

object is crossing in front of you, align the front and rear sights, follow the object with your aim, press the trigger enough to discharge the revolver as you pass the object. This is a difficult thing to do, but it can be done effectively with practice.

Care should be taken to keep the revolver clean. A very little attention given to the arm will keep it in good condition.

On receipt of a post-card a copy of the booklet will be sent to any reader of THE GAZETTE by the writer, C. W. Dimick, 216 Washington street, Boston.

THE BACK DOOR OF CANADA.



At the Military Institute, in Toronto, on the evening of Monday, Nov. 23, Lieut.-Col. Scoble, of Winnipeg, delivered a lecture upon "The Back Door of Canada," as he described the Hudson's Bay route. Lieut.-Col. Mason, R.G., occupied the chair. The lecture, which met with an enthusiastic reception, was a strong argument for the adoption of this route. The opening portion of the lecture described the early struggles between the French and the English for the control of Hudson's Bay, the object of the citation of these wars being to show the practicability of these waters for naval movements. "I must not omit to mention, however," the lecturer said, "that military as well as naval forces used the Hudson's Bay route as a means of access to the Northwest. In 1846 a detachment consisting of a wing of the 6th Foot and some Royal Artillery and Engineers, in all 18 officers, 329 men, 17 women and 19 children, left Cork for York Factory, arriving on the 17th August. There they remained for eleven days and then pushed on to Fort Garry, accomplishing the journey by the 18th September. They went over the Hudson's Bay route in York boats, taking with them one 9-pounder and three 6-pounder brass guns, with carriages, ammunition, and stores complete, arriving at their destination in good health and without accident. The guns were dismounted and sewn up in canvas, and were skidded or carried across the portages." Subsequently a corps of pensioners was taken to Fort Garry by the same route.

Lieut.-Col. Scoble then combatted Lieut. Gordon's report, in which doubt was thrown on the possibility of navigating the bay, quoting Admiral Markham's opinion that the bay and straits can be navigated. In all over 750 sailing vessels have navigated these waters, and only one, or at most two, have been wrecked. "Could not steamers navigate such waters?" the lecturer asked.

"It needs only a glance at the map," Col. Scoble went on, "to show the immense importance to Canada of possessing a secondary base of supplies in case of war. Supposing an enemy's cruisers blocked the Gulf of St. Lawrence, Canada would be impotent for defence had she not another seaport through which access might be obtained to and from Great Britain. And if the Quebec & Lake St. John Railway were continued to Rupert House on the east side of James Bay (a distance of 350 miles) and the Lake Nipissing & James Bay completed from North Bay to Moose Factory at the west side of James Bay (a distance of 350 miles), and the hiatus between Lake Winnipeg and York Factory bridged by railway and canal (334 miles), access could be obtained to three centres of defence from which all requisite requirements could be supplied. But in an immediate urgency even these important links are not absolutely necessary. It would be quite possible under existing circumstances to carry troops and supplies from York Factory to Winnipeg in ten to twelve days. Dr. Bell did the distance from York Factory to Norway House in seven days, and it has been done in five days; and a little improvement in the portages and method of transfer of cargo from the boats below to the boats above the ob-

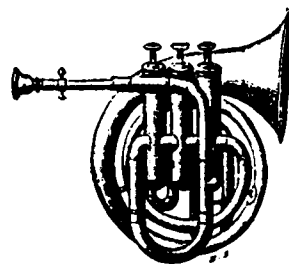
structions would facilitate transportation. A York boat carries from three to five tons in addition to a crew of nine men, and a fleet of such boats could be collected, manned and put on the route within ten days sufficient to meet almost any emergency during the entire months of June, July, August, September and October, and perhaps a fortnight each in May and November. The distance from York Factory to Lake Winnipeg is 375 miles, broken by four portages on the upward journey. On the downward journey it is necessary to make three portages only. The length of these portages is inconsiderable: At Painted Stone, 29 yards; at Robinson Portage, 1,312 yards; at Trout River Falls, 24 yards; and at Island Portage (returning), 40 yards. In addition, on the upward journey there are 21 demicharges, or tracking-places, where the boats have to be towed up the rapids from the shore. Out of the 681½ miles of waterway between Winnipeg and York Factory only 51 miles need any improvement to secure seven feet of water; and of that distance only about ten miles requires canalling, the balance of the required improvements being in the nature of dredging, removal of bowlders, and dams to unite several rapids into one fall for lockage."

Lieut.-Col. Scoble then enlarged upon the importance of such a line from the Imperial standpoint, pointing out how important it is that the food supply of Britain should come from within the British Empire. At present England imports over £101,000,000 worth of provisions, of which Canada contributes all too small a proportion. Such a line would be defensible, and would build up a basis of food supply for Britain in the Northwest.

There was a discussion of unusual length upon the paper. Mr. H. J. Wickham, Lieut.-Col. G. T. Denison, G.G.B.G., Mr. Wm. Lount, M. P., Major Mutton, Q.O.R., Mr. W. B. McMurrich, Prof. Baker, Major Sankey, late Q.O.R., Capt. McMahon, Major Clarence Denison, G.G.B.G., and Major Farewell, 34th, took part in it. Lieut.-Col. Denison emphasized the importance to Britain of having her food supplies drawn from Canada, instead of from countries which might become hostile. He also noted the advisability of having Canada's lines of communication at right angles to the front of operations, instead of, as at present, being parallel to it. He moved, seconded by Mr. Lount, M. P., a vote of thanks. Mr. Lount spoke in favor of the project, and suggested that a copy of the paper be sent to the Minister of Militia. A number of very pertinent and practical questions were asked by those taking part in the discussion, and Lieut.-Col. Scoble replied fully to the questions. The vote of thanks was passed amid applause.

Bandsmen...

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