

THE CANADIAN MILITIA GAZETTE

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

Third Year.
VOL. III, No. 9.

OTTAWA, THURSDAY, 1st September, 1887.

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

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THE prize meeting of the Dominion rifle association, the scores of the opening days' shooting at which appear in another place in this issue has been fairly successful. The attendance again shows a gratifying increase, and the weather has been pleasant, except to the competitors when trying to gauge the wind with Snider rifles, and the arrangements have been carried out pretty smoothly. Several grievances have existed, however, which owing to the late hour at which the competitors' business meeting opened, and the long time occupied on that occasion in expounding the merits of the Snider ammunition, could not there be brought up and discussed. To some of these we propose to refer next week, when the balance of the report of the annual meeting will appear.

PROMOTION comes so slowly in the Canadian permanent force that it would be a very great injustice to the deserving officers serving in it were outsiders appointed to the higher commands upon the occurrence of vacancies. It would be greatly to be regretted were political considerations to cause any officer, no matter how well qualified, to be placed upon joining the force in any of the higher positions to which subalterns fitted for promotions might have reasonably expected to succeed. "Justice" refers to this matter in our correspondence columns.

THE British service papers seem fully alive to the importance of the Canadian Pacific Railway as a military route, and lose no opportunity to put in a word on its behalf. The *United Service Gazette*, in a leading article in the last issue to hand says:—"Recently we drew attention to a proposal made to Government for establishing steam communication between Canada and Hong Kong across the Pacific Ocean, in connection with the Canadian Pacific Railway. As a question of Imperial importance, from a naval and military as well as from a commercial point of view, this proposal should meet with material support from the authorities. On this subject we notice that a memorial has been forwarded to the First Lord of the Treasury and the Chancellor of the Exchequer by the Council of the Royal Colonial Institute. Premising that the construction of the railway across Canada has cost the Dominion £25,000,000, the memorialists press upon Government the three following points:—1. The Canadian Pacific Railway Company have, with the support of the Canadian Government, offered to supply fast steam communication between Vancouver and Hong Kong—the service to be performed by vessels to be built under the supervision of the admiralty. 2. The Canadian Pacific Railway Company are prepared to establish this service across the Pacific and to carry Her Majesty's mails for an annual subsidy of £60,000, of which the Canadian Government have, it is stated, offered to provide £15,000, leaving the sum of

£45,000 only as the proportion that Her Majesty's Government are asked to contribute. In addition, the company undertake to convey men and material by their steamers, when required, by Her Majesty's Government, at actual cost. 3. The value of the North Pacific station, both for its coaling facilities and for refitting ships, is well known and recognized. Consequently anything that can be done to strengthen it must be an advantage to the empire, and it is believed that the establishment of the proposed line of steamers would have a most beneficial result in this direction.

THE article above quoted concludes vigorously as follows: "It is unnecessary to say that in any other country in the world the above very liberal offer would immediately be accepted. Government in this country, however, has been so carefully trained to strain at gnats and swallow camels, that it higgles over an insignificant sum required to promote a branch of national and colonial industry, while it does not hesitate to squander public money in all directions. Were Parliament asked for the above sum it would be cheerfully voted, for the matter is of the utmost importance to the empire, whether regarded in its political or defensive or in its purely commercial aspect."

IN connection with the talked of re-organization of the British war office, *Truth* says: "In France the war minister is supreme head of the army. He is commander-in-chief as well as minister. There is no one over him. Parliament is his only master. The chief of the French general staff is under his orders; so are the commanders of army corps districts. In case of war, the commander-in-chief in the field reports direct to the war minister. Under this system the French chamber can, and does, exercise, through the responsible minister, a proper control over both the *comptabilité* and *commandement* of the national army."

THE subject of regular autumnal manœuvres for the army has of late occupied considerable attention in the United States. The following from an article in the *Philadelphia Ledger* may prove interesting to our readers: "We want active service for the experience and valuable instruction to be derived, and in order that the dead wood that now encumbers the army may be cut off. If congress would do something, even to retire from the army the blind, the lame and the halt officers, the efficiency of the military service would be increased and its *esprit de corps* materially advanced. The establishment of fall manœuvres, provided all officers were required to exercise their proper command, would make plain the absolute necessity for a closer inspection of the regular army and the weeding out of the inefficient. Of course, the state militia would be assisted and improved by mingling for a period with the regular troops, but the latter would derive more benefit from such association than the former. A majority of the young officers of the army have never seen a thousand men under arms at one time, and few of them have ever had opportunity to command a full company. The assembly of a large body of men would therefore be of great service to these young officers, and would enable them to apply their knowledge and training acquired at West Point."