

of Ontario and Quebec, directing them to furnish proportionally contingents of men from the active militia corps of their respective districts, each Province supplying one hundred (100) men,—the men to be selected from those who volunteered for the special service required, and after passing a medical examination to ensure physical fitness, to be attested before a magistrate for six months duty, with a liability for six months' further service, if required. The officers commanding the Militia in the Districts of Ontario and Quebec were further instructed, after completing their quotas of men, to send them under charge of a staff officer, to Collingwood, the port of embarkation, there to report to me personally for inspection previous to departure.

Arrangements were made to concentrate at Collingwood the necessary military stores, provisions, supplies, camp equipage, personal equipment, and land transport, required for the expedition. Steam transport also from Collingwood to Thunder Bay was also provided; sixty (60) "voyagers" were engaged to facilitate, if required, the passage of the force on the inland waters of the "Dawson Route." Information was also sent to Mr. Dawson, who was then engaged in completing the line of communication through British Territory by the route known as the "Dawson route" of the intended expedition; a request was made to him to co-operate in the service, and expedite the passage of the troops.

On the 14th October, Lieut. Colonel Osborne Smith, O. M. G., reported himself at headquarters, was duly instructed, and he proceeded without delay via Pembina, U. S., accompanied by Major P. Gerraghty, as his Orderly Officer to Fort Garry, to take command of the Militia in Manitoba.

On the 16th October, the officers of the expedition were appointed in general orders. The expedition went *en route*, to be under the command of the senior captain, Captain Thomas Scott, (now a Bt. Lt. Colonel in the militia); the whole of the officers with the exception of one, being selected from among those who had served with the expedition of the previous year, who had already been for 12 months on military duty in Manitoba, and who had gained experience thereby. On this date also, Dr. Alfred Codd, the surgeon appointed to the expedition, took over the field hospital panniers and equipment, completing the medicines &c., required; and he proceeded to Collingwood to await the arrival of the men there, and make a second and final examination of all previous to embarkation. The advanced season of the year rendering it desirable that only very robust men should be allowed to proceed.

On the 17th October, the officers commanding Military Districts in Ontario and Quebec reported that their respective contingents were ready, and the men duly examined and attested, (no difficulty whatever was experienced in obtaining volunteers for the service, many more than were called for having offered in each of the military districts,) also that in accordance with instructions, they would be sent under charge of a staff officer, to Collingwood, so as to arrive there on the 19th. Five men in addition to each of the quotas, being sent as waiting men from every military district with the contingents, to take the place of any who might be rejected by the surgeon of the expedition on the second and final examination.

On the 19th October, I proceeded to Collingwood, and on arriving there the following day, found the whole of the offi-

cers and men, with the necessary military stores, equipment and supplies required for the expedition duly concentrated. Steam transport to convey the force to Thunder Bay also awaiting. Early on the following morning the inspection and embarkation commenced. Eight men were rejected by the medical examination, their places being filled by some of those "in waiting," and on inspection, I found the detachment to consist of a fine body of men, apparently in all respects well fitted for the service, some of whom had served with the expedition of the previous year. The military stores, camp equipage, &c., and a large quantity of provision supplies were placed on board, mainly by the "voyagers" who worked most cheerfully and willingly throughout the day. The whole of the force, and most of the supplies having been embarked in the steamship "Chicora," the expedition sailed at 4 p. m. on the 21st October, for Thunder Bay, having been organized, completely equipped, supplied, and despatched in little more than one week from the date of the issue of orders.

The conduct of the men *en route* to Collingwood and whilst in billets there, was exemplary, and I never witnessed a more orderly embarkation; previous to their departure, I told off the force into companies and half companies, appointing the officers and non-commissioned officers thereto, giving also instructions both verbally and in writing on matters of detail to the officer in command. I also saw proper accommodation provided for both officers and men on board the vessel for the voyage, and after the departure of the "Chicora," the remainder of the supplies with thirty horses, fifteen waggons and sleighs, were embarked on board the steamship "Manitoba." (there being no room on the same on board the "Chicora," and that vessel sailed also for Thunder Bay at 10.30 p. m., on the 21st October.

The personal equipment issued to each man after embarkation was very full and complete, and they were amply supplied with winter clothing; thirty days provision, supplies of the best and most suitable description were taken with the expedition, (but no spirituous liquors of any kind) and six months supply of provisions followed in view of any possible contingencies.

The camp equipage, although limited to what was only absolutely necessary, was considered by experienced men well suited to the service, and the Field Hospital equipment (which I also inspected,) consisting of two panniers, one field companion, one box of medical comforts, and some stretchers, was very complete, and deemed so by the surgeon in medical charge of the force, who was one of the surgeons that accompanied the expedition of the previous year.

Every man of the military force proceeding was well armed with a short Snider rifle and sword bayonet, having sixty rounds of ball ammunition in his pouch, and, in addition to this, I handed over to the officer in command a supply of reserve ammunition at the rate of 100 rounds per man; there being already a considerable supply of Snider ammunition at Fort Garry, and it being desirable to encumber the expedition as little as possible with stores, I did not deem it necessary to send a larger supply of ammunition.

The provision supplies, consisting chiefly of biscuit, flour and pork, were embarked at Collingwood in half barrels, but four hundred (400) canvas bags were furnished in which the supplies could be carried more conveniently by the men across the various "portages" which intersect the inland waters on the "Dawson Route."

Care also was taken to send a quantity of

sheet iron to protect, if necessary, the bows of the small steamers and boats, should any ice have formed on the inland waters. And as the men were supplied with every requisite, even to moccasins and snow shoes, the force left Collingwood, prepared to meet any difficulty likely to arise.

In the performance of my duties in connection with the service, I got every assistance from Lt. Col. Wily, the director of stores, who furnished the military stores, camp equipage and personal equipment, and Mr. Ralph Jones, (a gentleman employed on the Public Works, who had made the supply arrangements for the Pacific Railway Surveying parties,) obtained the provision supplies. From the prompt manner in which the call to arms was responded to on this occasion, I have no doubt but that ten times the number of men required, could have been assembled, equipped, supplied and despatched within the same period, accompanied also if required by the Field Artillery.

Reference to the report of Brevet Lieut. Colonel Scott, (who commanded the expedition "*en route*") and to that of Lieut. Colonel Osborne Smith, who met the force on the Lake of the woods with assistance, shews how admirably the service was carried out by the officers and men in face of great hardships and difficulties. The expedition, with stores, waggons, horses &c., left Collingwood in two steamers; on 21st October, arriving on the 24th (the third day) at Thunder Bay (a distance of 532 miles). The troops and stores at once disembarked, and in the following two days marched 45 miles to Lake Shebandowan, encountering severe weather and heavy snow storms. Twenty teams of horses and waggons were employed in transporting the stores from Thunder Bay to Shebandowan: The men marched the distance in less than thirty-four hours, camping the first night at the Matawan. From Shebandowan to the north-west angle of the Lake of the Woods, a distance of 310 miles, the force proceeded in boats, and although occasionally assisted by small tug steamers (whenever these were in working order) the same description of hardship and labour which was experienced in the expedition of 1870 again devolved upon the men. The large quantity of stores and provisions, having to be carried and the boats dragged across the numerous portages; the toil and hardships on this occasion, however were greatly increased by the inclemency of the weather and the unusually early setting in of a North American Winter.

(To be continued.)

Some of our readers may be aware that Admirals Ryder and Elliott propose to remedy the weakness of the rotatory turret in our ship of war by erecting a fixed turret, over which the guns are to be fired, *en barbette*, recoiling down under cover for loading. This ingenious arrangement appears to have arrested the attention of the authorities at St. Petersburg, as we learn that Admiral Popoff is engaged in carrying out a similar plan, but is applying it to vessels of circular form, which are very thick armor plated on this plan; but the experiments which have been made with vessels of twenty and thirty feet diameter show that a fair speed can be obtained with this form of battery. In England this idea of a basin shaped gun platform was advocated before the United Service Institution about three years ago, if our memory does not deceive us; but the idea was not acted upon. The suggestion, we think, is certain to be revived.—*Broad Arrow*.