


As will be seen by a report in another column *Malta Club* the Malta club is still keeping up-to-date, and *doing* going strong, under the able guidance and *well.* vigorous initiation of its chairman and committee. Concerts and dances are the order of day, and their guests assemble by the score to enjoy the liberal hospitality which the club dispenses. It will be remembered that the members, some time ago, sent a deputation to seek assistance from the C.-in-C. of the Mediterranean towards moving the Admiralty to allow a pecuniary grant for the purpose of helping to found and maintain a Club for the Chiefs and W.O.'s of the Mediterranean fleet at Valetta. The deputation managed so well that the matter was referred to their Lordships with a recommendation that help should be given for the purpose. Their Lordships after having given the matter due consideration have asked to be informed whether it is not possible to select a suitable building in the Dockyard, or its vicinity, in preference to the place already selected by the Chiefs and W.O.'s at Valetta. At a meeting held a short time since by the officers concerned it was unanimously agreed, with over a hundred members present,

that their present building possessed many advantages over any to be obtained at the Dockyard, from the vicinity of which they had lately moved their club owing to the inconveniences of the locality, and they therefore decided to press on their Lordships the arguments in favour of their present position, viz. its proximity to all ships in the Grand Harbour, its nearness to the Custom House, or Calcarra, and Castille Signal Station, in the event of the fleet getting unexpected orders, etc. It is hoped that these arguments will find favour with, and command the sympathy of the Chief of Staff and Sir John Fisher, whose help is much needed in the matter, and would be much appreciated by all the Chiefs and W.O.'s of the fleet; for they all pass through or serve on the Mediterranean Station during some period of their service, and a comfortable club at such a place at Malta is an inestimable boon to an outward or homeward-bounder, as well as to the officers serving in the Mediterranean fleet. We shall, therefore, watch with the greatest interest, and a heart full of hope, the efforts of the chairman and committee, and the members of the Malta Club in their well-directed endeavour to secure Admiralty help in retaining the present building for their excellent and useful Club. We are also glad to hear an excellent account of the little Chief and W.O.'s Club at Simons Town which is steadily growing and improving under the fostering care of the resident officers and its members out in the fleet who call there for periodical visits and refurbishings.

Vice-Admiral Sir Henry Rawson entertained
Thanks the Warrant Officers of the Channel Squadron
Sir *flagship at dinner on board the "Majestic" on the*
Henry ! 14th inst. at Aroso Bay. The above is a cutting

from one of our contemporaries, and is a somewhat unique announcement to find in the news column of a weekly, service newspaper. Chiefs and Warrant Officers are often entertained by their Admirals and Captains, as are other officers of their ships, and find themselves cheek by jowl with their Captains, Commanders, and other highly-placed commissioned officers as guests at the table of flag officers. Captains, Commanders, and Lieutenants in command of ships, also, extend their hospitality to the Warrant Officers of their ships—at least it is now the rule and not the exception for this to be done, in the fleets and squadrons both at home and abroad—but it is not often that Admirals or Captains make a special point, as Admiral Rawson appears to have done, to specially entertain the Chiefs and Warrant Officers of their ships. This is reverting to an old custom which has fallen somewhat into disuse of late years. We have to thank Sir Harry Rawson for its revival. About the wisdom of the policy of such a step there can scarcely be two opinions. We can say without immodesty, or pretension, that the Chiefs and Warrant Officers are, as a body, a most hard-working and zealous class of officers. We can say with equal truth that the vast majority of present-day Chiefs and Warrant Officers are fit guests socially as well as professionally, for their flag officers and Captains to invite to their tables on all ordinary occasions. We do not profess to be without black sheep in our flock. All classes of officers, unfortunately, have these; but we are no worse if we are no better than the rest. The day is passed when hospitable Admirals and Captains had to entertain their Warrant Officers when their ships were at sea, and when the other guests were men who understood sea language and sea manners. The modern member of our class is a man of decent dress and decent habits, and has improved, as all

other classes have improved, since the days of Nelson. They no longer need selected guests to meet them—if it was ever the case that such selections had to be made—but can take their places among ordinary gentlemen with ease and dignity. Admiral Rawson made his Warrant Officers his harbour and not his sea guests, and we are sure he did not have to select special guests for the occasion. This revival is encouraging as it points to the fact which we are constantly harping on in these columns, viz., that we are being better understood and recognised, as well as receiving more sympathetic treatment from our senior officers, and we are certain that the members of our class will so bear themselves that this consideration will increase and not diminish as time flies on.



The new departure. THE new departure of officering and commanding the torpedo-gunboats for the training of stokers at the respective naval depôt ports with Chiefs and Warrant Officers has now got into full swing and Messrs. Blower, Bishop and Nineham at Devonport, Chatham and Portsmouth, respectively, are successfully cruising their vessels in accordance with a fixed programme. The departure has, as we have before pointed out, given considerable satisfaction to the Chiefs who have thus had opportunities added to their present ones—which are none too numerous or liberal—of filling positions and accepting responsibilities for which their ripe experience and sound judgment so fully fits them. It will also be an economical arrangement for the Admiralty and for the country. But we hope the authorities will distinguish between economy and parsimony. The officers who have given up command of these craft were receiving pay and emoluments out of all proportion to that now being obtained by the Chief Gunner and Chief Boatswains who have relieved them. It is therefore unfair to cut down these latter officers to the very smallest limit and not to give them Chief Gunner and Chief Boatswain allowances for the same "extras," such as charge of stores, light money, etc., which were paid for as "extras," on the lieutenant or commander scale, during their predecessors' term of command. We understand this is being done at present and although the whole arrangement is, we are aware, still in the experimental stage, still such allowances as these are provided for by the regulations and should be granted forthwith. No doubt this will be the case when once the matter is properly represented, as vessels performing the duties for which these gunboats are detailed should scarcely be considered and treated as tenders, when they are away so much from their parent ship and mother port. The responsibilities of their present Commanders are every whit as onerous as were those of the officers they relieved and the same amount of "extras" should be allowed—with the exception that the extras would be allowed on the Chief Gunner and Chief Boatswain scale, instead of that of Lieutenant or Commander—as were allowed to their former Captains. We hope that this will shortly be done and that the officers who navigate these ships on their weekly cruises will also be given the navigation allowance laid down in the instructions for vessels of that class. Even when all these things are given—as they should be given in justice to the officers concerned—the Admiralty and the country will still be great financial gainers by the change.

VERBATIM REPORT.

House of Commons, March 27th, 1901.

MR. KHARLEY: I want to refer to a question which was mentioned last week as to the application of the Warrant Officers for the Distinguished Service Order, and for emoluments on the ground of service. Perhaps the honourable gentleman (Mr. Arnold Forster) will tell us whether these Warrant Officers will receive any medal at all, and whether this vote includes the cost of the medals which are going to be issued in connection with the South African and China campaign. Perhaps he can tell us that it may be possible that since last week the Admiralty have come to a conclusion with regard to the Distinguished Service Order, and perhaps he can give us some idea of what the Warrant Officers may expect in the way of decoration if they are not to receive the Distinguished Service Order.

MR. ARNOLD-FORSTER: The honourable member for Devonport asks me if I can make any statement now as to the rewards or decorations for the Warrant Officers in the South African war and China Campaign. I regret that I cannot do so, and should be loth to do so until the announcement can be made in a complete form. As the honourable member knows there is not only the question of emoluments, but there is also the question of honorary distinction which we have to deal with in a different way; and when these two matters are decided I shall be happy to inform the honourable gentleman as to the conclusions at which we have arrived. (Hear, hear.)

THE D.B. membership is going ahead by leaps and bounds under the brilliant recruiting of Mr. Palmer at Portsmouth, and Mr. Crabb of Devonport. We are all much indebted to them on behalf of all future widows and orphans for this zeal and attention; for their hard work pays out in hard cash to the widows. We wish more members were obtained by zealous members at the general depôts where the boatswains and carpenters return when they are first promoted. There is also many artificer-engineers who would join us if the advantages of the society were more fully put before them. We are now paying a benefit of about £60 for a subscription of about 10s. per annum. No other society can offer such terms as these, and a good canvasser has unequalled arguments and statistics to push his case with young members of the Warrant rank. And our old members should remember that it is good recruiting alone that can give us a secure and flourishing society. Hence the interest of the young men must be among our first considerations, and they must be got not only to become subscribing members, but must be induced to become workers. As Mr. Judicott reminded the Chatham meeting the other night, the old

workers are dropping out and new blood and new ideas will be wanted. Ideas and methods to keep pace with other men's affairs and methods in this progressive new century. And unless men are broke to the work while they are young, it is fairly certain they will be only luke-warm and half-hearted when they are past their prime or become old men. There is room for a new school of thought and action in the Association if our present young men would go on to solidify and improve it. Its progress has been more rapid of late years, and this pace of progress must be kept up and the Association made attractive to every Chief and Warrant Officer on the list. The Death Benefit is a boon and a blessing to those we leave behind, and the honorary work a binding link and attraction to the present and future generations which makes the D.B. possible by its cohesiveness and its binding of common interests. They stand together and in the present keen competition among assurance societies they must if possible be kept together, so that the attraction and security they afford one another may be maintained. The true interests of future widows lies in an ideal Association, where all honorary interests are also catered for, so that young members may be attracted to membership and harnessed to the work and functions it performs.

ANSWERS TO CORRESPONDENTS

A. D. A. B., Pacific.—As the thing you seek is a privilege and not a right you cannot but bend to the feeling against you.

(2.) The Captain is sole judge and you are wise to accept the inevitable.

(3.) Yes, it is the custom to use cabins for messing when messing cannot be provided. In small ships W.O.'s messes are rare. Keep deserving and you may win in spite of present obstacles.

Our
Association's
work.

The members of the Association serving abroad will be glad to know, for the benefit of themselves and the members of the class around them, that the last payment of the Association to a deceased member's widow, (the executor of the will of the late Mr. Win. Chambers, ret chief bosn, R.N.) was £58 19s. 0d.

Making a total disbursement during the existence of the Death Benefit Association of £15,191 0s. 0d.

Members of the class not belonging to the Association, and not assured outside to the amount they can now afford, would do well to consider whether £58 19s. 0d. for an average payment of about 10s. per annum is not much better terms than they can obtain elsewhere.

CORRESPONDENCE.

We shall be glad if our readers would cut out and forward us any items from other Journals, which they think could be usefully commented on in these columns. We miss many that might be useful, and 1000 pairs of eyes are better than one pair. It does not matter about these cuttings arriving late from foreign stations; they are generally useful. We will pay any postage our correspondents may desire. Notes and News of all descriptions, useful to the class, are also invited from each and every reader from all stations and all ships. We will boil it down or trim it up if required. THE EDITOR does not hold himself responsible for the opinions expressed by correspondents, and those requiring answers by post, must enclose a stamped directed envelope for reply.

LLOYD'S PATRIOTIC FUND.—1803.

Brook House, Wallbrook, London, E.O.

DEAR SIR,—May I be allowed to make an appeal through your columns for subscriptions to enable the Trustees of Lloyd's Patriotic Fund to assist all ranks of Her Majesty's forces disabled by wounds, or disease, or accident in the present operations in China and Ashanti.

At a time when so much is being done for the sufferers by the War in South Africa, it seems very hard that no assistance should be given to those who are enduring equal hardships and facing equal perils, whilst upholding the honour of the British flag in other parts of the world.

The widows and orphans of those killed in China and Ashanti will receive assistance from the Greenwich Hospital Fund, and possibly from other sources, in addition to which the men in the Naval Brigade in China have sent home to Miss Weston the sum of £400 for the benefit of the widows and orphans of their comrades who have been killed, but there is no existing fund in a position to grant assistance to the disabled men.

No portion of the amount handed over to Lloyd's Patriotic Fund for the benefit of the men disabled in the War in South Africa can be applied for the above object: nor can the Trustees grant the necessary assistance from their General Fund, which was started in 1803 for the benefit of officers and men wounded in action, and the widows and orphans of those killed; since the small annual income of the Fund (£2300) is entirely appropriated for the benefit of sufferers by former wars.

Up to the present date the casualties in the Naval Brigade in China are:—

Killed	80
Wounded	240

and of the latter ten men have already been invalided out of the Service as "permanently disabled," and many more who are shown as "severely wounded" will doubtless be discharged before long.

With regard to Ashanti, where principally native African troops are being employed, no Official Return of Casualties has yet been obtained; but in the severe fighting which has taken place, it is certain that some must have occurred amongst the forces engaged.

In these circumstances, and since the men of the Naval Brigade in China have themselves sent home to Miss Weston the £400 above mentioned, the Trustees of Lloyd's Patriotic Fund earnestly appeal to the public for subscriptions, which will be applied solely and immediately for the benefit of the men disabled in the present operations in China and Ashanti, and in no way hoarded to meet future wants.

Subscriptions will be thankfully received by the Secretary, Lloyd's Patriotic Fund, Brook House, Wallbrook, London, E.O.

Cheques and Postal Orders should be crossed "Messrs. Smith, Payne and Smith."—I remain, yours faithfully,

HAMPDEN WIGRAM, Chairman.

ANCIENT WAYS.

DEAR SIR,—Will you be good enough to find room in your columns for the following little anecdote, which seems to me to illustrate some recent moves in our Associations dealings with the "Appeal," and other matters:—

"A worthy old Dutchman, living no matter where, had been for years in the habit of making monthly visits to the nearest town, whence he usually brought back supplies of the various necessities not obtainable nearer home. His purchases were usually placed in one end of a large sack, and, balanced by a huge stone at the other end of the sack, slung across his horses crupper. On one occasion the old man sent his son on the monthly journey, with many fears as to his ability to successfully

carry out the business; however, Hans succeeded admirably, and all would have been well, but suddenly the old man exclaimed, 'Where is the stone?' 'Oh!' replied the son, 'I put one half of the goods at each end of the sack, and so balanced it, and the horse had less to carry.' 'My grandfather used a stone,' cried the old fellow, in a rage; 'and so did my father, and what was good enough for them is good enough for you and me. I will not have things changed, even for the better.'" VERB SAP.

REVISION OF "THE APPEAL."

SIR,—Re the report of discussion at the three branches of the Association on the above question:—

Is it not putting the cart before the horse to bring this matter before the general meetings in such form? Hitherto it has been customary to appoint a joint committee from the three branches to meet at a convenient place, each branch charging its delegate with such instructions as it deems best, and which views it will be his duty to press upon his colleagues in committee.

This committee will revise the Appeal, cause a draft to be set up in type, and in that form it will come before the general meeting for confirmation, when, thus devoid of minor detail it will be expeditiously dealt with; prolixity of debate on small matters will be avoided, which otherwise in a general meeting may be discussed *ad infinitum* by twenty or thirty individuals; while major points of policy, which it is the duty of the general meeting to deal with, are overlooked. Let the small joint committee work out the details *ad initio* and bring up their report for the general meeting to vote on as a draft scheme. Will not this tend to save time, temper, and result in a better digested result? *Verb sap.*

Yours, H. D. CAFFER.

SIR,—It having been decided to issue a new Appeal I would like to ask through the medium of your paper if it is the intention of the powers that be to issue the same before it has been submitted to the whole of the Chief and Warrant Officers at home and abroad for their approval or otherwise. Now, Sir, if such is their intention I maintain that it is wrong for this reason. Before our Appeal was issued about ten years ago the opinion of all Chief and Warrant Officers at home and abroad was taken when I believe about ninety per cent. were in favour of its issue, hence the majority were responsible for its issue, therefore I maintain that it would be illegal for the small number who have decided on a new Appeal to issue it until the same course has been adopted. I am aware that some alterations were made in our Appeal about four years ago without the sanction of the majority which I maintain was illegal.

TWO WRONGS DON'T MAKE ONE RIGHT.

SIR,—I should very much like to know why our rules are not carried out, and not one subject talked over and over again after it has been decided by a majority vote and revision has been carried over two months, and yet we were discussing it at the last Portsmouth meeting as if it had just been introduced. Rules are no good unless they are acted on, and the mandate of the majority obeyed. I thought we claim to be a practical and business-like set of officers, but this revision don't look much like it to me. It seems to me that things are working in a way to drive the young men away from the D.B. again; if the rules are not to be obeyed and resolutions acted on when they are passed. If we do get driven out I'm afraid we shall not easily be got back again, and some peoples' eyes will then be opened to a danger they do not appear to see now, in their anxiety to smother that clause which seven of us only voted for at the last Portsmouth meeting although Devonport and Chatham had carried it almost unanimously.

FAIR PLAY.

*A Dinner
at
Simons
Town.*

THE past week was an exciting one for Simons Town, in consequence of the entertainments of a prandial nature extended to several contingents of the Naval Brigade on their return from the front. Not the least interesting of these was a dinner given by the Chief and Warrant Officers of Simons Town to Mr. H. Ball, Gunner, H.M.S. *Doris*, and Mr. E. Lowe, Gunner (T), H.M.S. *Monarch*, both of whom had been attached to the naval guns forming part of the forces operating in the Free State and across the Vaal.

The entertainment took place on the evening of Thursday, the 18th October, in the Banqueting Room of the Royal Alfred Masonic Temple, Mr. F. J. M. Johnson, N.O.S.O., occupying the chair, supported by Mr. W. Jones, Chief Boatswain, H.M. Dockyard, Simons Town, in the vice-chair.

H.M. Ships in Simons Bay were well represented by the presence of Mr. W. Woodby, carpenter, H.M.S. *Doris*; Mr. Lambel, boatswain, Mr. R. Fleming, gunner, Mr. Smith, gunner H.M.S. *Monarch*; Mr. Pine, carpenter, Mr. W. Wilkie, gunner, H.M.S. *Seylla*; Mr. Cox, gunner, Mr. Hall, gunner, Mr. Jehan, gunner, Mr. Finch, artificer-engineer, H.M.S. *Barracouta*; while the shore establishments were represented by the chairman and vice-chairman, Mr. P. Elliott, torpedo-gunner; Messrs. B. Green, and W. Kelly, Naval Store Department, and Mr. R. Wright, Constructive Department.

The suggestion made by a Scotch minister that another training ship for the Royal Navy should be capital stationed on the coast of Scotland in order to make suggestion. the senior service popular in the Highlands, has commended itself to many people, and among these to the agriculturist. "Country Life" states boldly that the more the young men are lured away from the Highlands and Islands of Scotland the better it will be for those parts of the Northern Kingdom. Artificial legislation, which despoils landowners, hardly touches the great crofter question. The woollen industry, says our contemporary, is in the hands of the middlemen, who "sweat" the poor peasantry without mercy, and it declares that the crofter's life is "wretched, almost intolerable." To draw these young men from miserable toil wholly unworthy of men would confer a lasting benefit upon them, and would greatly strengthen our Navy. No finer blood exists in the three Kingdoms than in the Highlands of Scotland, and that such blood should be wasted in a fruitless and sordid struggle to compete with the "sweater" is a deplorable loss to the nation. If a regiment of soldiers marching through a prosperous village can collect recruits, it is very evident that one of Her Majesty's ships cruising about Scotland with a crew of vigorous sailors would awaken enthusiasm for the glorious life on board a man-o'-war in many a Scottish breast. What is wanted is to bring the people into living contact with the cheerfulness, the vigour, and the courage of the British sailor. We trust that the new First Lord of the Admiralty will act upon the Scottish minister's suggestion.

In a match between the Warrant Officers of H.M.S. *W.O.'s* *Excellent* and the Warrant Officers of the Royal Naval at Depot, some interesting football was recently witnessed at Whale Island, and the match, we believe, was unique, in the fact of its being the first (certainly the first we remember) between teams of Naval W.O.s. The *Excellents* from the start obtained the upper hand, and by dint of vigorous play, principally on the part of their front line, ran out winners by four goals to nil.

Teams.—H.M.S. *Excellent*:—Messrs. Lay (goal), Pratt, Tull, Figg, Cassford, Love, Brannam, Hicks, Lamb, Bondell, and Hunt.

Royal Naval Depot:—Messrs. Smith (goal), Dunster, Hayes, Hutchings, Sweeney, Davidson, Spinner, Ponton, Dunnaway, Wallace, and Ousley.

A Billiard Match was afterwards played at the Warrant Officers' Mess on Whale Island, and the homesters were again victorious.

PRESENTATION.

Mr. Foster, gunner, R.N., was the recipient of a meerschaum pipe and tobacco pouch from the ship's company, also a clock from Mr. Sykes, C.E.R.A., of the gunboat *Pincher*, as a mark of respect, on leaving the ship for foreign service.

The Chiefs and Warrant Officers at Portsmouth are holding their Annual Ball at the Southsea Assembly Rooms, on January 18th. The president of the committee is Mr. J. C. McDunnell, R.N. of the *Vernon*, and the secretary Mr. A. G. Ollis, R.N. of H.M.S. *Duke of Wellington*, from whom tickets may be obtained.

HONOURING THE BRAVE.

As a mark of appreciation of the services rendered in South Africa, the Chiefs and Warrant Officers of the Plymouth command gave a complimentary dinner to those of their rank who had served during the campaign. The dinner took place at the Farley Hotel, Plymouth, on the 22nd December. The following were invited: Messrs. Cannon and Merrett, gunners, Sutton, Matthews and Bowden, boatswains; and Jefferson, carpenter. The two latter sent apologies for unavoidable absence.

Mr. F. H. Teague, chairman, presided over a gathering of nearly a hundred, which included members of all classes of Naval Warrant Officers, as well as Lieutenants Slaney and Kirby, Chief Gunners Bye, Cutler, Orabb, Blower, and H. J. Bennett, (hon. sec. of the entertainment committee,) Chief Boatswains Coughlan and Davis, and Chief Carpenters R. F. Newcombe and Charles. After "The Queen" had been honoured,

Mr. J. Bye proposed "The Imperial and Colonial Forces," and said that the work performed by those outside the regular forces of the Empire had been an eye-opener to many and a caution to our enemies.

Mr. T. Soper, in reply thanked the company, as an old volunteer, for the way in which the services of that branch had been appreciated.

Is the concluding of a series of papers written by Mr.

Roos laid down a short time ago, on the Royal Navy, for that talented author expresses doubt as to whether the improvement-scheme of the British Navy is all that it should be, and states his definite opinion, founded on past experience that the naval intelligence department most certainly is not. With this that opinion we are inclined to agree, and among other things we would suggest, once again, that a Chief or Naval Warrent Officer might find useful work in this department. There are, as a matter of fact, but few departments in any large service such as the Navy where practical minds are not of the utmost value, and our Navy and its intelligence department is no exception to this rule. Even in the gathering up and collating of news and information the special knowledge of any particular class of Civil or Warrent Officer would be sure to be of business value in separating the probabilities from the possibilities, and the sifting of the wheat from the chaff. Anyhow, it seems to us that a department of that sort is incomplete without a Chief or Warrent Officer of ripe experience and exceptional ability being attached to it in some way: while quite young officers of other grades find occupation at his desks and offices. We shall hope to see this altered shortly, now we have a little new professional as well as civil blood at the Admiralty.

Another department, also, that sadly needs the introduction of a little new blood from the naval side is that of the naval ordnance department. One has scarcely patience to write about this matter with balance and serenity. Here we have

We very much regret to have to record the accidental death of Mr. James Rice, late boatswain of H.M.S. *Edinburgh*. Mr. Rice was travelling from Chatham to Sheerness on the night of Sunday, December 9th, and the accident occurred while he was changing trains at Sittingbourne for the Shoerness line, where the late lamented officer appears to have attempted to join the train while in motion—according to the evidence given at the inquest. Mr. Rice leaves a widow and seven children—three of whom are too young to contribute to their own living; and we feel sure his brother officers of the D.B. Association will do all in their power to assist them after the benefit of £58, or so, has been paid and forgotten. Those with votes at institutions where help can be obtained have here a most deserving case to command their sympathy. The Chatham secretary is doing everything possible to help the widow and children in their sad and stricken grief.

Obituary.

We regret to announce the death of Mr. J. Rice, bos., R.N. age 51, who was killed by accident at the Sittingbourne Railway Station on the 9th day of December, 1900.

Deceased was a member of the D.B. Association.

DIFFICULT AND DELICATE.

WE have set ourselves a very difficult and delicate task and one, maybe, that will take more tact and judgment, to handle successfully, than we may have at command. But we will, at the outset, ask the indulgence of our readers while we discuss a somewhat unpalatable subject. It is only because we consider it our bounden duty to discuss even delicate matters in these columns, when it becomes obviously necessary to remind ourselves that we, like other classes, are extremely human and fallible, and that not the least among our enemies, as a class, are our own vices, that we have the courage to open this matter. It is a coward only that cannot lecture himself and take careful stock of his bad as well as his good points. The duty need not be often done so long as it is done carefully and well when it is once tackled. But a man who will sometimes lecture himself heartily, will not at all times suffer himself to be lectured by others; especially when others attempt to do it publicly. We do not therefore attempt to lecture; we only desire to point out something so palpably against us as a class that the whole of its members have a right to direct the attention of the few to its evil effects, and to appeal to them to struggle with their weaknesses for the good of their fellows, rather than condemn them in unmeasured language for their past faults. It is in this spirit alone that we venture to call the attention

OUR WARS IN SOUTH AND EAST.


WE had hoped that long before this an article with the above title, in regard to South Africa, would have been a thing of the past ; although we have been less sanguine than many people, and have prophesied over and over again that there would be many persons hurt before the Boers were finally and fully beaten, when some of our contemporaries were expecting their collapse every day. At last, however, our grand old soldier, Lord Roberts, has felt himself free to leave South Africa, and is expected to arrive in England at an early date ; where he is to finish the rest of a hardworking and hardfighting life in re-organising and re-fashioning the instrument he has himself handled with such brilliant strategy and effect—the British Army. As might have been expected from so generous a soldier as the Commander-in-Chief in South Africa his farewell address to his troops—his gallant comrades as he calls them—is almost a sermon. A soldier of soldiers, an Irishman of Irishmen and a princely gentleman, he stints not his praise of all they have done and endured, and his goodbye to his troops is a

*Royal
Fleet
Reserve.*

THE new "Royal Fleet Reserve" will be a most admirable reserve of fleetmen if it is not spoiled by parsimony. The terms that are being offered to such desirable men as those wanted for Classes A and B are, in our opinion, entirely wanting in that liberality which would induce the very best men to respond freely to the initiation to accept them. In future, we notice by this scheme, a lad who joins at the age of 16 years will, if he eventually decides to serve on for a pension in the Navy, be compelled to continue his connection with the Navy, as active service man and Reservist, until he

*New
Financial
Secretary.*

MR. ARNOLD-FORSTER has been appointed financial secretary to the Admiralty, and the Chiefs and Warrant Officers offer both him and Lord Selbourne their respectful congratulations. Lord Selbourne is not so well known to us as Mr. Arnold-Foster, who has been before us as a writer on service matters, and a contributor to service debates in the House of Commons for years. His views are well known to be progressive, and he is essentially a fearless and outspoken critic on all matters naval, military, or Imperial. For such a man to be chosen for a place on the Board of Admiralty is, therefore, a sign that progress and reform are intended, so far as they are considered necessary and safe. We do not know how much influence a financial secretary may have on a Board of Admiralty, but we should say a man of Mr. Arnold-Foster's weight would be sure to make himself felt. Although the new financial secretary has ever been a friend and advocate for the Chiefs and Warrant Officers, we do not expect to get our own axe specially ground; but we do hope and expect to see some breaking away from the too antiquated customs—bad old customs—which now prevail about some points at the Admiralty. We hope the Sea Lords, for instance, will have a freer hand in dealing with matters about which they alone are the best judges, and we hope the *Naval Gazette* and the birthday honours list, etc., may bear a nearer likeness to those issued by the War Office. The expansion of the fleet is still going on and must go on, but it must not only expand and improve in material. Time must be allowed to evolve new policies in other Naval matters, besides that of shipbuilding, and we feel sure nothing but the best results would follow a revision of many of the old internal policies at Whitehall, especially those dealing with the modern rank and file.



MR. ARCHIBALD S. HURD has collected and published in book form a series of capital articles on "How our Navy is Run" which recently appeared in "The Royal Magazine." The book has 33 up-to-date illustrations, and is published by C. Arthur Pearson and Co., Henrietta Street, London, who are not quite up-to-date, by having omitted to put the price either within or without, for the convenience of the reviewer and the public. We have quoted from Mr. Hurd's writings on the Navy before in these columns and have called attention to the useful "lift" he has given the Chiefs and Warrant Officers and the rank and file generally by advocating the claims to higher opportunities of promotion for the ranker of the naval service. In this book Mr. Hurd once more returns to the attack, and vigorously points out the difference between the Army and Navy in this matter, and strongly urges the reforms for which we are always contending. We will just use a single quotation from him to show his line of argument for the Chiefs and Warrant Officers. Here it is—after mentioning the cases of Lts. Cathie, Webber and Sims. Mr. Hurd says:—

"Against these exceptions must be set the fact that more

*Well done
Ports-
mouth.*

THE series of brilliant and successful balls given by the Chiefs and Warrant Officers at Portsmouth, and which was broken last year on account of the anxiety and grief which prevailed throughout the country,

was resumed on the 18th ultimo, with the securing of another success under the management of a committee, in which we notice much new blood, and which is to be congratulated equally with those of former years. We have not been favoured with a report for ourselves, but take the following from a Portsmouth contemporary.

"The annual ball organised by the Chief and Warrant Officers of the Portsmouth Naval Depot, H.M.S. *Excellent* and *Vernon*, which was held at the Esplanade Assembly Rooms, on Friday evening, was in every way successful, and was one of the most enjoyable functions of its kind held this season. There were about 50 guests, and the invitations included the Commander-in-Chief, Admiral Hotham, Admiral-Superintendent Pellham Aldrich, the heads of departments in the Dockyard, the Captains commanding officers and ward-room officers of the Channel Fleet and all the ships in port, as well as a number of Military officers. Among those present were Captains Hamilton, Jones, Robinson, and Russell. An excellent programme of twenty-two dances, including several new waltzes, was gone through, and was greatly enjoyed. The floor was all that could be desired, and the

BEFORE leaving the *Boscawen*, at Portland, to take up the appointment of head schoolmaster of the *Impregnable*, at Devonport, Mr. J. J. Cramer was entertained by Captain J. H. M. Jerram and the wardroom officers at lunch. He was also presented with a silver pencil case from Commander F. M. Walker, a cigarette holder from the Rev. W. B. K. Francis, the chaplain, dressing-case from the Chief and Warrant Officers, and a silver match-box from some of the ship's company. On his leaving the ship the Commander lent his galley to the Warrant Officers, who rowed their late messmate to the pier, and gave him three hearty cheers as he drove off to the station.