

THE CANADIAN MILITIA GAZETTE

A Weekly Journal devoted to the Interests of the Active Force of the Dominion.

Third Year.
VOL. III, No. 19.

OTTAWA, THURSDAY, 10th NOVEMBER, 1887.

\$1.50 per annum in advance
Single Copies Five Cents.

CONTENTS OF THIS NUMBER.

EDITORIAL NOTES.

A brigade major for No. 2 district.
"C" battery en route to the Pacific.
Major-General Sir Fred. Middleton.
Presentation of colors to the old 16th.

CONTRIBUTED.

Winnipeg.—A Military View of its Possible
Future.—VII.

SELECTED.

Cyclist Volunteers.—*Volunteer Service Gazette*
The C.P.R. as a Military route to India.—II.
"Canada" in the Mail.
'Punch' on the Northwest passage.

THE TARGET.

Annual matches of the Yarmouth garrison
artillery, Sherbrooke rifle association, and
Waterloo rifle association.

QUERIES AND REPLIES.

The discipline of the militia.

MILITIA NEWS AND NOTES.

Correspondence from Montreal, Toronto and
Hamilton.
Miscellaneous notes.

CORRESPONDENCE.

The active service roll.—*A. C. O.*
Some odd types of militia officers.—II.—
Pullan.

MISCELLANEOUS.

Current Events.

MAJOR GRAY, for many years past in command of the Toronto Field Battery, and one of the most zealous officers in Ontario, has just been appointed Brigade Major of No. 2 Military District, and will be gazetted as such in next general orders. The office has been vacant for more than a year, since the retirement of Lieut.-Col. Milson, who went out along with the former D. A. G., Lieut.-Col. Denison, both receiving two years' allowance on retiring. Lieut.-Col. Otter was appointed D. A. G., and the other post was left vacant, the intention being that Col. Otter should fulfil the duties of Brigade Major as well, in addition to his ordinary cares as commandant of "C" school, and thus save a salary. Experience has demonstrated that it is a physical impossibility for one man to fill the three positions, and in consequence a Brigade Major has been appointed. The choice made has been a good one.

NO more will the gay M.P., when militia estimates are submitted, be able to crack his jokes at the expense of the D. A. G. of No. 11 Military District, in his other capacity of commandant of "C" Battery, R.C.A. The lonely sergeant of whom we heard so much last winter, will for the future have no lack of company, the hundred men to constitute for the present the strength of the battery being due at Victoria on Thursday of this week. They are fine fellows, the choice of the two older batteries. The men were in high spirits at the prospect of the change of scene—some of them two hilarious indeed, and having in consequence, at the command of the Cadi, to contribute a souvenir towards the Kingston civic exchequer. But their behaviour has otherwise been exemplary as usual, and the Victorians will not likely have reason to complain of their future garrison. This is the pioneer detachment of troops to be conveyed over the entire length of our military highway.

INFLUENCE is being brought to bear on the home authorities to exempt Major-General Middleton from the operation of the rule making his retirement compulsory. The press has taken up the cudgels in his behalf, and *Vanity Fair* recently contained a highly eulogistic article, in which it said, after citing the suspension of the new rule in the case of General Hamley, recently quoted in all the papers:—"Mr. Stanhope should go further and obtain like exceptional treatment of officers liable to retirement on account of age. Sir Frederick Middleton is in the prime of mental and bodily vigour, as proved by his successful suppres-

sion of the Riel rebellion; he shewed himself, alike as a regimental officer in New Zealand, as a staff officer during the Indian Mutiny, and as commandant of the Royal Military College, to be a good practical soldier, to which experience are to be added the results of a Staff College training; yet he will be retired for age early in November. How valuable he is thought to be as commandant of the militia of Canada may be gathered from the fact that the Dominion authorities have asked that he may be allowed to retain his appointment after retirement from the active list of the British army.

The same paper urges that should such retirement take place Sir Frederick Middleton should be allowed to draw his full retired pay concurrently with the salary of his appointment, but adds: "Probably a precedent possessed treasury will object, and thus the services of a man peculiarly suited for a difficult post—Sir Frederick is married to a Canadian lady—will be lost to the colony. The best solution of the problem, however, would be to bring in another warrant which should enable Mr. Stanhope to retain Sir Frederick Middleton some few years longer on the active list.

We hope the efforts being made to secure this exemption in General Middleton's case will be successful. Mentally and bodily he is as vigorous as when he assumed the command, in 1884; and there is no indication that he would be unable to discharge the duties of his post as satisfactorily during the remaining portion of his term, as he has up to the present. In former commanding officers Canada has had experience of men to whom everything was rose colour, who found nothing to condemn or criticise, and who left uncorrected the faults existing when they took charge; again we have had a reign of terror, when condemnation was wholesale, and praise or encouragement altogether wanting. General Middleton has gone to neither extreme, but has judiciously praised or criticised as the circumstances of the case called for; and he has thus been able to correct many an error without sacrificing the good will of those under him. The campaign in the Northwest gave him an exceptional opportunity of ascertaining the weak points in connection with the force, and no doubt the experience there gained has greatly increased the value of his services to the country, which would be at a loss were his term of office prematurely brought to an end.

THE presentation of colors to the 1st Battalion Bedfordshire Regiment, which took place at Fermanagh, on the 13th ult., was an event for two reasons not without interest in this country. In the first place the presentation was made by the Duchess of Abercorn, the mother of the amiable wife of our popular Governor-General; and secondly, the regiment (formerly the 16th) is one of those that have seen service in Canada. The colors bear the names of Blenheim, Ramillies, Oudenarde and Malplaquet. Col. Robinson, in returning thanks to Her Grace for the kind words accompanying the presentation, stated that the regiment had now entered upon its 200th year, it having been originally raised on the 9th October, 1688. "It has been unfortunate," he said, "in not having seen any active service during the present century, having been quartered

in either the West Indies or Canada during both the Peninsular and the Crimean wars." He pointed out that during the first twenty-five years of its existence, the regiment had, in campaigns under the Duke of Marlborough, been engaged in at least fifteen battles and sieges, besides many other minor affairs, the names of which battles and sieges would be inscribed on the colors had it been the custom then, as now, to do so

Winnipeg.—A Military View of its Possible Future.—VII.

(Continued from Page 140.)

A GALLANT officer, Capt. J. C. R. Colomb, of Drumquind House, County Kerry, Ireland, has for the past ten or fifteen years kept this question of colonial defence before the British public, and demonstrated that by following the lessons taught by the natural strategy of the sea, Great Britain with her numerically insignificant military force can yet defy the world in arms. It makes her ubiquitous and consequently doubles, at a very modest estimate, her military power in whatever point she chooses to direct it. Since Capt. Colomb first taught his "Strategy of the Sea," vast modifications in speculative and practical science have been made—in ships, arms and appliances of all kinds—but none equal in practical effect to that produced in military and naval science by the construction of the Pacific railway; and it will affect the science of naval defence in a greater degree—first, by lessening the dangers incurred from proximity to armed nationalities whose object, under pretence of defence, is the acquisition of new territory—called euphemistically, "Reconstructing the Map of Europe."

Referring to Prince Bismarck's remarks, a writer in one of our journals describes the German people as a nation in a basin, out of which they cannot get; and there is a good deal of truth in this remark. As long as England keeps her navy up to her requirements such will be the state of all the armed nationalities, and the Canadian Pacific Railway will affect the prestige of Britain throughout the world. The following extracts from the *Broad Arrow* will shew that this subject has been studied in its several bearings by more accomplished strategists than a provincial soldier—whose persuasion is that the first great step to the federation of the Empire has already been taken. This matter has passed out of the lines of speculation into those of practical measures that are shaping the views and requirements under which the subjects of the reconstructed British Empire are to live and develop. There must be no room for the villainous tactics which enable aliens to block the wheels of legislation; and the law of treason should be extended and left to the executive, *i.e.*, Queen and council, to put in force as military law when required. The *Broad Arrow* of the 15th October has the following:—"We have on more than one occasion called attention to the vast importance of our Imperial communications and the advantages of alternative routes to India and our Eastern possessions. The adverse decision of the Dominion courts of law in regard to the claims of the proposed independent line of railway in the Red River district, will be a distinct help to the prosperity of the great Pacific line connecting India, China and Australia with Canada, while bringing the mother country within fifteen days of Vancouver, possessed of a beautiful and healthy climate, where, if necessary, an English army corps could be assembled, with its reserves, consisting of the whole force of the Canadian Dominion.

"In subsidising the Canadian mail steamers running from Vancouver to Japan, our Government have now completed the chain, and forged the last links of the greatest imperial work ever carried out by British capital. The Pacific ocean no longer forms a great gap in our colonial empire, for in a strategic point of view it is absolutely bridged, not by the mother country, but by the enterprise of our colonists."

It is evident then that Winnipeg as a strategic point and sanitarium possesses all the necessary requisites—which Vancouver Island does not. First, the adoption of the latter as a great military centre would look like putting all the eggs in one basket; for a single reverse at sea would put the Island in danger of being blockaded. Secondly, the military force would be thus paralysed if not compelled to surrender, and the whole line of defence would be rendered useless.

The reserves and main force would at Winnipeg be totally free from interference of any kind—even from our neighbors, whose boundary line, sixty miles south, passes through a country all but unfit for military operations. But the true base of British imperial strategy is the Canadian Pacific Railway and its central point, Winnipeg.

In order to make her full naval power effective it is only necessary to arm the ships. Privateer cruisers can be no more improvised in offensive or defensive operations. Steam power, international law, and the impossibility of keeping in ambush, will effectively prevent all attempts at renewing the role of the *Alabama*—and if gunners are required, why, they can be trained.

The construction of the Canadian Pacific Railway renders Great Britain practically independent of the Suez Canal and shortens the voyage to her Indian possessions. She doubles her naval power by placing

almost exclusively the control of the routes to all her eastern and southern possessions within her own territories.

(To be continued.)

Cyclist Volunteers.

[Volunteer Service Gazette.]

MORE than five years ago a detailed proposal was made in the columns of the *Volunteer Service Gazette* by Captain the Hon. R. G. Molyneux, Duke of Lancaster's Yeomanry, who is, we believe, a retired officer of regular cavalry, to utilize, for military purposes in connection with the volunteer force, some part of the enormous multitude of skilled bicycle and tricycle riders existing in this country. His letter is, as it appeared then to us, and as it appears now, quite unanswerable as to the importance and facility of using cyclists for military work. Lord Wemyss (then Lord Elcho) wrote a warm approval of Captain Molyneux's scheme, and we published a good many letters on the subject in the course of the year 1882. Capt. Molyneux speedily found an efficient *aide* in Mr. Henry Smith, a well-known shot, and the founder of the North London Rifle Club. Formal proposals were published for the organization of a cyclists' corps, and ultimately Mr. Smith brought the matter before the General commanding the home district. But somehow nothing came of it, and the matter slept till 1885, when Col. Tamplin, commanding the 1st Sussex R. V., used some scouts on bicycles with good effect at the Easter manœuvres. Last April, however, Colonel Stracey, who commanded the Easter marching columns to Dover, took up the scheme in earnest, and entrusted Colonel Savile, the Professor of Tactics at Sandhurst—himself, we believe, an enthusiastic cyclist—with the formation of a considerable body of cycle scouts, admitting even non-volunteers. The experiment was most successful, as was that on a smaller scale made in connection with Colonel Hercy's Eastbourne column. The result has been that the "authorities" have practically admitted in 1887 that the proposals of Captain Molyneux and Mr. Henry Smith in 1882 are worth consideration, and have given permission to officers commanding volunteer infantry battalions to form sections of cyclists. Further, they have approved of the issue, to those commanding officers who have formed or are about to form such sections, of the excellent paper of "Recommendations" drawn up by Colonel Savile, which we publish in full elsewhere, and on which we now propose to offer a few remarks. In the first place, it should be understood that the scheme is as yet in its infancy, and that it would be unwise to lay down any hard and fast regulations for it just at present. Colonel Savile's paper is therefore entitled "Recommendations" instead of "Instructions." In six months time, reports as to how the "Recommendations" work in practice are to be furnished by the general officers commanding districts, and when the requisite experience has been gained, it is probable that a series of definite regulations upon the subject of volunteer cycling will be promulgated. We may proceed to examine some of the principal "Recommendations." In the first place, it will be observed that no battalion is to be allowed to form more than one section of cyclists, consisting of an officer, two sergeants, a bugler, and twenty rank and file at most. But, although the number of twenty privates is not to be exceeded without special authority, we believe that the rule may be interpreted to mean that not more than that number of men are to be mounted on any parade; but there will probably be no objection raised to the training of a larger number of men in the battalion, in order that the attendance of twenty mounted men, or thereabouts, may be insured on parade. In a cavalry regiment there are more men than there are horses, and a similar course is still more necessary in the case of *volunteers*, as attendance at parade is not compulsory. Exception may perhaps be taken to the limits of twenty-five years of age and 5 feet 9 inches in height, prescribed by paragraph 4; but it must be borne in mind that the saving clause at the end of this paragraph practically empowers the commanding officer to enlist at his own discretion any men who are really good riders. The shooting qualification is, however, of the highest importance, for it is evident that it is useless to provide means for the rapid transport of small bodies of infantry from point to point unless their fire is thoroughly effective at the spot where their presence is required. With regard to the cycles themselves, as no existing type entirely fulfils all the requirements of a military machine, we understand that it is probable that a War Office committee, composed partly of military men and partly of cycling experts, will be appointed in the autumn to go into the matter fully, and draw up a specification of a suitable machine. The manufacturers may then be called upon to tender for its construction, and the result will probably be that an excellent machine for touring as well as military purposes will be placed upon the market at a comparatively cheap rate. Should such a machine be introduced, it is to be hoped that the various sections will adopt it, and that volunteers will, when purchasing a new mount, give it the preference. The circular does not touch upon drill, as Colonel Savile believes that the country, not the parade ground, is the proper

place for cyclists. The men learn their foot-drill as other volunteers, and it will be an easy matter to teach them the mounted marching formations. Indeed, the hints given by Colonel Savile are, as might have been expected, admirable, and the cyclist volunteers have much to thank him for. The work which he has sketched out for them is certainly most practical and interesting, as may be gathered from the following extract from the circular:—

The section should never march out without some definite military object in view, and it will generally be found possible to combine reconnoitring duties under some of the following headings with any other exercise that may be undertaken: (a) Reconnaissances of roads—towns, villages, or fortified places—rivers or canals—bridges—fords—woods or forests—railways—heights—camping grounds—lakes or marshes—coast line. (b) Reconnaissances of given areas of country may be taken to ascertain—1. The nature of the country. 2. Whether in the occupation of the enemy. 3. The nature and amount of the produce, supplies, transport, or accommodation for troops. 4. Whether the local maps are correct, &c. (c) Reconnaissances of—1. A position. 2. A moving enemy. 3. A halted enemy. 4. An enemy in position. The instruction on reconnaissance must be careful, thorough, and gradual. Thus, the command should be exercised in duties bearing upon the headings in *a* class, before proceeding to those named in *b* and *c* classes. Written reports upon the work done should invariably be furnished, and such reports must be carefully examined and the errors corrected.

We have no doubt that long before this time next year there will be hardly a battalion of volunteer infantry without its detachment of cyclists, as already there is scarcely one without its trained signallers and its certificated ambulance men. As to the military importance of scouts on wheels, the French, at any rate, have for some time recognized it, and we believe that some of our highest military authorities here—such men as Lord Wolseley, General Godfrey Clerk, and General Fremantle—look upon the experiment which is now to be tried under Col. Savile's direction, with the most cordial approval. There is also another side to the question. As we have said over and over again, it is impossible to see the innumerable troops of hardy young men who spend so much of their leisure time on bicycles and tricycles without wishing to get hold of them as volunteers. We shall soon, thanks to Col. Savile's bold experiment of last Easter and its results, certainly recruit a considerable number of these, and the volunteer force may absorb even a larger proportion if another scheme, which has been, we understand, also sanctioned, should be successfully carried out. We allude to the proposed formation of a substantive *corps* of cyclist volunteers, in addition to the detachments forming part of infantry battalions contemplated in Col. Savile's circular. But we must take another opportunity of dealing with this proposed organisation. It is enough at present that the utility of military cyclists is at last fully acknowledged, both theoretically and practically, by those in whom the direction of the volunteer force is entrusted.

The C. P. R. as a Military Route to India.—II.

A Correspondent signing himself "Canada," and writing from Montreal under date of the 22nd ult., has contributed the following letter to the *Toronto Mail* in answer to that on the above subject which we re-published last week from the same paper:—

SIR,—In your issue of the 19th inst. Major Mayne offers some valuable remarks upon the relative values of the Cape and the Canadian routes to India. Major Mayne rather disparages the route through Canada, and finally comes to the conclusion that the Cape route is from two and a half to three weeks quicker to India. His comparison is chiefly based upon sea distances in statute miles, and does not take into consideration the three great factors of the Canadian route:

1. The shortest possible sea voyage across the Atlantic, upon which ocean are found the largest and fastest British merchant steamers in the world.
2. A large part of the through journey is by rail, through absolutely secure British territory, and which can be covered at double the rate of speed as the same distance by the Cape route.
3. A trans-Pacific voyage through smooth water by fast vessels waiting, ready coaled, for the arrival of the trains; a voyage practically safe from any danger of capture by the cruisers of an enemy.

By the Cape route a merchant transport steamer must pass down the whole Atlantic sea face of Europe; past foreign settlements and coaling stations on the west coast of Africa. She must coal at the Cape, for there is no steamer afloat to-day that could carry her full complement of troops and stores to India without coaling *en route*, and from the Cape to Kurrachee or Bombay she must pass up the entire length of the Indian Ocean, perhaps steaming for days into the teeth of the monsoon.

It is assumed, of course, that Simon's Bay and Cape Town, which are to-day absolutely undefended, have been made as absolutely impregnable. With the Cape and its coal in the hands of an enemy, with that enemy's cruisers patrolling a given line drawn south, the Cape route to India would cease to exist. The Imperial Government are now taking steps to strongly fortify Cape Town, so that we may hope all danger of its capture will be provided against in the course of a few years.

From Plymouth to Bombay, *via* the Cape, is 10,300 nautical miles, Kurrachee being 55 miles further. The most competent authority in

England places the speed of 15 knots per hour as the highest that could be maintained by such a vessel as the *Etruria* between England and India, provided that she could coal at the Cape, and that she experienced no unusually heavy weather, the latter an improbability by the Cape route. 10,300 knots at 15 knots per hour is 690 hours, to which must be added 24 hours for coaling. This gives us, say 30 days from Plymouth to Bombay, under conditions which could only be performed by three or four ships afloat at the present moment. The vessels, having reached India and disembarked their troops, would probably return to England with food stuffs and grain.

Now for the Canadian route. The *Umbria* and *Etruria*—and it is hoped that our Government will shortly secure a service of vessels of this class to Montreal and Halifax—would deliver troops in Halifax or Quebec in between five and six days, say six, returning to England with food supplies. One Pacific steamer would carry 2,500 men. This number could be transported from Quebec to Vancouver in 4½ days, and from Halifax in 5½ days. The management of the Canadian Pacific railway probably know more about what they are doing than a competent military man from the London War Office, who has, probably, never set his eyes on a Canadian railway, and it has been publicly stated that they have offered to carry the troops in a given number of hours whenever required. Allowing twelve hours for disembarking and entraining at Halifax or Quebec, and twelve for detraining and embarking at Vancouver, a liberal estimate, we find 2,500 men on board the Pacific steamer in 11½ days from England. When the Major, in his letter to your valued paper, arrives on the shores of the Pacific his imagination carries him to the sunny isles of the south girt with silver seas, and the route from Vancouver to Calcutta is laid down upon the chart *via* the Sandwich Islands. The distance from Vancouver to Hong Kong direct is 5,850 nautical miles (less than from Plymouth to the Cape), the distance *via* the Sandwich Islands between the same places is 7,300, or 1,450 nautical miles further. From Hong Kong to Singapore is 1,430 miles and from Singapore to Calcutta, where troops would of course be delivered to the rail, is 1,630, a total distance from Vancouver to Calcutta of 8,910 nautical miles, for the greater part of the voyage through smooth seas. In their offer to her Majesty's Government to carry the China mails the Canadian Pacific railway agreed to construct vessels of great size and speed expressly for the purpose of conveying troops or performing "armed cruiser" duties, and with such objects in view of great coal carrying capacity. It is more than probable that if this offer is adhered to such vessels would be able to coal at Nanaimo for the entire voyage to India, more especially if they are constructed with the new type of engines consuming a comparatively small amount of fuel, while on a fair weather voyage they could make greater speed than by the rough weather Cape route. Assuming, however, the speed to be the same, i.e., 15 knots per hour, the distance—8,910—would be covered in 594 hours, which, with an allowance of 12 hours for partially coaling, gives 25 days 6 hours, Vancouver to Calcutta, or 36 days 18 hours from England, against a possible 30 days *via* the Cape, a difference of less than a week. The most sanguine supporters of the Canadian route have only upheld its value as an alternative route to India with that *via* the Cape of Good Hope, but to China, New Zealand and Australia it is infinitely superior to the latter. Your correspondent touches upon the difficulties of coaling on the Pacific. It will be an extremely difficult matter for a Russian or French cruiser to obtain enough coal to keep the seas with Nanaimo, Hong Kong, Singapore, and the Australian coaling ports in a proper state of defence. Practically it would be impossible. The steamers of the Canadian Pacific railway would invariably coal for the run across the Pacific, and would show a clean pair of heels to any cruiser Russia is likely to have in Pacific waters for some time to come. The two ends of the route would of course be looked after by the Pacific and China squadrons of the navy.

The danger of capture, the difficulties of coaling, the further difficulty of maintaining high speed, are infinitely greater *via* the Cape than *via* Canada.

In a speech in the House of Lords some months ago upon this question the Earl of Harrowby quoted, in support of his arguments, the opinion of the Viceroy of India. It was that the mere fact of troops arriving in India simultaneously by Canada and by the Cape would have a very strong effect.

Queries and Replies.

THE DISCIPLINE OF THE MILITIA.

To the Editor of the *Canadian Militia Gazette*:

SIR,—To settle an argument will you kindly answer the following questions:—

1. Are officers of the militia, at all times, subject to military law; as in England (Sec. 82 Militia Act; Sec. 175 [3] Army Act)?
 2. Could a person not holding a commission be legally tried by court martial "as an officer"?
 3. Does the officer commanding the militia hold a warrant under the "sign manual" for the convening and confirmation of courts martial?
- Answers.—(1.) No; only in such cases as specified in Par. 153 of the R. & O. for the Militia, Canada, 1883. (2.) No. (3.) He does. —EDITOR.

GOSSIP OF THE MILITIA.

Interesting Letters from Montreal, Toronto and Hamilton Correspondents.

Inspection of Toronto's Crack Corps.—Trouble in the Queen City Garrison Battery.—Hamilton Enterprise secures tip-top instructors.—The Scots' Ottawa jubilee prize presented to Capt. Newton—The Star on the Permanent Force.—Sir Frederick Middleton's qualifications to retain command.

MR. DAWSON, M.P., has had an interview with Adjutant-General Powell relative to the equipment of the new company of the 96th Algonia battalion. Permission to organize No. 5 company was granted a long time ago, with Bruce Mines for headquarters. The authority was never exercised, and as the Manitoulin islanders want to try soldiering the headquarters have been transferred to Manitowaning, and it is arranged that the equipment shall be sent there before the close of navigation. Mr. Dawson says the people of the village are enthusiastic over the project, and a first rate company is likely to be organized.

At Kingston last week some of the battery men about to leave for British Columbia celebrated their last night in the city by getting on a spree and raising a disturbance on the street. Constable Craig arrested one, when several of his companions set upon him with belts and sticks, and had not some citizens interfered the constable would have been badly beaten. He arrested two of his assailants and one was captured next day. Their names are Allan, Brill and Guthrie. The first was dismissed and the two others were fined.

A mistaken idea seems to exist that Major-General Sir Fred Middleton is not able to remain in his command or be appointed commandant of the Royal Military College at Kingston. As regards the command of the militia the act only states that "the officer commanding the militia should be of the rank of colonel or superior rank thereto in H. M. regular army," saying nothing about his being on the active or retired list. As regards the appointment of a commandant of the Royal Military College, Kingston, the act says: "The college shall be conducted under the superintendence of a military officer having special qualifications with regard to the instructions to be given, and discipline, whose title or designation shall be that of Commandant." And considering that Sir Fred Middleton is a graduate of the Staff College, that he was superintending officer of garrison instruction in England for four years, and that he was commandant of the Royal Military College at Sandhurst for nearly ten years, during which time he was one of the examiners in tactics to the forces in England, and examiner in reconnaissance to the Staff College, there ought not to be any doubt as to his efficiency for the command of the Royal Military College at Kingston.—*Ottawa Journal*.

Hamilton.

THE 13th Batt. paraded for divine service on Sunday at 10 a. m., and marched to the King street east Methodist church.

The Hamilton field battery are drilling every Thursday night in the old shed. The officers have started a special n. e. officers' class, which meets every Tuesday night. Twenty-four lectures will be given during the winter.

The new drill hall walls are completed, and at some future date I will give you a description of this fine building.

The Hamilton corps are at present well supplied with instructors. Sergt.-Major Keeley, late of "B" battery, R.C.A., has been serving with the Hamilton field battery for the past year, and Sergt.-Major Munroe, late "C" company, I.S.C., has been, as noticed in the GAZETTE a few weeks ago, appointed Sergt.-Major of the 13th Batt. CACOLET.

Toronto.

A SHORT time ago I had occasion to refer to a certain militia clothing contractor. A correspondent now writes me and asks if I am aware that the clothing is cut out by a circular saw with half its teeth out. I cannot say, but the first opportunity I have I will visit the establishment and see how the clothing is made—I nearly said mis-made.

Col. Allan and officers having requested the pleasure of Linch-pins's company to a smoking party to be held at the Reform Club on Saturday evening, the 5th instant, he was accordingly in attendance, armed with his "consoler." If there is a forte which he possesses it is smoking. The party was a great success; all seeming to enjoy themselves. Among others I noticed there were Col. G. T. Denison, Col. C. Gillmor, Col. Miller, Col. Otter, Capt. Stuart of Hamilton, Col. Gray, Capt. Mead, Col. Grasett and Mr. C. Temple.

Col. and Mrs. Grasett have arrived from England. The Colonel and his bride occupied a box at "Nancy & Co." on Monday night.

The uninitiated want to know what the dashing cavalry officer on the black charger carries in his valise.

A large and fashionable audience was present at the Grand Opera on Monday night on the occasion of the annual entertainment of the Grenadiers. The piece played was "Nancy & Co.," an American farce-comedy. After the performance the performers were given a supper at the Rossin House.

CHANGES AND TROUBLES IN THE ARTILLERY.

While "Nancy & Co." was being applauded at the Grand, the Garrison Battery was drilling at the shed. I hear that the officers of this corps have for some time back been working to raise two more batteries in Toronto, and now that they have been unsuccessful they intend resigning.

Ontario was at one time very prolific in garrison artillery. There were batteries at Goderich, Sarnia, St. Catharines, Port Hope, Napanee, Prescott and Collingwood. If this rumor regarding Toronto is true, Cobourg will be left the only garrison battery in Ontario.

The Ontario Artillery Association will lose the affiliation fees of three batteries—Collingwood having been recently gazetted out—and no one thinks for one minute that Cobourg, knowing that prizes cannot be offered them for competition, will enter either Dominion or Ontario Association.

While on the artillery, I believe it was mainly owing to the Toronto Garrison Battery officers that the Provincial Association was organized and a grant obtained from

the government—far more in proportion than the mite doled out to the Dominion Association. It was chiefly on the representation—from a minister I learn—then made that the strength of artillery would likely be increased that the government was so liberal. Now there is a decrease it remains to be seen whether the present sum will be changed.

From Guelph I hear that Col. Macdonald, commanding the 1st Brigade Field Artillery, intends retiring, also Capt. Walter Clarke, the adjutant. The withdrawal of these two efficient officers will be a great loss to the artillery generally and the brigade in particular.

I am very glad to hear that the government has recognized Col. Gray's thirty years of service in the militia by appointing him Brigade Major for No. 2 District. Col. Gray has my congratulations on his success.

The command of the Toronto Field Battery passes from Col. Gray into the hands of Capt. J. H. Mead, who will be remembered as the efficient Brigade Major of Artillery at the last camp at Niagara.

THE QUEEN'S OWN AND GRENADIERS' INSPECTION.

Saturday, the day appointed for the annual inspection of the Q.O.R. and Grenadiers, was not too cold to prevent the gathering of a large number of spectators.

On parade with the Queen's Own were 496 officers and men. There were ten companies. Col. Allan was in command, the other officers being Major Hamilton, Major Delamere, Captain and Adjutant W. C. Macdonald, Captains Thompson, Pellatt, Hughes, Mason, Mutton, McGee, Bennett, Villiers-Sankey, Gunther, and Murray, Surgeon-Major Lesslie, Assistant-Surgeon Nattress, and Quartermaster Heakes. Sergeant Hail was in charge of the ambulance.

The Royal Grenadiers mustered 375 strong in the eight companies. The officers present were Major Dawson (in command), Major Harrison, Captains Davidson, Howard, Caston, Elliott, Bruce, Trotter, Captain and Adjutant Manley, Surgeon Ryerson, Assistant-Surgeon King, Quartermaster Ellis. Hospital Sergeant Dent had charge of the ambulance corps.

Col. Grasett, in command of the brigade, was attended by Capt. Mason, R.G., as brigade major, and Capt. J. Baldwin, 2nd Regt. of Cavalry, as galloper. The inspecting officer was Col. Otter, D.A.G., commanding the district. His staff was composed of Capt. J. H. Mead, T.F.B., and Lieut. Sears, I.S.C., as A.D.C.

On arriving at the baseball grounds, the brigade formed up facing the east, Q.O.R. on the right. The line was cramped for want of space, consequently two companies of the Grenadiers were turned at right angles to the proper line. After the usual salute and inspection of the brigade, the two regiments marched past in column, then in quarter columns. The quarter column wheel of the Q.O.R. was very well done. Grenadiers not quite so well.

The D.A.G. then called out Major Hamilton to put his battalion through the manual exercise. Major Delamere gave them the firing exercise and a large number of battalion movements. Capt. Mutton was selected to put his company through company drill and skirmishing. All movements were very neatly done.

The Grenadiers in the meantime were being mustered by Mr. Sears on behalf of the D. A. G. and District Paymaster. The D. A. G., after having addressed the officers of the Q.O.R., turned his attention to the Grenadiers—which on the whole was the same as that given to the Q. O. R. Capt. Manley and Capt. Elliott were called out to put the regiment through battalion drill. Two companies were called out for skirmishing. These movements also were neatly done.

Col. Otter, in addressing the officers of each corps, complimented them on the steadiness and cleanliness of their battalions, and the enthusiasm which they shewed in the face of great difficulties. He impressed upon the officers the necessity of giving the word of command sharply and decisively. As the command is given, he said, so will the men act. He would recommend in his coming report the advisability of sending city corps to camp once in two years. He also insinuated that the mounted officers might be a little sharper in moving around, taking up points, etc.

I noticed that neither corps complied with the new sword regulations.

LINCH-PIN.

Montreal.

THE quarterly meeting of "B" company, 5th Royal Scots, was held last week at the Royal coffee house, Sergt. White presiding. After business had been disposed of, the prizes won at the annual rifle match of the company were presented by Lt.-Col. Caverhill and Capt. and Adjt. Lydon. The company officers present were Major Blaiklock and Lieut. Cantlie.

At a reunion of "D" company, 5th Royal Scots, at the Vendome restaurant last Friday evening, Col. Sergt. McGilton presiding, the occasion was availed of to present to the esteemed and highly popular commanding officer, Capt. C. C. Newton, the handsome silver cup won by the company squad as first prize in the bayonet exercise competition at the Jubilee sports held at Ottawa on Dominion day. Capt. Newton, in returning thanks, complimented the company on the good showing they had made at these sports, notwithstanding they were handicapped by the fatigues of an all night journey and loss of sleep.

The *Star* lately pays the militia the unusual attention of frequent editorial paragraphs. If the leading dailies would bring the force more prominently before the notice of the public it would, I think, be advantageous. In its latest notice the *Star* notes the fact that the military spirit is increasing in Canada, and says: "Eight years ago the prominent military forces of the Dominion comprised two schools of gunnery and about 300 Mounted Police. Now there are three schools of gunnery, three schools of infantry, one school of cavalry, one school of Mounted Infantry and 1,000 Mounted Police. All told there are about 1,800 men now doing permanent military duty in the Dominion. In this of course we include the Mounted Police, who do soldiers' duty as well as detective work. Proportionally we have now nearly as many regulars as the United States, and all the better that it should be so."

Extensive alterations are being made at the drill shed. The present skylight has been found defective and leaky, owing to the expansion of the roof. This skylight was made at first of strong plate glass on top, with an underlaying of star glass. The star glass is being now removed and galvanized iron is being placed over the plate glass. This process, it is stated, will not interfere with the light and will secure the building against leakage.

Much annoyance has been caused by the rusting of the arms deposited in the hall. The walls of the armories, which are of either brick or stone, are quite bare, thus inducing moistness. These walls are now to be completely lined with wood, which, with proper heating of the building that is expected at an early day, as the furnace will soon be in working order, will completely do away with the present grievance, and prevent any further rusting. The chimneys are to be all considerably raised, and so are the inside walls, which are to be run up to the roof. Many other improvements are in contemplation, and as soon as the local architect has completed his specifications, they will be forwarded to Ottawa for approval. CASUAL.

Correspondence.

The Editor desires it distinctly understood that he does not hold himself responsible for the opinions expressed by correspondents.

THE ACTIVE SERVICE ROLL.

To the Editor of the Canadian Militia Gazette:

SIR,—Some time since you published a statement prepared by the Militia Department purporting to shew the number of occasions on which the active militia of Canada had been called out since Confederation for active duty, giving dates and other particulars. Since then numerous corrections and additions have been made to the list. Could you not now procure from the department a more correct statement, so as to publish and have the same for ready reference. It was a matter of surprise to learn that the militia, or a portion, have been called out, on an average, more than once a year since Confederation; and though the occasions were not always of very great importance, still it is satisfactory in the highest degree to know that on the various occasions on which the militia have been called out they have invariably been at least eventually successful.

A. C. O.

SOME ODD TYPES OF MILITIA OFFICERS.—II.

To the Editor of the Canadian Militia Gazette:

SIR,—In my last letter I lost embryo Field Marshal "B" in the maze of "change ranks," but I am happy to inform you that he turns up all right on the return of the battalion to the drill shed for dismissal.

On the order "officers fall out," Mr. "B" advances to the c.o. with a jaunty air, and salutes as if he held a crowbar in his hand, instead of a sword, for (*entre nous*) Mr. "B" knows as much about the "officer's salute" as he does of any other part of his drill. He next takes a few turns around the shed, carefully avoiding his company armory, and finally takes his departure. On the next drill night Mr. "B" is absent, and a polite note from the adjutant wants to "know the reason why." No notice is taken of this, but subsequently Mr. "B" meets the adjutant on the street. "Oh, I say old fellow, awfully sorry, you know; couldn't manage to get down; so awfully busy"; and Mr. "B" hurries off.

Mr. "B" now votes the whole thing a bore, and only cares to attend parade on the Queen's Birthday or Dominion Day (after numerous enquiries as to whether he will have to carry a "color"), and is just as useless a member of the force as his captain. But because his presence in the corps is supposed to add "tone," and his father being a prominent citizen, he is permitted to "hang on," to be a thorn in the side of his c.o., and a laughing stock for the whole battalion.

Should a c.o. undertake to "fire" a character like Mr. "B," he would be subject to a good deal of "hard talk," besides, perhaps, finding some little difficulty in filling the vacancy, as the cost of uniform is a bar to many smart young men now serving in the ranks, who would make splendid officers.

Perhaps you will wonder what becomes of the company to which Capt. "A" and Lieut. "B" belong. Well, if the color-sergeant is a "live" man, which I am happy to say most n.c. officers are, the company gets along much better without its officers. I have no doubt but this statement will be regarded as rank heresy, against all rules and regulations in that case made and provided. I may also be regarded as a "Heresiarch"; but it is nevertheless true.

PULFAN.

Gleanings.

Sergt. Mason, who gained notoriety for having shot at Guiteau during his trial for the murder of President Garfield, has become a prosperous and very quiet farmer in Orange County, Virginia. He and Betty and several babies are reported to be perfectly comfortable in all respects.

The French have their own troubles in the matter of recruitment. Young men who are not anxious to serve their country are given to mutilate themselves. This was a common crime in old Rome, where the practice of mutilating the thumb gave rise to the term poltroon, from *pollice trunca*. However, the unwarlike youths are not allowed to go free, but are sent to a disciplinary company (section of mutilated men) to perform the duty they owe to the state.

The illustrations of *The Illustrated London News* (American edition) for November 5th, present as usual instruction as well as entertainment, and cover the customary broad range of this long established and widely known publication. They are indicated by the following titles: Sketches of the Bulgarian Elections, The Disputes between Fishermen at Plymouth, State of Ireland, The Late Mrs. Craik, H. M. S. Wasp, Sketches on the River Congo, Sketches at the Cat Show, Crystal Palace, The Late Lady Brassey, Grand Durbar at Mandalay, In the Semois Valley, Ardennes, A Tame Lion, Algiers, and the Kali Ghaut, Calcutta. Reading matter in abundance is also provided, while now it is becoming quite generally known that newsdealers everywhere sell the paper for ten cents. Subscriptions can be sent direct to the New York office, which is in the Potter Building.

It is, perhaps, not generally known that the British Government is still further strengthening the defences of this harbor and is making somewhat elaborate arrangements to that end. A new fortification is being erected at the extreme point of McNab's Island, on which will be stationed two ten inch breech-loading guns weighing fifty-four tons each. These guns will have an explosive power of 200 pounds of powder, and will carry 800 pound shot a distance of six miles. York Redoubt has hitherto been regarded as the chief outer defence of the harbor, but it was discovered, at the time of the sham naval engagement which took place in jubilee week, that it was possible for a war vessel, by hugging the shore under the fortifications, to get safely past this defence. The Canada came up beneath the frowning cliff, entirely clear of the range of the guns stationed there. It is a magnificent fortification and could stand the heaviest bombardment; but would be useless against a war vessel which came up the same course as the Canada took. The new fortification on McNab's Island is being erected to meet such a contingency. In addition to this new fortification, it is said that Halifax is to be made a great coaling station and the headquarters for the British American squadron. As soon as the dry dock is completed the Bermuda dockyard staff will be removed to this city, and three batteries of artillery will also come. In addition to this, the troops at present quartered in Jamaica will arrive here in November to remain.—*Halifax Chronicle*.

That Bad Man!

SOME OF THE INFLUENCES THAT MAKE SINNERS OF US INSTEAD OF SAINTS!

MORAL characteristics are too often the outgrowth of physical causes. If so, should a man with a diseased body be trusted with armies, banks, railroads or other great enterprises?

In order to strengthen the mind, we must strengthen the body. But in aiding physical forces, certain muscles are frequently strengthened, because of their use, at the sacrifice of the parts of the body unemployed.

The oarsman develops the muscles that are brought into use in rowing, and by continually developing them he is prepared for the great event. The poet and the artist study nature to improve the mind and the eye.

To enable one to employ all his forces to the best advantage, the body must be in a healthy condition, so that all parts may fully perform their functions, and thus elevate the mind by strengthening the body.

The irritable man, the unjust man, the unsuccessful man, the woman in her duties of life, the counting room defaulters, and the thousands continually making failures, receive too little charity, even when the result is prostration by disease, or sudden death by suicide, or some terrible crime. For not until life is ended, and the result of the post-mortem examination is known, can the physician declare that the cause was organic derangement of the system. They pronounce it blood-poisoning, melancholy, loss of vigor, or nervous prostration. These so-called diseases, nine times out of ten, arise from the kidneys, which are diseased so that they cannot expel the waste matter from the blood.

There are hundreds of thousands of people who do not know that the same quantity of blood that passes through the heart (this much favored and admired organ), passes also through the kidneys. If the latter organs are healthy, injurious matter is not retained, but the pure blood that has become filtered by the little hair-like tubes which fill the kidneys, goes to the heart to be diffused through the entire body, producing health, and again taking up deadly waste matter, as it goes.

But if the kidneys are diseased, the uric acid attacks the weakest organ in the body, which must eventually give way. It is then that the physician and the patient treat what are really the effects, not the causes. The strong point that the proprietors of Warner's safe cure make is that their great remedy cures so many general diseases because it corrects the causes, leaving the effects to right themselves.

Now, nearly every one who becomes prostrated, is, if fortunate enough, able to secure the attentions of a physician, who seeks to make an analysis of the fluids passed. We have no doubt that the founders of this great Warner's safe cure, have awakened the medical men from their lethargy on the importance of urinalysis.

We are to-day in receipt of a little book, Warner's safe cure pamphlet, in which we find very valuable information in regard to diseases, the causes of their existence and their cures. It is very ingeniously put before the reader in conversational style, the reader asking questions, and the publishers in their answers making very plain some points but seldom understood. This matter will be received with much more interest than the mass of stuff which is floating about the country, proclaiming the various merits of pretended nostrums.

LYMAN'S FLUID COFFEE,

A HOME LUXURY FOR CAMPING OUT.



COFFEE of the FINEST FLAVOR can be made in a MOMENT, ANYWHERE, in ANY QUANTITY. As good with condensed milk as fresh, or as "Café Noir."

FULL DIRECTIONS WITH EACH BOTTLE

SUBSCRIBERS

to, and other friends of THE MILITIA GAZETTE

would promote its interests by, whenever convenient,

DEALING WITH ADVERTISERS

who use its columns, MENTION THIS PAPER WHEN ORDERING.



Notice to Contractors.

SEALED TENDERS addressed to the undersigned, and endorsed "Tender for Hospital at the Royal Military College, Kingston," will be received at this office until Monday, 14th November, for the several works required in the erection and completion of the Hospital at the Royal Military College, Kingston.

Plans and specifications can be seen at the Department of Public Works, Ottawa, and at the office of Messrs. Power & Son, Architects, Kingston, on and after Tuesday, 25th October.

Tenders will not be considered unless made on the form supplied and signed with the actual signatures of tenderers.

An accepted bank cheque, payable to the order of the Minister of Public Works, equal to five per cent of amount of tender, must accompany each tender. This cheque will be forfeited if the party decline the contract, or fail to complete the work contracted for, and will be returned in case of non-acceptance of tender.

The Department does not bind itself to accept the lowest or any tender.

By order, A. GOBEL, Secretary.

Department of Public Works, Ottawa, 21st Oct., 1887.



North-West Mounted Police.

RECRUITS

ARE NOW BEING ENGAGED AT OTTAWA

APPLICANTS must be between the ages of Twenty-two and Forty, active, able-bodied men of thoroughly sound constitution, and must produce certificates of exemplary character and sobriety.

They must understand the care and management of horses, and be able to ride well. The term of engagement is five years.

The rates of pay are as follows:— Staff-Sergeants \$1.00 to \$1.50 per day. Other Non-Com. Officers.. 85c. to 1.00 "

	Service pay.	Good conduct pay.	Total.
1st year's service,	50c.	—	50c. per day.
2nd "	50	5c.	55 "
3rd "	50	10	60 "
4th "	50	15	65 "
5th "	50	20	70 "

Extra pay is allowed to a limited number of blacksmiths, carpenters and other artisans.

Members of the force are supplied with free rations, a free kit on joining and periodical issues during the term of service.

Ottawa, March 23rd, 1887.

Hamilton Powder Co.

(Incorporated 1861)

MANUFACTURE

MILITARY POWDER

of any required velocity, density or grain

SPORTING POWDER,

"Ducking," "Caribou," and other choice grades.

BLASTING POWDER

in every variety.

DYNAMITE

And all other modern "High Explosives."

SOLE LICENSEES FOR

H. Julius Smith's Magneto-Battery,

The best for accurate Electric Firing of Shots, Blasts, Mines, Torpedoes, &c.

MANUFACTURERS' AGENTS

For Insulated Wire, Electric Fuses, Safety Fuses, Detonators, &c.

OFFICE:

103 St. Francois Xavier Street,
MONTREAL.

Branch Offices and Magazine at principal shipping points in Canada.

Descriptive Lists mailed on application.



OXFORD AND NEW GLASGOW RAILWAY SECTIONS.

1st. - Birch Hill Road to Pugwash Junct'n. 13 miles
2nd. - Pugwash Junct'n to Pugwash. 5 miles
3rd. - Pugwash Junct'n to Wallace Stat'n. 7 miles
4th. - Wallace Station to Mingo Road. 17 miles

TENDERS FOR GRADING, BRIDGE AND CULVERT MASONRY, FENCING, ETC.

SEALED TENDERS, addressed to the undersigned and endorsed "Tender for Oxford and New Glasgow Railway," will be received at this office up to noon on Friday, the 18th day of November, 1887, for the grading, bridge and culvert masonry, fencing, &c.

Plans and profiles will be open for inspection at the office of the Chief Engineer of Government Railways at Ottawa, and also at the office of the Oxford and New Glasgow Railway, at Wallace, Cumberland Co., Nova Scotia, on and after the 10th day of November, 1887, where the general specification and form of tender may be obtained upon application.

No tender will be entertained unless on one of the printed forms and all conditions are complied with.

This Department does not bind itself to accept the lowest or any tender.

A. P. BRADLEY,
Secretary.

Department of Railways and Canals,
Ottawa, 20th October, 1887.

P. W. ELLIS & Co.,

TORONTO.

MEDALLISTS,

and manufacturers of all kinds of

RIFLE AND ATHLETIC ASSOCIATION BADGES,

Society Emblems, Presentation Jewels

AND

MEDALS IN GOLD, SILVER AND BRONZE

- FOR -

RIFLE ASSOCIATIONS,

Colleges, Industrial Exhibitions, Agricultural Fairs, etc., etc.

Designs and estimates furnished on application.



Money Orders.

MONEY ORDERS may be obtained at any Money Order Office in Canada, payable in the Dominion; also in the United States, the United Kingdom, France, Germany, Italy, Belgium, Switzerland, Sweden, Norway, Denmark, the Netherlands, India, the Australian Colonies, and other countries and British Colonies generally.

On Money Orders payable within Canada the commission is as follows:

If not exceeding \$4	2c.
Over \$4, not exceeding \$10	5c.
" 10, " " 20	10c.
" 20, " " 40	20c.
" 40, " " 60	30c.
" 60, " " 80	40c.
" 80, " " 100	50c.

On Money Orders payable abroad the commission is:

If not exceeding \$10	10c.
Over \$10, not exceeding \$20	20c.
" 20, " " 30	30c.
" 30, " " 40	40c.
" 40, " " 50	50c.

For further information see OFFICIAL POSTA GUIDE.

Post Office Department, Ottawa,
21st May, 1886.

JOHN MARTIN & Co

MILITARY OUTFITTERS,

457 ST. PAUL ST.,

MONTREAL.

LOWE'S POLISHING FLUID,

For cleaning and polishing

TUNIC BUTTONS, BELT BRASSES,
HELMET SPIKES AND CHAINS,

-and-

Metals of every description.

Supplied to the

CANADIAN MILITIA.

For polishing it cannot be excelled, saves time, labor, and money. Once used, always used.

PRICE: 15 Cents per Bottle.

To be obtained from all Drug and Hardware Stores.

PREPARED ONLY BY

J. H. LOWE & CO.,

89 1/2 AUGUSTA AVENUE, TORONTO.

UNION METALLIC CARTRIDGE CO.,

BRIDGEPORT, CONN.



45 PEABODY MARTINI

MANUFACTURERS OF EVERY DESCRIPTION OF

CENTRAL AND RIM FIRE AMMUNITION

FOR MILITARY AND SPORTING USE.

Brass and Paper Shot Shells, Percussion Caps, Primers, etc., Black and Pink Edge Gun Wadding of Superior Quality.

HARTLEY & GRAHAM,

AGENTS,

17 and 19 Maiden Lane, - - - NEW YORK.

IMPORTERS AND DEALERS IN ALL KINDS OF SPORTING GOODS, BREECH AND MUZZLE-LOADING SHOT GUNS, RIFLES AND REVOLVERS.

AGENTS:

Union Metallic Cartridge Co.,
Bridgeport Gun Implement Co.,
Colt's Patent Firearms Co.,

Smith & Wesson Revolvers,
Gatling Fire Arms Co.,
Remington Military Arms,

Lee-Remington Magazine Arms,

And the celebrated Double-Action Bull-Dog Revolvers.

CIRCULARS AND PRICE LISTS TO DEALERS ON APPLICATION.

N. McEACHREN,

MILITARY TAILOR,

ALBERT HALL BUILDINGS,

191 YONGE STREET - - - TORONTO.

UNIFORMS of every description made to order and everything necessary to an

OFFICER'S OUTFIT SUPPLIED.

Send for List of Prices.

Terms strictly cash

P. QUEALY,

MILITARY BOOTMAKER,

34 McDERMOT STREET,

WINNIPEG.

N.B. - All work done in first-class style.

JOHN F. CREAM,

MERCHANT TAILOR,

AND

MILITARY OUTFITTER.

MASTER TAILOR TO THE QUEEN'S OWN RIFLES OF CANADA.

85 KING ST. WEST,
TORONTO.

FRANK BOND & CO.,

14 PLACE D'ARMES,
MONTREAL.

BUY AND SELL ALL

NEW YORK STOCKS,

WHEAT, CORN, AND PROVISIONS
IN CHICAGO.

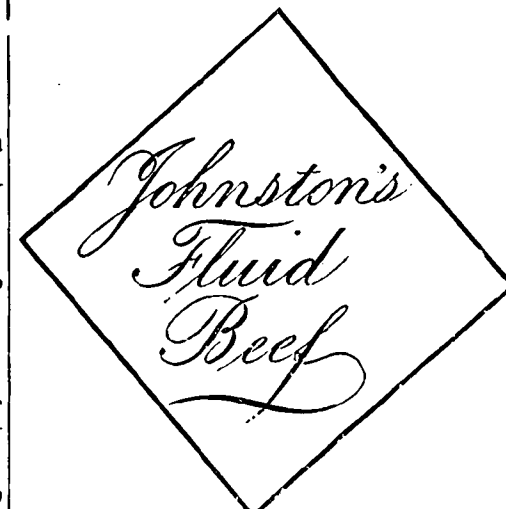
STRICTLY ON COMMISSION,
FOR CASH OR ON MARGIN.

Quotations per direct wires recording every transaction of New York Stock Exchange and Chicago Board of Trade.

When in

CAMP

there is nothing so useful and acceptable as



It is difficult to find anything with the powers of resuscitation. It can be taken most efficaciously after the fatigue of

PARADE.

It also makes a delicious sandwich, a tin containing sufficient for a days rations will occupy so little room that it can be carried without the slightest inconvenience when on

MARCH.

No Mess Room or Military Camp should be without a liberal supply of

JOHNSTON'S FLUID BEEF.

BOOSEY & CO., BAND INSTRUMENT MANUFACTURERS.

GOLD MEDAL, International Inventions Exhibition, London. GOLD MEDAL, Calcutta Exhibition, the only Gold Medal awarded to Band Instrument Manufacturers, English or Continental. SILVER MEDAL, Calcutta Exhibition, for Improvements in Brass Instruments.

BOOSEY & CO.'S Manufactory is the most complete in England, comprising as it does the manufacture of Brass Instruments of every kind—CLARIONETS, BASSOONS, OBOES, FLUTES and DRUM Illustrated Catalogues, Testimonials and Estimates sent upon application.

BOOSEY & CO., 295 REGENT STREET, LONDON.
MANUFACTORY—STANHOPE PLACE, HYDE PARK.



The Prototype Instruments, being unequalled in musical quality and durability, are the best and cheapest for use abroad.

Write for Testimonials from CANADIAN MUSICIANS and Bands using the BESSON Instruments.

The Besson "Prototype" Band Instruments
42 Medals of Honor.

F. BESSON & CO.,

198 EUSTON ROAD, LONDON, ENG

The Besson Prototype Instruments are kept in stock by the following Canadian Music Sellers:—Grossman, Hamilton; Hubbard, Waterloo; Nye, Halifax; Orme & Son, Ottawa; Nordheimers, of Montreal, Toronto and London; Usher, of Brantford; Landry & Co., St. John, &c., &c., and of all leading Music Dealers in Canada.

MAYNARD, HARRIS & CO.,
Military and Civil Service Outfitters,
CONTRACTORS AND AGENTS,
126 and 127 Leadenhall Street, London, England,
(ESTABLISHED SIXTY YEARS.)

UNIFORMS FOR ALL SERVICES.

HELMETS, GLENGARRYS, NEW PATTERN GOLD LACE, ACCOUTREMENTS, BADGES, ETC.
OF BEST QUALITY AND MANUFACTURE AT STRICTLY MODERATE PRICES.

Estimates, Drawings, Patterns, &c.
free on application.

References to all parts of the Dominion

NOW IS THE TIME TO SUBSCRIBE.

READ THE INDUCEMENTS OFFERED.

THIS PAPER FREE FOR THREE MONTHS.

TO NEW SUBSCRIBERS SENDING THEIR MONEY NOW.

FIFTEEN MONTHS FOR A YEAR'S PRICE!

ADVERTISEMENT

—AND—

SUBSCRIPTION

AGENTS WANTED

—IN—

- | | |
|-----------------|----------------|
| MONTREAL, | TORONTO, |
| QUEBEC, | HAMILTON, |
| HALIFAX, | LONDON, ONT., |
| ST. JOHN, N.B., | KINGSTON, |
| FREDERICTON, | WINNIPEG, |
| CHARLOTTETOWN, | VICTORIA, B.C. |

LIBERAL COMMISSIONS

PAID TO RESPONSIBLE MEN.

NONE OTHERS NEED APPLY.

WILL SECURE
\$1.50 THE MILITIA GAZETTE
FROM DATE TO
1st January, 1889.

CLUB RATES.

Any person, whether or not at present on our lists, sending the names and addresses of TWO OTHERS as new subscribers, together with \$3.00, their fees in advance, will receive HIS OWN COPY FREE.

New Subscribers forming

CLUB OF THREE

Or upwards, will be charged

ONLY ONE DOLLAR EACH.

Regular Correspondence

DESIRED FROM EACH
CORPS IN THE
DOMINION.

We will be happy to receive and gladly give space to chatty news letters concerning the doings of the force in all parts of the country. Letters for our regular "correspondence" columns invited

ON ALL TOPICS

OF INTEREST TO THE MILITIA.

THESE SPECIAL TERMS ARE OFFERED FOR THREE MONTHS ONLY.

They afford to our regular subscribers an opportunity of securing their own papers free for a year and at the same time helping us by increasing the circulation. Let all avail themselves of it.

OFFICE—71½ SPARKS STREET, OTTAWA.

OTTAWA, 1ST OCTOBER, 1887.