

had the forces of Russia. Like the genius who set out to convert another to his views and came back converted himself, so the *New York Herald*, which has been trying to make Canadians believe in annexation to the United States, may have got some convictions on the superior advantages of the annexation of the United States to the Dominion of Canada. There is no doubt we would all be glad to welcome back a long-estranged brother to the family circle. The Dominion would extend him her arms in a loving embrace. Perhaps the *Herald* will ponder this.—*Witness*.

The following extract from a Canadian Journal is recommended to the careful consideration of the London *Times*, the disciples of the Manchester School, the Whig radicals and the people of England, and when the *Thunderer* next takes up the roll of confidential political adviser of Canada, it would be just as well to remember that her people are better judges of what is good for themselves and for the people of Great Britain, than the sages of Printing House Square.

"Few of Canadians even realize the greatness of our Dominion as a maritime power, and it astonishes also those generally well informed to read such statistics as the following from that great authority the London *Times*, in which it is stated that the tonnage of the United States' vessels entering ports of Great Britain and Ireland during the year was 381,512, while the tonnage of the same nationality outwards was 465,047—total, 846,559 tons. The tonnage inwards of vessels from British North America is in the same paragraph given at 1,290,783. The tonnage outwards is not stated, but we may safely place it at the same figure as the tonnage inwards, and thus we have a total tonnage of British North American shipping of 2,591,566 or, in other words, the Canadian was nearly three times greater than the American tonnage.

Three years ago Canada was the third maritime power of the world, being exceeded only by great Great Britain and the United States, the latter power being ahead 500,000 tons. The Canadians have thus progressed rapidly while the United States have rather retrograded. Canada has gained so rapidly that she will soon rank second only to the grand old motherland. Although but a young nation she outstrips the maritime nations of Europe, such as France, Germany, Spain, Italy and Holland. If for nothing more than our maritime strength, our connexion with Britain should be highly valued at home, as our 90,000 hardy seamen would form a wall of defence not easily overcome by England's foes."

MILITARY organisers are subject to the delusions of all speculative philosophers, and frequently mistake theoretical deductions drawn from premises as illusive as the baseless fabric of a "vision," for axioms about the application of which practically, there can be no manner of question. Prominent amongst those crazes is that of *mounted riflemen*, a force held to be peculiarly applicable to the altered conditions of modern warfare—and like the Prussian examples, about which military men as well as others appears to have gone mad; the example and precedent cited is the late con-

test in the United States, a war, by the way, waged under specially exceptional circumstances, as far as the contending parties was concerned, and in no novelty more striking than the organisation of the force known as *mounted infantry*, from which the idea of mounted riflemen has been derived. One of our gallant correspondents "Royal Dragoon," in a late communication, in which he has disposed of some extraordinary theories respecting cavalry, describes the non-descript force organized by the Federal Army, as being "organized solely for the purposes of retreating," and we are of opinion that any man who could understand the peculiar functions of cavalry soldiers would at once decide that without his good steed, the dragoon, uhlan, hussar, or light horseman was in a great measure useless.

We are not aware that the cavalry force in modern days was even expected to be brought under the fire of the unshaken infantry array. Up to the introduction of *breech-loading* rifles, their business was to charge broken infantry, to complete a victory by dispersing a retreating foe, to cut off supplies, provide intelligence, and do other connecting duties for which they are yet as available as ever, with this difference that they cannot now be openly pushed as near the hostile line as in former days, and consequently it will be all the more necessary when they are enabled to act, to have their horses capable of advancing at charging speed, which is a feat that could not be performed by mounted riflemen. It must be remembered that during the civil war in the States, *breech loaders* were not used, nor was the range of weapons anything like that in the hands of good troops at the present day.

Broad Arrow of 8th inst. contains the following paragraph which throws a flood of light on the wear and tear of animal power on the occasion which furnishes the sole precedent on which the idea of such an anomaly is based, and it has not one feature to recommend it, the proposition for "low backed cars" would be a decided improvement, ridiculous as it is, and, although it might not be "inevitable" in every European campaign to compel the substitute for a cavalry force to go "straight across country," there is no other territory in the world so devoid of natural obstacles as to make those vehicles a possibility. Would it not be an improvement in those days of *iron-clads* to make each car bullet proof, and put breast plates as well as head pieces on the horses. The wheels could be armed with scythes and to make all comfortable there should be in each car "a feather bed for every man," but the extract is as follows:

"Apropos of the employment of Mounted Riflemen, a correspondent calls our attention to an objection which he thinks is very generally overlooked, to wit, the enormous wear and tear of horses thus involved. In the reports of the Quartermaster General's Depart-

ment of the United States Army, it is asserted that in active field operations of the kind referred to, it was found necessary to remount every officer and man once in four months. In the Army of the Potomac alone, in the year 1863, the number of cavalry horses placed *hors de combat* was 35,078 or 21 horses killed or ruined for every mounted man of the force within a space of twelve months. Our correspondent does not dispute the value of a corps of Mounted Riflemen under certain circumstances; but he observes that the presence of the horses under fire is objectionable; the real object of mounting bodies of riflemen is to increase their mobility out of range. He asks whether it would not be possible, in the majority of cases, to secure the requisite mobility by employing light, strongly built "outside cars," well horsed, and well-driven each carrying from six to ten infantrymen in light marching order. As the men could spring off the cars in case of need, the mobility attained would probably be, under ordinary circumstances, as great as that of Hussars carrying riflemen on their croups if not, indeed, of a corps of Mounted Rifle men proper. The difficulty of managing the riderless horses during a skirmish, and much of the wear and tear above alluded to would be avoided. A few extra seeds for the horses and some suitable pioneer tools, and a supply of gun cotton in discs, with fuzes &c., might also be carried in the cars much more readily than in the saddles. Presumably these cars could cover as many miles in a day, on a road, as the light delivery vans used by tradesmen, and in case of need, with a light load; and for shorter distances, they might be driven with the rapidity of a London fire-engine. In going straight across country, they would be at an immense disadvantage, but would this be so often inevitable in European campaigning?

We have to thank Captain G. A. RAIBLES, 3rd West York Light Infantry, Belsize Park, Hampstead, London, for a copy of the *Army List* of 8th February, containing the first Gazette of the Canadian Volunteer Force.

REVIEWS.

We have to acknowledge the receipt of No. LXIX Vol XVI of the Journal of the *Royal United Service Institution*. It contains the following articles:—

- On Coast Fog Signals.
- Firing at Armor-clads reduced to a System.
- Practical Nautical Surveying.
- The Breeding of Horses for Military Purposes.
- White's Porte-Knapsack.
- Read and Nickell's Patent Day and Night Helm Signal for Preventing Collision at Sea.
- Hill's Boat lowering and Self-detaching Apparatus.
- Parker Rhodes Military Boat.
- On Infantry Tactics.
- The Cultivation of Scientific Knowledge by Regimental Officers of the British Army.
- The Autumn Manœuvres of the Prussian Guard Corps in September, 1872.
- A Brief Sketch of the System of Officing the Prussian Army.

Those articles are by distinguished officers of the British Army and Navy, that on Practical Nautical Surveying by Staff Commander Thos. A. Hull, R.N., is a particularly valuable paper, not only to officers of the Naval