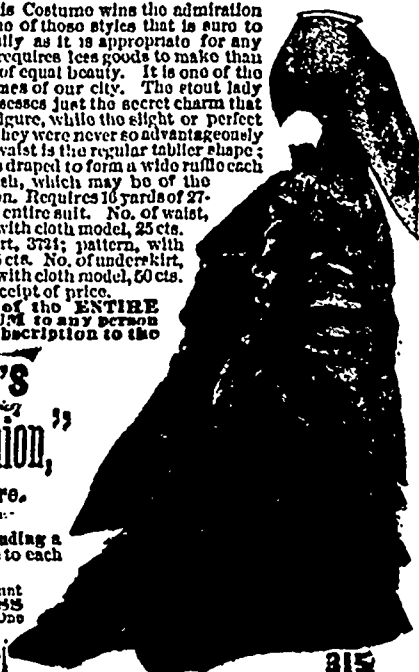
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