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NOTE AND COMMENT.

A LEADING article in the *Broad Arrow* strongly advocates the use of the Canadian route for the transport of troops between England and the East. After pointing out that it was the admitted importance of this as a military route which led the Imperial Government to grant a substantial subsidy for the conveyance of the mails to Hong Kong via Halifax or Quebec and Vancouver, the *Broad Arrow* proceeds:—

“It seems absurd that when men and stores can be delivered on board our ships on the Pacific Station, via Canada, within from seventeen to twenty days of leaving this country, that they should be transported round Cape Horn; or that when troops have to be sent to Hong Kong and Singapore the Canadian route should not be utilized. But so it is. The annual reliefs for these stations are now on their way round the world, and in about five months' time, the time-expired men whom they replace will be brought home. We will not say that there is no energy at the War Office, because a good deal is frequently displayed in one direction or another—sometimes in the right, quite as frequently in the wrong—when occasion requires, but there is certainly no initiative. Because Hong Kong has hitherto been served by the Eastern route, so things must go on. It took years to reconcile the authorities to the Suez Canal. There are in fact at this moment officials who, if they had their way, would still be sending troops to India round the Cape of Good Hope by sailing ships. The War Office is, like the Army itself, essentially a conservative institution. But it should be kept abreast of modern conservatism, and progress with the times. The Government has paid a price to secure important facilities for the conveyance of troops to the East, and yet probably for no better reason than that because there is no precedent for starting troops Westward, when they have hitherto gone Eastward. In the branch of the War Office which deals with the movement of troops, the existence of the Canadian Pacific Railway and what it means to the Empire, is ignored. We commend the matter to the consideration of the new Quartermaster-General. Whatever difficulties may exist in sending troops to China via Canada, and no doubt a new service requires careful organization, they will be well worth the trouble of combating and overcoming.”

“THE Marquis of Lorne,” says the *Army and Navy Gazette*, has contributed to the *Daily Graphic* a very interesting and sympathetic account, not of the last of the Mohicans, who was a creation of Fenimore Cooper's brain, but of the last of the Sioux, ‘Sitting Bull,’ who was a veritable Indian chief. It is not pleasant reading. *Nimum ne crede colori!* That is the white man's motto when dealing with the dark-skinned brethren, black, brown, or red. The arrest of the old chief, the sudden *mêlée*, the rescue, the fall of the Sioux, and the death of the gallant boy who was fighting for his

father, have all the elements of a stirring episode. We may omit the brutality of the native police—the scalping, mutilation, and degradation of the fallen. Meantime, Americans proper will feel unmitigated satisfaction that Custer, who was a Murat in his way, and his braves have been avenged. And it is well suggested by Lord Lorne that, ere they are finished off like the buffaloes, it would be well for some painter to let succeeding generations know what the Redskins, in all their glory of paint and feather and arms, were like before they were civilized into *Ewigkeit*. Sitting Bull has died a soldier's death, and his son has been spared an evil future. The son of Theodore, who was well cared for here, would probably have envied the death of the Sioux Tulus. ‘I can forgive the French everything but one,’ said Abdul Kader when he visited Cairo, long after his subjugation. ‘And that is?’ ‘That they did not kill me in battle!’”

WHILE it is not a matter of special concern to the Militia, our readers will as Canadians be interested in a complimentary reference appearing in the *Army and Navy Gazette* to our Gulf telegraph system, which is cited as an example of coastal communication worthy of emulation by the Mother Country. The article proceeds: “A most complete system of gulf telegraphy and signal service is in operation between Quebec and all important points of the north and south shore of the St. Lawrence. Ten named stations and all intervening points are connected—and there are over thirty of these offices between Newfoundland and Quebec—from which reports touching the weather, movements of the ice in the spring and autumn, and the passage of steamers and other ships either inwards or outwards, are immediately made to Quebec.”

R. M. C. MATRICULATION.

THE progress which has characterized the onward march of the Dominion, is none the less gratifying that its educational advantages have kept pace with industrial and commercial development. Schools and colleges are provided for primary and technical instruction as fast as the necessities of the Dominion require them, and the nature of the instruction is also progressing in the same ratio. A few years ago technical instruction was limited to certain cities,