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The Staff and the Militia.

Now that the Government contemplates making changes in the administration of the Militia staff, it might not be inopportune to consider the special claims and qualifications of those officers of our colonial force who might seek such positions, through vacancies occurring, incidental upon the action of the Department at Ottawa.

In years gone by, when our service was in a crude state, and no system of instruction in force, whereby its officers were enabled to perfect themselves and qualify in the many details pertaining to the profession of arms; the officers forming the militia staff were, in the generality of cases, naturally and properly chosen from gentlemen holding commissions in Her Majesty's regular army, the judiciousness of which act is proved by the services they render in bringing about that state of efficiency which exists in many of the infantry battalions throughout the country; but now after the number of years our present system of colonial defence has been in existence, and the talent and money spent in developing its organization, it is high time our service should be able to furnish its own staff and other instructional officers, and those gentlemen who have for years past patriotically devoted themselves in assisting the country to call into existence our colonial army of forty three thousand men, should unquestionably have the first claim to any military patronage which may fall into the hands of the Government.

In the question of selection, however, a serious consideration arises as to the special qualifications that fits an officer to act upon the staff, for besides being a thorough military man in every sense of the word, he should be perfectly conversant with army signalling, the latest method of telegraphy and heliography, and be able to use the instruments connected with same, also military sketching, military and topographical reconnoissances, surveying and plotting, field works and fortifications, transport work, etc., with a good knowledge of military history and the modern systems of tactics, and strategy and the latest inventions in arms of precision and military appliances generally.

But, although perhaps at this moment there are few amongst us who have given our minds to acquire this knowledge, there is no reason whatever that in the future those perfectly qualified in all these various details should not be found in every battalion throughout the Dominion. Nothing could be more easy than for the authorities to establish a staff course of instruction at the Royal Military College, Kingston, at which officers of the Militia might be afforded the opportunity of attending and qualifying in all the branches of military scientific study, their examination merit entitling them to positions on the staff or other employment, as vacancies occur from time to time. The Government must not forget that the present officers of corps and regiments contribute in a great measure to the actual creation of the force, by the energy, time and money they devote in drilling and keeping their men together, and if qualified, are certainly entitled to commands and positions in their own establishment over all outsiders.

The Army Camp of Europe.

A million men are sleeping under canvas and marching at autumn manœuvres in Europe while waiting for the note of war. France alone puts into the field this month 18 army corps, any one of them nearly as large as the little English army, and on the German frontier are grouped two French cavalry divisions. In the new tactics a French regiment includes 2,400 men, in three battalions, of four companies each, and this force advances to the attack spread like a fan, with its first line of skirmishers a mile in advance of the main body, which stands ready for the confused rush in which Sir Garnet Wolseley says every modern battle must end. The situation in Turkey contains all the element of a general European war, and at almost any moment there may be an outbreak in the armed camp.

Canadian Progress.

We have been afforded an opportunity of inspecting the maps of the north-west provinces, showing the route of the Canada Pacific Railway from Lake Superior to British Columbia. These maps, including that of Manitoba, are the result of the surveys of Colonel Dennis, now the Deputy Minister of Interior, who is at present in England in connection with the work regarding which Sir John Macdonald and his Ministers are about to make successful arrangements. The maps are up to the present time, all the reliable knowledge of the geography of that country we have, a great deal of knowledge which has been obtained from astronomical observations effected under the direction of Colonel Dennis when Surveyor-General, and latterly under the direction of Mr. Lindsay Bassell, the present Surveyor-General of Dominion Lands. It is not generally known that the Government of the Dominion, not content with a railway through American territory, have determined to take a short cut through their own provinces and have commenced the tremendous task of a line from Fort William, on Lake Superior, to the Pacific, taking Manitoba en route. This line has had portions allotted to contractors, and the first 100 miles from Fort William to English Station is completed. The contractors are hard at work on the next portion of 150 miles to Kewaydin Station, on the north of the Lake of the Woods, and the 150 miles will be completed in 1882. It might appear as if this was a fair beginning, but at Kewaydin Station we come upon 10 miles of railway to Winnipeg, actually completed and with the trains running. From Winnipeg, the capital of Manitoba, the real start across the vast and fertile prairies begins, and here we find 200 miles in hand, to be completed in 1882. Other portions have been let to contractors along the surveyed route until the Thomson River is struck on the west coast; along the valley of the river 120 miles of railway to Burrard Inlet will be finished in 1882. It is being pushed on with energy, some 4,000 men being engaged on the works. After leaving Winnipeg the line takes a great sweep north-west through the vast region of fertile land suitable for growing wheat. It is not only that wheat can be grown here in enormous quantities, but the quality is so excellent that in order that their flour for shipping may bear the brand of the millers of Minneapolis, in the United States, are purchasing Manitoba wheat that its hardness may, when mixed with that of a lower grade, so improve it that the American flour may pass in the highest grade. "We may fairly expect," says Mr. Wald in his valuable journal "that a few years will witness the fulfilment of the prediction that the great prairie lands of Canada will be the granary of the Old World, and that the teeming millions of Great Britain need not look beyond her own colonies to supply the deficiency of her home population." In this country we can well understand the enthusiastic zeal of the Canadian Ministers in the noble task they have set themselves; and certainly, if great talent and energy will succeed, they are certain to carry the Canadian Pacific Railway to a successful issue. One of the maps shows the whole province of Manitoba divided into farms of 160 acres each. The prairie land is shown distinct from forest lands, and each farm as it is occupied is painted black. Thus at a glance can be seen the surprising immigration which has set in, and on which Lord Dufferin has dwelt so eloquently. Lord Beaconsfield was, however, the first in England to point to the fact that Americans emigrated to—may we say it?—our British province of Manitoba. It has already been pointed out in these columns that the excellent harbour of Esquimaux is opposite to the terminus of the Canadian Pacific Railway, and that the fine coalfield of Nanaimo are close to Esquimaux. Since then we have ascertained on good authority that no coal mines exist on the American coast south of British Columbia, and that the coal for steamers and other purposes at San Francisco is drawn from the Nanaimo mines. Last year's delivery amounted to over 110,000 tons. We have also heard on good authority that should Esquimaux be adopted by the Imperial Government as an Imperial station, such as Halifax is, the move would be popular in Canada. We commend this to the Royal Defence Commission. A chance is now offered which, if not taken advantage of, may pass away for ever. The commanding position of the Pacific, the noble harbour, the solitary coal mine combined with the terminus of a railway which is being constructed from our base of operations on the east coast of North America. These points have no doubt been long taken into view by the able men on the Royal Commission, but they will not regret to learn that any move on their part in this direction they wish will be popular with the people of Canada.—*London Morning Post.*