

FIRST MATCH.

200 and 400 yds. Points.

Prize Silver Cup, H. B. Whit.,.....	35
Prize Silver Cup, J. Featherston, ...	25
Camp Stool, John Morrow,	24
Purse of Money, G Gummow,.....	28
Silk Handf., Henry Martin,.....	21
Photo Frame and Bracket, Joseph Edgcombe,.....	18

SECOND MATCH.

400 and 500 yds. Points

Prize Silver Cup, N F MacNachtan..	31
Prize Silver Cup, H B White,.....	30
Purse of Money, W Black, ..	26
Plate Mirror, J B Rolfe,	24
Ink Stand, D McNaughton,.....	22
Purse of Money, G Gummow,.....	22

THIRD MATCH.

200, 500 and 600 yds. Points

Prize N R A Silver Medal, Neil F Ma' Nachtan,	43
Silver Butter Cooler, D McNaughton, ..	34
Purse of Money, W Black,.....	34
Globe Lamp, H B White,.....	34
Photo of Winner, framed, G Gummow,	31
Purse of Money, J H Rolfe,.....	29

HIGHEST AGGREGATE.

Second and Third Matches.

1st Silver Badge of Ontario Rifle Association, E A MacNachtan, 75.—*Cobourg Star*.

RIFLE ASSOCIATION—FIRST ANNUAL MEETING.

The day was opened with the All Comers' match; seven shots at 300 yards, any rifle, prizes \$10 and \$5. A strong wind was blowing, right across the range, and the glare of the sun on the water, directly behind the target, made it impossible for those who shot first to distinguish either bull's eye or centre marks; before the match closed the light was better—but far from good—hence the poor shooting. Messrs. Newbury, Victoria, and Peele, New Westminster, tied with 20, and, it being a one range match, shot off, Newbury winning the first place.

Next came the Effective Militia Match, 200, 400, and 600 yards, five shots at each; prizes N. R. A. medal, \$10 and \$5. Quite a number who competed in other matches were debarred from this, not having put in all their drills; among them, Sergt. Brown, of New Westminster. The light was fair, but the wind continued troublesome, the necessary allowance being nearly 10 feet at 600. Ensign Wolfenden and Private James, Victoria, took first and second place, Ensign Peele, New Westminster, coming in third.

The competition for Governor Trutch's Cup came next; same ranges as previous match. The wind made holding one's rifle steady at 200 yards quite a gymnastic feat. The cup was taken by Sergt. Butler, with a score of 45—very good, indeed, under the circumstances.

On the closing day, the light and wind continued the same during the firing; the sky was dull and overcast, and a fresh breeze was blowing from the left. The first prize was the London Citizens' Prize, a Martini-Henry rifle and 500 rounds of ammunition, the second man taking the entrance fees. Mr. Peele winner of the Lord Mayor's Prize was not allowed to compete. The ranges were 200, 500, and 600 yards, 5 shots at each. The rifle fell to Ensign Wolfenden, Victoria; Private Fletcher, Victoria, taking the second prize; Scores, 41 and 35.

The Match between teams of eight men

from the Navy and Militia, 200 and 400 yards, was won by the Militia team, Pte Cox leading the score with 32 points.

The United Service Match (open to naval men and militiamen) same ranges as previous competition, Prizes, Silver Watch, and \$10, came next. Both prizes fell to New Westminster, Sergt. Brown taking the first with 34 points, Ensign Peele second, with 33.

[Note.—In the last two competitions, the ranges originally fixed were 200, 400, and 600 yards; but the third range was omitted, owing to want of time.]

The Consolation Stakes wound up the firing; ranges 200, and 500 yards, 5 shots at each. Mr. Doffet, H. M. S. *Myrtaudon*, took the first prize (20), the second (\$5) falling to Private Rose, Victoria; scores, 30, and 28.—*Dominion Pacific Herald*.

ENGLISH NAVAL POWER.

It is now nearly twenty years since it was recognised that the Navy was in a state of transition, which had commenced and was inevitable. After the lapse of time and a vast outlay of treasure, how is it that we are as far as ever from discovering the types for the war ships of the future? During this time monsters have been constructed, much lauded, and after a short trial, condemned as in no way approaching the desired vessel. A carefully selected commission (under Lord Dufferin) sat for some time. They were empowered to call before them every person whose experience and abilities and suggestions might aid them in arriving at the required object. In the report of that Commission no one of the vessels constructed was approved of, except one, not quite completed, which was confidently held up by a large majority of the Commission as the long sought for type of "line-of-battle ship" of the future, subject to the additions and alterations proposed by the Commission. On trial, the *Devastation* was found as deficient as any of her predecessors. This succession of failures may be fairly attributed to the fact that the tool makers were ignorant of the nature of the work upon which the tools were to be employed. Before commencing the construction of entirely new types of vessels, the vast changes which have actually taken place in consequence of the introduction of steam power, the immense development in artillery and firearms of every description—the application of the torpedo, the steam projectile, the ram, able to deliver a blow of tens of thousands of tons—all these supplemented by rail and telegraphs, should have been minutely considered. The great changes and novelties have greatly altered our position with regard to the military nations of Europe, by enabling them in a short time to become formidable Naval Powers, especially as our builders are quite ready to provide them with ships of the best construction. To the invaders of our Home Empire all these great changes and novelties can be of little service until they have landed, but for the defence all are, through our insular position, immediately available. There can be only one sure line of defence for us, and that is free of accidents and chances, without any dependence upon Channel fleets and fortifications, etc., viz. the united and simultaneous action of the military and naval forces. By rightly applying all the new to the old means which we possess, no enemy ought ever to touch our shores except as prisoners. Safe, therefore, at home against invasion by any possible combination of nations, our coast towns and coast commercial harbors, comparatively

secure under the old system, are now more liable to marauding raids, like those of Paul Jones, which will require special modes of defence. Many points of our Colonies and our Eastern Empire, formerly secure, are now liable to invasion. None of the new vessels are at all suited either for pursuing the invaders or serving on those seas, or for the protection of the coasts. The efficient blockade of an enemy's military ports under the new system of warfare is now impracticable; therefore, the assembling of squadrons and fleets, which was absolutely required for such purposes, must now become events of the rarest occurrence. A powerful fleet of fast-sailing troopships strongly armed with heavy stern chasers, each towing a tender with auxiliary steam power, could effect their escape, and be many days in advance of their pursuers before their true destination could be guessed. It must be remembered that such a squadron of vessels would have an opportunity of destroying our coal stations on the way. It behoves us, therefore, to consider with the most careful attention the means by which this increase of naval power could injure us, either at home or in our commerce and colonies, as many points hitherto considered secure and invulnerable are now no longer so. Had some such examination been instituted, none of the present vessels of the new forms would have, in all probability, been constructed. In this general consideration, the fact must be borne in mind, that as a Naval Power we are far ahead of every other nation in the world; that our national wealth, our great resources in engineering and ship building, will enable us to build four or five of the most elaborate naval constructions in less time than any other nation could build one; therefore, our advanced position, at least for a long time, is secure, and there is really no necessity for all these costly experiments at present. No nation could strike out the true type of the future without the fact being generally known before the completion of the vessel, at least, if a proper look out be kept. With the disappearance of the old types, the former theory and practice of naval warfare have become equally obsolete, and it is the extreme reluctance to recognise this fact which has been one of the causes of failure in the latest constructions. To arrive at the true type of the future, it will be necessary to free the mind as much as possible from all the technical phraseology, tactics, regulations, and "manoeuvres for battle or fleet sailing," such as were applicable to the ships of the foregone period. To talk of a line of battle ship is not applicable to the present time. It will infallibly be found that the larger the ship the more guns she carries, and the greater tonnage she admeasures, the less use will she be for general service, and the more easily will she be destroyed by the ram and the torpedo. We are glad to have such an authority as Mr. E. J. Reed, M. P., to support views maintained and published since 1855, by that highly distinguished officer, Admiral Sir George Rose Sartorius—"That before armor ceases to be superseded as a means of defence against guns, guns will themselves be superseded as a means of attack; and the ship itself, viewed as a steam projectile, possessing all the force of the most powerful shot, combined with the power of striking in all directions, will be deemed the most powerful weapon of attack that man's ingenuity has devised." "The smallest ram at a moderate speed is able to deliver a blow far heavier than is required to smash in the sides of any ship now existing or likely to be built."