political matters—when numbers render actual fighting impossible. It is quite possible that the great Earl of Beaconsfield had that very circumstance in his mind when the Indian cavalry was ordered to Malta before the Berlin Conference. At any rate a new source of power was developed in the British Empire, and the 100th Regiment was in this respect a *Pioneer* in that ready resource of civilisation which secures peace.

During the months of June and July, 1858, the regiment was shipped at Quebec for England and subsequently quartered at Shorncliff for nine months, in order to perfect the discipline. When first embodied they were obliged to wear the uniform of a past period, in which the obsolete *coatee* was the predominant feature. After a few weeks' drill at Aldershot, they embarked for Gibraltar, where they were in garrison till 1863. In 1863 the regiment was ordered to Malta and in 1866 to Canada, the right wing remaining at Montreal and the left wing quartered at Ottawa. In 1869 they were ordered to England. The *ten* years period of service having elapsed in 1868, the interest of Canadians in the corps may be said to have ceased, many officers and soldiers having left—and now from distant India come the relics of those colors once the pride of the gallant soldiers of the Royal Canadian Regiment.

The names of the gallant officers who formed the first volunteer organisation of the battalion are of interest in a moral as well as historical sense. The following are the names and rank as they stood in 1858:—Lord Melville, K.C.B., Colonel; G. D. Rottenburg, C.B., Lieut.-Col.; Majors, J. H. Craig Robertson, Alex. Dunn, V.C.; Captains, T. W. S. Waguelin, R. B. Ingram, P. G. B. Lake, H. Cooke, Jas. Clery, H. G. Browne, J. Clarke, T. W. Smythe, G. Macartney, C. J. Clarke, R. C. Price, G. P. Blake; Lieutenants, G. B. Coulson, J. Lee, Adjt., J. Lamb, F. W. Burwell, H. L. Nicholles, J. Dooly, R. S. Bailiff, J. Fletcher, L. A. Casault, L. C. A. L. DeBellefeuille, P. Derbyshire, A. E. Rykert, H. T. Duchesnay, C. H. Carriere, Brown Wallis; Ensigns, C. McD. Moorston, received colors from H. H. Prince of Wales, F. Morris, J. G. Ridout, received colors from H. H. Prince of Wales, 1859, H. E. Davidson, C. A. Boulton, F. H. Baldwin, W. P. Clarke; Paymaster, J. Hutchinson; Adjutant, J. Lee; Instructor of Musketry, Ensign J. Lee; Quartermaster, J. Grant; Surgeon, W. Barret, M.D.; Assistant Surgeons, Thos. Leddard, D. Murray.

We shall try to get a full list of survivors, which if obtained shall be published in a future issue.

Musketry Instruction—As It Is, and As It Should Be.

NOW that the day of compact masses of men is past, and attack in extended order is *en regle*, it surely behooves us to make our men as good shots as possible.

According to our present system how do matters stand?

The men belonging to the rural corps get the chance every second year of hurriedly expending a few rounds of ball cartridge, which are fired off, in the majority of cases, without regard to aim, sighting, allowance for wind, or any of the little things necessary to make good shooting. These men naturally say, "Oh! what odds does it make—there's no chance of *my* becoming a good shot with one day's practice in every seven hundred and thirty." And consequently the rifle is fired and the bullet let go

"Anywhere, anywhere, out of the world."

Musketry instruction at brigade camps is a sublime farce, and the Department of Militia and Defence would do well to consider the advisability of applying the amount annually *wasted* in this way to some more desirable object.

The place to make marksmen is at each company headquarters. Here there should be targets, and if possible a range of 500 yards, but if not obtainable a shorter one would do.

The officers of a company are surely not competent men if they cannot give plain and simple instructions to their lads as to the handling of their rifles.

The difficulty of procuring ammunition crops up, but should not. The department should issue the twenty rounds, *at least*, per man, annually to each captain, making him personally responsible for the proper expenditure of the same. Even twenty rounds quietly and carefully fired at the home targets, would do more towards teaching a man to shoot properly than twice or three times the amount expended in the usual random camp fashion. Company officers could easily select the best shots, and some provision should be made to give them every chance of further practice. The best shots of each company—say eight or ten men—should wear a distinguishing badge. If, unhappily, the time should come for burning powder in anger, these men might form a sharpshooting company, to be used wherever extra good shooting was required. At camp they might get special instructions in skirmishing and attack in extended order. It is quite obvious to the most casual observer of what immense utility a company of really good marksmen would be in a service of this kind. The steady fire of thirty or forty such men would be more effective than the aimless volleying of a whole battalion.

It seems a simple matter, and where it is one of such vital importance it would be well to bring pressure to bear on the powers that be to induce them to do something towards making musketry instruction of practical use, and not the empty burlesque it at present is.

T. S. B.

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

CONTRIBUTED.

(Continued from Page 92.)

THIS is the whole case in a nut-shell: Our very patriotic fellow-subjects at Winnipeg are desirous to hand over a traffic, which they have done nothing to develop, to their friends south of 49°, to enable them to pay their war debts and keep the forwarders of Buffalo and Oswego busy with full freights, whose value has literally been created by the people of the Eastern Provinces.

And now what is the real expansion which a kind Providence has placed within our control? Seventeen years ago there was no surplus or other produce (furs excepted) in the North-West. Now at this season the following is a true statement of crops harvested:

Wheat crop, 432,134 acres at 30 bushels per acre, equal to 12,964,020 bushels, from which 2,500,000 bushels have to be deducted for home consumption, leaving 10,464,020 bushels to be exported.

Barley, 56,110 acres under crop at 35 bushels per acre, 1,963,850 bushels crop.

Oats, 100,000 acres, average yield 50 bushels per acre, 5,000,000 bushels.

Flax, 12,000 acres, average yield 180,000 bushels.

Potatoes, 11,000 acres, yield 250 bushels per acre, 2,750,000 bushels.

Total wheat, barley, oats, flax and potatoes, 20,357,861 bushels. Twenty million bushels where seventeen years ago hardly any crop was raised, but wheat, oats and potatoes for the scattered population of Fort Garry and its dependency. At the utmost 80,000 bushels wheat, 50,000 bushels barley, 120,000 bushels potatoes would then more than fill the crop list of the whole Hudson Bay territories.

The acreage from which this year's crop was savep would be: Wheat, 432,134 acres; barley, 56,110 acres; oats, 100,000 acres; fiax, 12,000 acres; potatoes, 11,000 acres; total, 611,244 acres, or ·05 of the computed area of our wheat growing country. Taking wheat at 37·5 bushels per ton, 279,090 tons; barley at 50 bushels, 49,569 tons; oats at 40 bushels, 100,000 tons; flax at 50 bushels, 4,500 tons; potatoes at 60 bushels, 525,000 tons, we have a total of 958,100 tons—close upon a million tons of agricultural produce for exportation.

The experience of 1885-6 gave a fair idea of what might be expected in 1887—but no idea whatever would approximate to the actual outcome. The most sanguine estimates of surplus produce did not range higher than 6,000,000 tons, but no one dreamed of an excess equalling 66 per cent.

It is estimated that to move this tonnage to the sea board 20,000 cars and 1,000 locomotives will be required As there are only *single* lines of railway the time taken for that operation will be, from the point of concentration at Winnipeg to Montreal, 1,423 miles at 15 miles per hour, 95 hours, or say 4 days. A single train takes 100 tons in that time, but it returns empty, and therefore consumes *eight* days in moving 100 tons. There are say 320 working days in the year; therefore equal to 40 round trips for a single train, or 40,000 in the aggregate, conveying 4,000,000 tons, only *one-third* the number required. What a splendid field for the display of the intelligence, activity and enterprise of the United States forwarders on the lakes.

If our fellow-subjects at Winnipeg had their way all this would be found seeking outlets at Duluth and St. Paul. But we trust our Montreal merchants will be stirred up to take advantage by the frontier canals of this outpouring of the great agricultural gifts the North-West provinces of Canada possess.

[*To be continued.*]