

## THE PROPER PROPORTION OF FIELD ARTILLERY.

In determining the proper proportion of field artillery to infantry, a great many things have to be taken into consideration, among which may be considered, the nature of the country in which the operations are to be conducted, whether wooded or open, mountainous or level: means of transport, such as railways, good roads, water communication, plentiful or the reverse: whether the campaign is to be of an aggressive character, or is to be carried on in a strictly defensive manner.

Canada presents in its different provinces, a variety of these conditions hardly known in any European country, its immense frontier open to attack, the densely wooded districts, varying from the Western boundary of New Brunswick, to the Eastern Townships of the Province of Quebec, the comparatively open and well cultivated country, lying between those townships and the Western limits of Ontario, as well as the differences of population, numbers of horses, etc., compels us to consider in detail, the different requirements, as well as means, of keeping up efficient batteries, in the different localities where they would be most useful. Farming communities are, as a rule, the most favourable localities in which to raise Field Batteries. Here the men own their own horses, they are accustomed to ride, and drive them, as well as to feed and groom them, and the horses from being accustomed to work in pairs, are much steadier in manœuvring, and under fire, than horses obtained in cities, and towns, where they have to be hired wherever they can be obtained—strange to each other, as well as to their drivers, who, as a rule, know little regarding the care and requirements of the animals, on whose well being and condition so much of the efficiency of the Battery depends.

Upon means of transport depend, in a great measure, the number of guns an army will take into a campaign, for the large number of carriages of all descriptions which necessarily accompany the Artillery, renders their transport, a matter of very serious consideration. If railways are convenient, of course a great deal of the transport of both men, horses, and material, may be performed by them with the greatest ease, and consequently the proportion of