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Comment and Criticism.

THE War Office has recently issued some important recommendations concerning the formation of cyclist sections in volunteer regiments. Colonel Saville, himself a leading cycle man in England, and who commanded the cycle column at the last Easter volunteer manoeuvres, lays down that the cyclist section should consist of 1 officer, 2 n.c.o's, 1 bugler and 12 to 20 privates. The officer should be specially qualified and have a fair knowledge of tactics and field fortification. The men should be from 5 ft. 4 in. to 5 ft. 9 in. in height, with good eyesight; they should also be good marksmen, and know either telegraphy, army signalling, surveying or drawing, and how to repair their machines. The section should, if possible, be mounted upon machines of a uniform type, preference being given to rear-driving safety bicycles. The officer should carry a revolver and field glass; other ranks rifles and bayonets, and officers and sergeants a signalling whistle. Every machine should be fitted to carry arms, ammunition and service kit, the rifle, if necessary, being slung on the man's back; also bag containing proper tools for repairs. The dress generally should correspond to that of corps—breeches or knickerbockers, etc., and shoes, in place of trousers and boots; forage caps or glengarries should always be worn.

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On the march the officer leads and regulates the pace, the senior sergeant on the flank to preserve distance, with the junior in rear to prevent straggling. The section must be frequently practised in scouting through close and open country and the formations of march when engaged in this exercise must always be intelligently adapted to the varying conditions of the country which is traversed. The men should never *march* out (or ride out, which is the correct term) without some definite military object in view. Written reports upon work done should invariably be furnished. The command should be occasionally practised in the occupation of defensible positions or posts, care being taken that the scheme of defence adopted is suitable to the strength of the party. A special corps of guides is about to be established and a certain number of regulars will be experimentally drilled at Aldershot under the supervision of Colonel A. R. Saville.

A MARKED copy of a paper containing the list of prize-winners at the recent annual rifle matches of the Twelfth Battalion, has been sent us by a correspondent, along with an enquiry as to how forty per cent. of these prize-winners come to be officers. After examination of the

scores, by which it appears that the twenty-fifth and last prize was taken with a total of twenty-seven points out of a possible of a hundred and five, we should say it was because there were not enough non-commissioned officers and men present to appropriate the prizes. In the absence of information on the subject we cannot offer any explanation as to the cause of this state of affairs. The Twelfth teams have in the past achieved many victories at Provincial and Dominion shooting contests; and the battalion's record in this respect makes it all the more surprising that at the annual rifle matches there should only be twenty-five of all ranks able to average a hit every second shot at the three easiest ranges.

THE value of the Canadian Pacific Railway as a military route to India has lately been the subject of considerable correspondence in the daily press, both in England and Canada, and we republish in another column a letter in this connection addressed by Major Mayne, R.E., of the Royal Military College, to the *Toronto Mail*. While he notes, as a point against the C.P.R., that there would in case of war be considerable difficulty in coaling the vessels plying between Port Moody and Bombay, an English writer, whose letter appeared in the *Times* almost simultaneously, makes the same objection against the Cape route, holding that it would be next to an impossibility to coal at the Cape in time of trouble should another naval power be leagued against England. While doctors thus differ, there is much to be gained by a publication of all available information concerning the two routes.

Winnipeg.—A Military View of its Possible Future.—VI.

[CONTRIBUTED.]

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THE first article on this subject detailed the position of Winnipeg as a great depot or *place d'armes* and one of the primary points *d'appui* on which the defence of the British Empire depends. The fact of its geographical and strategical conditions—nearly in the centre of the continent—will minimise the cost of communication to a very great extent.

It is no new discovery that Great Britain is a great military and greater naval power. During modern times, say for the last two hundred years, she has always recognized that fact, and her campaigns in Flanders during the earlier portion of this period, and in Portugal, Spain and France during the closing years of the last and the first fifteen years of this century are sufficient evidence of the Imperial policy of her rulers and people. Modern science, especially in the appliances of locomotion, has compelled her to go further afield for the sites of her future battles, which must be fought nearer to the *Murgab* than the *Mersey*. In such case the disposition of her defensive points should be considered with great care. Her means of defence are: her navy, which gives the means of locomotion to her troops, so that her available 50,000 men as a corps *d'arme*—at once the *bete noir* of her pessimists and the delight of military scientists—will in reality represent six times its force as well as numbers by the mobility with which the naval power endows it and the speed with which it can be thrown on any accessible point. Taking any