

Sam acquiring Canada as a matter of course, we must agree that his prophecy expresses pretty clearly the popular ambition of the citizen of the United States.

We are glad to see that our plea for the provision of facilities for Canadian youths to enter the Imperial service is being taken up by the service press at home. The military correspondent of the *Pall Mall Gazette* says :

"A writer in the CANADIAN MILITARY GAZETTE draws the attention to the necessity of providing some outlet for the military spirit of the rising generation in the Dominion other than that afforded by the Canadian Militia. To his personal knowledge, a number of young men, born British subjects, have enrolled themselves in the army or navy of "Uncle Sam" who would without doubt have preferred her Majesty's service if there had been any facilities for enlisting. We hope that, now that attention has been drawn to the matter, the government will see their way to placing a training ship on the station, where lads could be enlisted for service in the navy; and we would also like to see a real Canadian regiment raised, to have one battalion in England and one in Halifax, changing stations every four or five years. If a regiment of three battalions could be raised it would be better still, as one could be stationed at Bermuda, one in England—at Aldershot for choice—and the remaining battalion at Halifax. Canada might be found willing to contribute something to the expenses of the corps, which would not in that case cost the home government much, and which would serve the double purpose of setting free the two British battalions now at Bermuda and Halifax, and of uniting the colony closer to the mother country. The Leinster regiment, which now goes by the name of the "Royal Canadians," has no real connection with Canada, being recruited solely in Ireland; and the raising of such a regiment as we have above suggested would be hailed by all as the commencement of a practical attempt to knit together into one organization the defensive land forces of the Empire."

### Ammunition for the New Rifle.

The Canadian militia is in a fair way towards being provided with the best military rifle in the world. It is to be hoped that the militia department will take every precaution to ensure the service to the force of the very best ammunition for the new weapon. The ammunition used in the imperial service has not been an unqualified success, and the subject is well worthy of thorough investigation in all of its phases before the department commits itself to any particular explosive. There are two principal claimants for recognition—cordite and rifleite. In view of the reports which have been openly circulated as to the manner in which cordite came to receive favor at the war

office, and considering the fact that cordite has been pronounced unsatisfactory by many army officers, both compositions should be thoroughly and practically tested in Canada.

In some correspondence which took place between the Smokeless Powder Company and the Secretary of State for War a few points in regard to rifleite were recapitulated as follows :

1. It is manufactured for the .303 calibre, and gives velocities of 2,000 f.s. plus minus 40, with pressures lower than those of pellet powder.
2. The mean variation in its velocities are well within the limits laid down for the Lee-Metford rifle.
3. A grade is also manufactured for the .450 calibre, giving the same velocity as 85 grs. of black powder in the Martini-Henry with equal or lower pressures.
4. Both the "Rifleite .303" and the "Rifleite .450" are remarkably successful in the Maxim and Gardner machine guns of these calibres, for which powder to load many million cartridges has this year been supplied for use in these weapons.
5. The five years during which "Rifleite" has been sold to the ammunition and rifle makers at home and abroad have afforded ample proof of its stability. In no instance has any report come from any part of the world of its failing in this respect.
6. Besides being smokeless by day it is flameless by night, as was demonstrated in 1893 at the Ash Ranges, Aldershot.

A circular of the company enumerates some of the characteristics of rifleite as follows :

1. Safety in manufacture, transport and storage.
2. Safety in use in all classes of fire-arms.
3. Regularity in strength and in velocities.
4. Hardness of grain and absence of dust.
5. No objectionable or deleterious gases.
6. Not injurious to the metal of barrels.
7. Lessened recoil—no jar—no fouling—lessened report—less heating of the barrel—high patterns—high velocity.
8. Smokeless by day and flameless by night.
9. Unrivalled by rapid-fire magazine rifles and machine guns.
10. Stability in all climates.

Rifleite has been adopted in preference to other powders for the United States naval rifle of .236 bore. The chief of the bureau of ordnance of the United States navy in his report in 1894 described rifleite as follows :

The powder is almost smokeless, a faint bluish puff, barely noticeable. . . . The barrel becomes uniformly fouled in the bore, the fouling being easily removed with a piece of waste soaked in oil. The bullet makes little or no noise when passing within a few feet of the observer's head, a faint "s-s-s-t" being the only sound noticeable. On recovering the bullets from the wood, after penetrating, their dimensions seemed unchanged, being neither set up nor swelled.

We certainly think, in view of the complaints made against cordite in the imperial service, that the militia department would be guilty of great indiscretion in adopting it for the new rifle without giving a fair trial to its rival, rifleite. Range tests of both powders should be carried out, and the most severe climatic tests possible as well, and let the best powder be adopted, which ever it is.

### The French Torpedo Manœuvres.

Some recent torpedo manœuvres in which the French Mediterranean Reserve Squadron, then under the command of Admiral Gervais, was attacked under varying conditions by torpedoes with warheads removed, present some interesting and instructive features. In the first exercise the two divisions of the squadron in line abreast approached one another to within a distance of 3,000 metres, when the second stopped, and the ships of the first, turning eight points to port, unmasked eight torpedo-boats astern of them, which were to make the attack. In the other exercises the ships lay at anchor at Lavandou and Bregancon. The premature stoppage of the second division in the first exercise, and the inferior speed of the boats, caused them to remain for some two and a-half minutes under fire, during which it was estimated that a discharge of 700 small-calibre projectiles could have been poured upon them. The Admiral Duperre, at a range of about 160 yards, and the *Caiman*, at about ninety yards, were missed, but the *Indomptable*, at forty yards, was struck by a torpedo just before the funnels. Considering the excellent way in which the material worked and the favourable situation of the boats, for it was daylight, the results were very disappointing. The *Richelieu* and *Trouble*, the former making use of her Bullivant nets, were attacked by the *Audacieux*, *Bombe*, and *Orage* by moonlight at Lavandou, the range varying between ninety yards and 160 yards. The nets of the battleship arrested the three torpedoes discharged, but the boats would have been subjected to a hail of some hundreds of projectiles. So confusing were the search lights to those on board the *Orage* that she signalled for these to be extinguished, since the helmsman could no longer safely direct her course. At Bregancon the *Amiral Dupere*, *Caiman* and *Indomptable* were attacked by six torpedo-boats of the mobile defence in two groups. The attack of the first group was a complete failure, not one torpedo finding its mark at short distance, and it was estimated that the boats would have been destroyed before coming within effective range. In the attack of the second group, the *Indomptable* was hit by a torpedo from No. 123 at eighty yards, but here again it was necessary to extinguish the search lights in order to make the navigation safe for the boats.—*Army and Navy Gazette*.