

THE CANADIAN MILITIA GAZETTE

A Weekly Journal devoted to the Interests of the Active Force of the Dominion.

Third Year.
VOL. III, No. 15.

OTTAWA, THURSDAY, 13th OCTOBER, 1887.

\$1.50 per annum in advance
Single Copies Five Cents.

CONTENTS OF THIS NUMBER.

COMMENT AND CRITICISM.

The British Columbia battery.
An English opinion on an agitated point.
Home made artillery waggons.
Belleville volunteers seeking a drill shed.

CONTRIBUTED.

Winnipeg—A Military View of its possible future.—IV.

REGIMENTAL INTELLIGENCE.

A budget from Toronto.
News from various parts.

MILITIA GENERAL ORDERS.

Nos. 16 and 17, of 6th and 7th October.

CORRESPONDENCE.

Rifle shooting in the Canadian Militia.—An answer to "Lieut.-Col."—*Ricochet*.

A bayonet charge met.—*A member of the D. R. A.*

NOTES OF CURRENT EVFNTS.

THE TARGET.

Comment and Criticism.

EVERYTHING is being made ship shape for the establishment of "C" Battery at Victoria. The regulations concerning the pay and equipment of the men, and the terms of service, appear in the General Orders published in this issue, together with a statement of the transport arrangements.

THE *Volunteer Service Gazette* endorses the position taken by us a few weeks ago when the subject of the competition of officers at rifle matches was introduced by a correspondent. It says: "We are glad to find our contemporary of the same mind as ourselves on this matter. It is, indeed, a question that should never have been raised; as the very fact of our officers shooting side by side with their men in rifle matches must greatly aid in the development of that *entente cordiale* which should exist among such a body as the volunteers."

HERE is a pointer for the government, indicating how home industry may be fostered in a military line which will not bear unjustly on the volunteers, as did the tax recently protested against. A correspondent writes: "Now that the government feels disposed to manufacture 9 pr. M.L.R. shells at Quebec, could it not also consider the manufacture of waggons for the artillery. An enterprising firm in Hamilton is prepared to turn out wrought-iron gun carriages, limbers, waggons, etc., equal to and at a lower price than the imported ones." We have no personal knowledge on the subject, but if the facts are as our correspondent states we hope something will come of the suggestion. By the way, the Minister of Customs has this week returned to his department, so that some action may be shortly expected in the matter of the protested payments of duty on goods imported by the militia.

BELLEVILLE volunteers have a genuine grievance—one which we hope will not be allowed to exist much longer. It is thus told by a despondent correspondent: "The lack of a much yearned for but will o' the wisp drill shed, is apparent in the falling off of the number of officers in the local corps. It requires almost superhuman exertions to keep a city battalion together when 'cribbed, cabined and confined' in a leaky garret as headquarters. The feeling at the treatment Belleville has received in this matter is no longer confined to the militia, but the discontent has spread to the civilians, who were proud of their city corps, and whose votes will be made to tell at the next opportunity." We must congratulate the Belleville volunteers upon having, as here indicated, aroused public feeling so that the general co-operation of the people has

been secured on their behalf. But there are right and wrong ways of applying such a force as public sentiment. Keep politics out of the militia, but at the same time let the representative in parliament know that so long as he is there he is expected to let his voice be heard on behalf of the militiamen who are his constituents, just as he would be prompt to speak at the request of, for instance, an equal number of Knights of Labor.

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

CONTRIBUTED.

(Continued from Page 108.)

IN the last article there has been some confusion respecting the time and consequent capacity of a single railway to shift 1,000,000 (one million) tons from Winnipeg to Montreal. It is as follows: Winnipeg to Montreal 95 hours, return of empties 95 hours, say a total of eight days. Twelve trains per diem (equal to 24 in reality, the empties occupying the same time). This will be equal to 46 round trips per annum. Estimating the cargo at 1,200 tons per day gives 438,000 tons per annum transported from Winnipeg to Montreal, so that the estimated equipment could not move the quantity of produce in one year.

All the above estimates are largely in excess of what the railway capacity really is, probably as much as 50 per cent. if not more. There is a train started every hour, and except they were run like the Dutch Schuyts (the jibboom of one over the taffrail of the other) they could not be closer.

The 20,000 cars and locomotives at 40 feet each will be 800,000 lincal feet, or one hundred and fifty and one half miles in length! Verily, if all this be true, the Canadian Pacific Railway has plenty of work cut out for it—and the people of Canada must look to their rulers and representatives, not their railway men, that no portion of this freight passes into the hands of foreigners.

We now come to the resources by which the people of Canada propose to convey this freight to the sea board. They are two: the Canadian Pacific Railway; and the lakes, canals and River St. Lawrence from Port Arthur on Lake Superior to Sault Ste. Marie, thence through the Michigan canal and St. Mary's, river to Lake Huron, thence by River and Lake St. Clair to Detroit River and Lake Erie to Welland Canal, through British territory; thence by Lake Ontario, St. Lawrence river, and frontier canals to Montreal. The capacity of this waterway is limited by that of the frontier canals. In their present state these are navigable for vessels of 350 tons burthen. In addition to small capacity, these canals have been in operation for forty years and never exceeded half a million of tons each season, moved mostly, if not altogether, from the head of Lake Ontario. It is to be hoped they will show a better record this season.

The capacity for moving freight by all rail route is demonstrated to be impossible—that is if we dispose of one crop before the other comes in. If worked to the utmost capacity the frontier canals would accommodate some of, but not the whole freight which is about to pass down from the North-west. In time this route is 12 or 13 days from Port Arthur to Montreal.

From the point of concentration to Oswego the competition of the lake forwarders will be felt, and if our own people do not display more energy, less seeking for government aid, they will be beaten off their own lines by a people shrewd enough to see that their canal navigations laws are their best safeguards against foreign competition. Even now they bid fair to take two-thirds at least of the grain concentrated at Winnipeg, either by their railways or canals. The people of Michigan, who hold the key of Lake Superior, are building an entirely new canal at the Sault Ste. Marie—and we are about to follow suit; but if our canal was opened to-morrow it would not effect the object we have in view, because it will not add one dollar's worth to the trade of the Dominion; it will not lessen dis-