

be a remarkably snug berth, as at present, but men who went on the staff would do their duty twice as well and be twice as efficient. If a single waggon contained the corps headquarters baggage, which it might easily do, matters would be much simplified. The staff and general should mess together. In the clubbing principle lies the solution of the question of the greatest comfort to all, with the smallest weight.

THE MESSING SYSTEM.

The hospital tents and an A tent, a single mess chest and a single cook, would reduce headquarters baggage miraculously. Division are almost as heavy as corps staffs, but the personal and material of brigade headquarters may be much diminished. The adjutant, quartermaster, and commissary are about the only necessities here. Inspector-general and medical director of a division are at present nearly sinecure officers. Give them brigade work to do and they will accomplish more and become really useful; at present they only consolidate reports and add up columns of figures. Too many papers are the grand cause of our bulky baggage train. They serve as the excuse for a vast deal of other lumber. But even having reports as they are, by adopting the clubbing system at all headquarters the baggage will be lessened to one-fifth of its present amount.

Four waggons, under the system advocated, will carry the headquarters baggage of corps and three division headquarters. Nine two-wheeled carts under the same system will be ample for brigade headquarters. The train will be reduced, and comfort, not luxury, will be augmented. At present it frequently takes an hour after the men are all comfortable in camp before the headquarters train comes up. During this time the general and staff are occupied in cursing the teamsters, as they stand about in the rain and mud, unable to obtain any sort of comfort. In the regiments the delay of officers to get their baggage is often still longer. Some of them find that the pack train has been invaded by staff officers during the day and all their stores of grain and provisions gone. Now, under the messing system, the baggage may be much reduced. Two hospital tents and an A tent would hold the colonel and all the officers of a regiment. The adjutant's and quartermaster's desks can be left with the forage train.

A single two-wheeled cart could thus carry all the baggage of a regiment, including a proper mess kit. As every officer has a second horse, he should be furnished with a packsaddle to carry grain for both. At present every regiment on service has a train of forty or fifty mules, besides led horses, and the total train of a cavalry corps is nearly as numerous as the fighting horses. By the mess system a single cart supersedes the packmules, and every officer should carry his food and clothing on his own horse. The only relief an officer's horse requires is the removal of the thirty pounds of grain. This off the horse will be quite light enough to do all his extra work over that of the men's animals.

An officer's horse should not be loaded down like a private's; far from it. Its rider has more running about to do the higher in rank he goes. But three days' grain for two horses, although a great addition to a man's weight, is a trifle by itself. If arranged in two bags of the kind before described, it can be unloaded and loaded at all halts, to save the horses. Spare horses in this way become the least possible incumbrance and accomplish the maximum of good.

Under the messing system the retinue of servants is greatly diminished along with the train. A cook and two waiters are ample for a regimental mess. All the enlisted men detailed from the ranks in such a case are the grooms, one for each officer. Less than this cannot be allowed. An officer cannot groom two horses and attend to company duty besides; and it is better to allow the grooms to volunteer from the ranks, as they are more amenable to discipline than civilians.

In the manner of eating and drinking, the mess system affords far more comfort than the individual system. A good cook can be lured at a very small expense to each officer, when all club together; provisions will cost much less; last and best, the mess system encourages *esprit du corps* and cordiality of feeling among officers, and a regiment is apt to work better under it.

In time of peace, and in garrison, the mess system is far from desirable. In the British army, where it prevails exclusively, it gives rise to much extravagance, and ruins many a poor man by the emulation to excel his richer comrades. But in war time and with the mess baggage restricted to a single cart, extravagance is easily checked. The caterer should in all cases be the regimental commissary. His duties are a mere sinecure at most times, and this service would make him a useful man. Rotation of special duties is always inadvisable. The business of caterer requires experience, and who is better fitted for it than the commissary?

Now let us see the difference between a corps train on a long raid under the two plans:

TRAIN ON MESS SYSTEM.

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| Ammunition train..... | 17 waggons. |
| Corps and division headquarters.... | 4 " |
| | 21 waggons. |
| Brigade headquarters (nine brigades) | 9 carts. |
| Regimental headquarters (thirty-six regiments) | 36 " |
| | 45 carts. |

TRAIN ON OLD SYSTEM.

| | |
|--|--------------|
| Ammunition..... | 17 waggons. |
| Corps headquarters..... | 4 " |
| Three division headquarters, at two waggons..... | 6 " |
| Nine brigade headquarters, at one waggon..... | 9 " |
| | 45 waggons. |
| Regiments, about forty pack mules each, all told 33 regiments..... | 1,100 mules. |

The difference in length is something remarkable when the two trains are compared. A six-mule waggon occupies about sixty feet in column, allowing for intervals. A train on the mess system, allowing twenty-five feet each for the carts, a liberal allowance, would measure in single file seven hundred and ninety-five yards, not quite half a mile. On the present system the waggons alone measure seven hundred and twenty yards, the mules in column of fours, at five yards apiece, nineteen hundred yards more; a total of two thousand six hundred and twenty yards, or about a mile and a half.

In moving single brigades the difference is still more striking, five carts being all the baggage train, instead of the present string of sore-backed mules. In comfort of lodging the difference is equally marked. Two hospital tents will hold all the officers of a regiment with perfect ease, as they already hold in hospital twice as many wounded men in comfort and coolness.

The ample hospital tent, perfectly waterproof, is far better to sleep in than a shelter tent, which is all that our officers carried on active service. Thus it will be seen that by a wise use of the clubbing principle, for officers, the baggage train of an army can be

reduced to less than one third its present length, with an increase in solid comfort in three important points, viz: 1st. Quickness of camping; 2nd. A dry tent; 3rd. Good food. The loss is an individual freedom, a restraint that will be found very useful among young officers, as tending to the suppression of ungentlemanly and boyish tricks, by the tacit veto of polite society.

The colonel's tent should be alone, however. He must not mix too freely with his officers, except at mess. Familiarity breeds contempt. The other field officer I have not provided for, simply because, in any common sense improvement of the cavalry, it will be expedient to abolish the lieutenant colonel and two of the majors. In the three battalion system adopted during the war, the three majors were very good theoretically; practically, they were dummies in most cases.

(To be continued.)

THE EMIGRATION COMMISSIONER IN ENGLAND.

FRANKENSTEIN IN ENGLAND—THE RULE OF DEMOCRACY, AND WHAT IT MEANS.

The social and political systems of the New World differ so greatly from those of England, that when you speak of "classes" comparisons become impossible. The absence of a privileged or titled aristocracy in the former, doesn't account for this difference between the industrial classes of the two hemispheres. This fact may appear paradoxical, because in the New World the social and political fabric was reared on a working basis. Labor was the charter. Colonized in an age when vassalage existed in England, and when many odious discriminations against labour, growing out of the Feudal system, produced inequalities as to the rights of property and personal freedom the colonists sought the New World to escape the consequence of these distinctions. They honored labor as the source of individual power and independence, and their political system took the shape designed by popular will. It is obvious that labor there could not be the heritage of any special class; on the other hand, the European laborers continued a distinct race. As the wealth of the nation increased, increased wages partly emancipated the latter; as trade extended an increased demand for labor, and a higher remuneration followed. But the hope and ambition which animated the mind of, and implanted new springs of action, of energy and independence in the colonist was wholly wanting in the European. As the means of the latter increased he yearned to copy the habits of life, to ape the modes of dress, and tempt his palate with the luxuries possessed by the squire his master; and thus he moved further and and further away from the transatlantic model. Two centuries in the progress of this social revolution accomplished this much only; it made him more and more dissatisfied with his lot, and provided larger material means for bettering his condition. It opened no new avenue by which he may have been fitted to fill it. The difference between the two types of laborers is very great still. It is one of conscious power in the state based upon recognized merit; it is only in the material elements of growth that they converge towards each other in the plane of similarity.