

in either the West Indies or Canada during both the Peninsular and the Crimean wars." He pointed out that during the first twenty-five years of its existence, the regiment had, in campaigns under the Duke of Marlborough, been engaged in at least fifteen battles and sieges, besides many other minor affairs, the names of which battles and sieges would be inscribed on the colors had it been the custom then, as now, to do so

### Winnipeg.—A Military View of its Possible Future.—VII.

(Continued from Page 140.)

A GALLANT officer, Capt. J. C. R. Colomb, of Drumquind House, County Kerry, Ireland, has for the past ten or fifteen years kept this question of colonial defence before the British public, and demonstrated that by following the lessons taught by the natural strategy of the sea, Great Britain with her numerically insignificant military force can yet defy the world in arms. It makes her ubiquitous and consequently doubles, at a very modest estimate, her military power in whatever point she chooses to direct it. Since Capt. Colomb first taught his "Strategy of the Sea," vast modifications in speculative and practical science have been made—in ships, arms and appliances of all kinds—but none equal in practical effect to that produced in military and naval science by the construction of the Pacific railway; and it will affect the science of naval defence in a greater degree—first, by lessening the dangers incurred from proximity to armed nationalities whose object, under pretence of defence, is the acquisition of new territory—called euphemistically, "Reconstructing the Map of Europe."

Referring to Prince Bismarck's remarks, a writer in one of our journals describes the German people as a nation in a basin, out of which they cannot get; and there is a good deal of truth in this remark. As long as England keeps her navy up to her requirements such will be the state of all the armed nationalities, and the Canadian Pacific Railway will affect the prestige of Britain throughout the world. The following extracts from the *Broad Arrow* will shew that this subject has been studied in its several bearings by more accomplished strategists than a provincial soldier—whose persuasion is that the first great step to the federation of the Empire has already been taken. This matter has passed out of the lines of speculation into those of practical measures that are shaping the views and requirements under which the subjects of the reconstructed British Empire are to live and develop. There must be no room for the villainous tactics which enable aliens to block the wheels of legislation; and the law of treason should be extended and left to the executive, *i.e.*, Queen and council, to put in force as military law when required. The *Broad Arrow* of the 15th October has the following:—"We have on more than one occasion called attention to the vast importance of our Imperial communications and the advantages of alternative routes to India and our Eastern possessions. The adverse decision of the Dominion courts of law in regard to the claims of the proposed independent line of railway in the Red River district, will be a distinct help to the prosperity of the great Pacific line connecting India, China and Australia with Canada, while bringing the mother country within fifteen days of Vancouver, possessed of a beautiful and healthy climate, where, if necessary, an English army corps could be assembled, with its reserves, consisting of the whole force of the Canadian Dominion.

"In subsidising the Canadian mail steamers running from Vancouver to Japan, our Government have now completed the chain, and forged the last links of the greatest imperial work ever carried out by British capital. The Pacific ocean no longer forms a great gap in our colonial empire, for in a strategic point of view it is absolutely bridged, not by the mother country, but by the enterprise of our colonists."

It is evident then that Winnipeg as a strategic point and sanitarium possesses all the necessary requisites—which Vancouver Island does not. First, the adoption of the latter as a great military centre would look like putting all the eggs in one basket; for a single reverse at sea would put the Island in danger of being blockaded. Secondly, the military force would be thus paralysed if not compelled to surrender, and the whole line of defence would be rendered useless.

The reserves and main force would at Winnipeg be totally free from interference of any kind—even from our neighbors, whose boundary line, sixty miles south, passes through a country all but unfit for military operations. But the true base of British imperial strategy is the Canadian Pacific Railway and its central point, Winnipeg.

In order to make her full naval power effective it is only necessary to arm the ships. Privateer cruisers can be no more improvised in offensive or defensive operations. Steam power, international law, and the impossibility of keeping in ambush, will effectively prevent all attempts at renewing the role of the *Alabama*—and if gunners are required, why, they can be trained.

The construction of the Canadian Pacific Railway renders Great Britain practically independent of the Suez Canal and shortens the voyage to her Indian possessions. She doubles her naval power by placing

almost exclusively the control of the routes to all her eastern and southern possessions within her own territories.

(To be continued.)

### Cyclist Volunteers.

[Volunteer Service Gazette.]

MORE than five years ago a detailed proposal was made in the columns of the *Volunteer Service Gazette* by Captain the Hon. R. G. Molyneux, Duke of Lancaster's Yeomanry, who is, we believe, a retired officer of regular cavalry, to utilize, for military purposes in connection with the volunteer force, some part of the enormous multitude of skilled bicycle and tricycle riders existing in this country. His letter is, as it appeared then to us, and as it appears now, quite unanswerable as to the importance and facility of using cyclists for military work. Lord Wemyss (then Lord Elcho) wrote a warm approval of Captain Molyneux's scheme, and we published a good many letters on the subject in the course of the year 1882. Capt. Molyneux speedily found an efficient *aide* in Mr. Henry Smith, a well-known shot, and the founder of the North London Rifle Club. Formal proposals were published for the organization of a cyclists' corps, and ultimately Mr. Smith brought the matter before the General commanding the home district. But somehow nothing came of it, and the matter slept till 1885, when Col. Tamplin, commanding the 1st Sussex R. V., used some scouts on bicycles with good effect at the Easter manoeuvres. Last April, however, Colonel Stracey, who commanded the Easter marching columns to Dover, took up the scheme in earnest, and entrusted Colonel Savile, the Professor of Tactics at Sandhurst—himself, we believe, an enthusiastic cyclist—with the formation of a considerable body of cycle scouts, admitting even non-volunteers. The experiment was most successful, as was that on a smaller scale made in connection with Colonel Hercy's Eastbourne column. The result has been that the "authorities" have practically admitted in 1887 that the proposals of Captain Molyneux and Mr. Henry Smith in 1882 are worth consideration, and have given permission to officers commanding volunteer infantry battalions to form sections of cyclists. Further, they have approved of the issue, to those commanding officers who have formed or are about to form such sections, of the excellent paper of "Recommendations" drawn up by Colonel Savile, which we publish in full elsewhere, and on which we now propose to offer a few remarks. In the first place, it should be understood that the scheme is as yet in its infancy, and that it would be unwise to lay down any hard and fast regulations for it just at present. Colonel Savile's paper is therefore entitled "Recommendations" instead of "Instructions." In six months time, reports as to how the "Recommendations" work in practice are to be furnished by the general officers commanding districts, and when the requisite experience has been gained, it is probable that a series of definite regulations upon the subject of volunteer cycling will be promulgated. We may proceed to examine some of the principal "Recommendations." In the first place, it will be observed that no battalion is to be allowed to form more than one section of cyclists, consisting of an officer, two sergeants, a bugler, and twenty rank and file at most. But, although the number of twenty privates is not to be exceeded without special authority, we believe that the rule may be interpreted to mean that not more than that number of men are to be mounted on any parade; but there will probably be no objection raised to the training of a larger number of men in the battalion, in order that the attendance of twenty mounted men, or thereabouts, may be insured on parade. In a cavalry regiment there are more men than there are horses, and a similar course is still more necessary in the case of *volunteers*, as attendance at parade is not compulsory. Exception may perhaps be taken to the limits of twenty-five years of age and 5 feet 9 inches in height, prescribed by paragraph 4; but it must be borne in mind that the saving clause at the end of this paragraph practically empowers the commanding officer to enlist at his own discretion any men who are really good riders. The shooting qualification is, however, of the highest importance, for it is evident that it is useless to provide means for the rapid transport of small bodies of infantry from point to point unless their fire is thoroughly effective at the spot where their presence is required. With regard to the cycles themselves, as no existing type entirely fulfils all the requirements of a military machine, we understand that it is probable that a War Office committee, composed partly of military men and partly of cycling experts, will be appointed in the autumn to go into the matter fully, and draw up a specification of a suitable machine. The manufacturers may then be called upon to tender for its construction, and the result will probably be that an excellent machine for touring as well as military purposes will be placed upon the market at a comparatively cheap rate. Should such a machine be introduced, it is to be hoped that the various sections will adopt it, and that volunteers will, when purchasing a new mount, give it the preference. The circular does not touch upon drill, as Colonel Savile believes that the country, not the parade ground, is the proper