

REVIEW.

MR. FRED T. JANE has issued his Fourth Annual Edition of "All the World's Fighting Ships," which has grown to be a *vade mecum* to naval officers, and to all persons interested in naval affairs. This work can be obtained from all booksellers, or direct from the publishers, Sampson, Low, Marston & Co., Fetter Lane, London. We can only repeat our previous advice to our readers—but more especially to the signal boatwains—*viz.* : Get it at once. The nett price is 15s., but it is worth a good deal more than that to the Captain and officers of every ship in his Majesty's Navy. It should form part of the outfit of every chart-house, and be within easy reach of the signalman and officer on watch on the bridge. The photographs of every war ship in the world are so clear and distinct, and so well printed, that it is well nigh impossible for anyone to mistake them—especially if their *silhouette*, which is on the same page of the book, be carefully studied. Besides this the particulars of armour and armament and the engines and speed of the ships, which surround their photographs, are a nautical education of themselves, and show the strong and weak points of the ships at a glance. Information which would be a world of use to a Captain who had to engage an enemy so fully described as Mr. Jane has described them. We cannot speak too highly of so valuable a production, and we consider its author has placed the navy and the country under an obligation to him, for the pictures and the statistics which he has placed at their disposal for so small a figure as the price at which this work is being sold.

As
Others
See Us.

THE Conspicuous Service Cross for Warrant and Subordinate Officers in the Navy will be all the more cordially welcomed by the "backbone of the service," as this is the first decoration of the kind that his Majesty has instituted since he came to the Throne.

NOTES.

Even before the late Queen was actually buried his Majesty graciously decorated men of the lower deck who had rendered valuable personal service, and both before and since the King has missed no opportunity of showing the high appreciation in which he holds the bone and muscle of the service. How long the anomaly would have lasted had not the war brought it into prominence it is impossible to say; but it was a curious fact that, failing the V.C., there was no distinction that could be conferred on a Warrant Officer, and to confer on him the D.S.O. it was necessary to grant him a commission. Consequently, when temporary excitement over valiant deeds had evaporated exceptional services were merely "noted" at the Admiralty, but otherwise forgotten.

NAVAL DECORATION.

It is extremely gratifying to note that the first decoration instituted in King Edward's reign is for the Navy. When the Distinguished Service Order was established in 1886 upon the recommendation of the War Office, Naval Warrant Officers, midshipmen and cadets were excluded from participation, and the Admiralty have had no means of recognising specially meritorious service except by promotion. The injustice of this exclusion has been particularly noticeable during the operations in South Africa and China, military rewards being lavishly distributed, and the Navy as usual neglected. Happily this is now to be altered by the institution of the Conspicuous Service Cross, which will be prized only slightly less than the Victoria Cross. The Order will, as the *Times* observes, enable justice to be done to two deserving classes of officers in whose ranks there have oftentimes been found in the past—as there will certainly be found in the future—many who by their conduct in the field have added lustre to the honourable records of the Naval service.—*Hampshire Telegraph*.

It has been ascertained by experiments that persons who use the telepbone habitually hear better with the left ear than with the right. The common practice of the telephone companies is to place the telepbone so that it will be applied to the left ear.

Mr. LANGDON, electrical engineer of the Midland Railway, says that by the use of electricity 3,000,000 tons of coal would be saved yearly, and on the Midland system alone £364,000 per annum would be the saving by the supersession of steam.

WIRELESS TELEGRAPHY.

MARCONI'S wireless telegraphy is to be fitted in all our large ships at once. But that is only a start. As soon as possible every ship of the British fleet, of a sloop size or above, which can cruise with a fleet will assuredly be also fitted with this latest and, in one sense, greatest intelligencer a British Admiral has ever had at his command. It requires a lot of thinking before the possibilities of wireless telegraphy, at sea, can be realised. Hitherto speedful cruisers have been the Admiral's best messengers. They have been his eyes and ears which he could push out one after another like a three or four throw telescope, until the distance between his own flagship and the limit of vision of his outermost cruiser exceeded one hundred miles. Thus his fighting squadron of battleships could prepare for action when the enemy was sighted by this forward scout—which instantly passed the word back through intermediate cruisers to the Admiral himself. But the number of cruisers necessary to gain information of the enemy in every direction was so large as to preclude him surrounding himself by a ring of protection at all points; for although the

We desire on behalf of the Chiefs and Warrant
Please Officers, and all the rank and file of the Royal
accept. Navy, to sincerely and heartily thank Mr. Kearley
and all his Parliamentary colleagues who have so
nobly assisted in bringing about food reform for the seamen
of the fleet. It has taken some time, but it is accomplished
at last, and Messrs. Kearley, Morton, White, Yerburgh and

NOTES FROM PARLIAMENT.

MR. KEARLEY asked Mr. Arnold-Forster whether any appointments of Chief and Warrant Officers to positions in the Naval Ordnance Corps had yet been made in accordance with the undertaking repeatedly given that such appointments as opportunity offered should be secured to them.

MR. ARNOLD-FORSTER: The report of the committee which recently considered the organisation of the Naval Ordnance Store Department made recommendations with respect to the employment of Chief and Warrant Officers. These recommendations, together with others made by the committee, are now under the consideration of the Admiralty, but no actual decision has yet been arrived at.

MR. KEARLEY asked Mr. Arnold-Forster whether any decision had been come to by the Admiralty as to the publication of the evidence given before the Departmental Committee on naval victualling; and whether, in view of the fact that many witnesses testified to a system of bribery prevailing in connection with canteen catering and contracting, any steps were being taken to free the Navy of such practices.

MR. ARNOLD-FORSTER: It is not proposed to publish the evidence given before the Departmental Committee on naval victualling. The question with respect to the management of canteens is receiving careful consideration at the Admiralty.

MR. KEARLEY asked the Secretary to the Admiralty whether, in view of the results of shooting from ship's guns on board H.M.S. *Terrible* demonstrating that where special attention was given by officers and men to gun training and practice, the efficiency of a ship could be increased by at least 30 per cent., the Admiralty intended that Captain Scott's method of training men to shoot should be adopted on every ship in His Majesty's fleet.

MR. ARNOLD-FORSTER: The Admiralty is fully alive to the necessity of training men to shoot, and all possible means are being employed to obtain the highest degree of efficiency. Capt. Scott's method of training is being followed, and a large number of sets of his aiming apparatus have been ordered, in addition to those already supplied to ships in commission.

*Our
Associa-
tion'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 nominee, of the late Mr. George Izett, retired chief carpenter, R.N., was £61 3s. Od., making a total disbursement during the existence of the Death Benefit Association of £15,491 10s. Od.

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 £61 3s. Od. for an average payment of about 16s. per annum is not much better terms than they can obtain elsewhere.

Obituary.

We regret to announce the following deaths: Mr. G. Izett, ret. Oh. car., R.N., who died at his residence, 80, Somers Road, Southsea, on the 18th day of August, 1901, age 72 years.

Mr. R. Giles, ret. gr., R.N., who died in Blackadon Asylum, on the 18th day of August, 1901, age 49 years.

Mr. W. Lowe, ret. bus., R.N., who died at his residence, 74, Guildford Road, Kingston, on the 23rd day of August,

HERR Adolf Rey, of Bischheim, near Strasburg, has invented a canvas portable boat, which ferried 16 soldiers and four to six horses on each trip across the Rhine near Strasburg. The boats, which are intended for military purposes, are put together and dismantled in a few minutes.

AN ingenious combination of phonograph and telephone is described as forming an effective fire-alarm. In the building to be protected telephonic transmitters, provided with phonographic rolls containing a set of words describing the location of the fire, are connected in the various rooms with thermostats. When the temperature reaches a certain point, the thermostats automatically switch the phonographs in front of the transmitters, and set them at work grinding out the tell-tale words which are heard over the wire at the fire-engine station, informing the firemen where they should go.

A NOVEL life-saving contrivance has just been invented, and will, before long, find a place on some of the large ocean-going steamers. It is a kind of cloak-suit of rubber, and is provided with a number of pockets—for matches, a tiny signal-lamp to light at night, and pockets of food. A large float-ring is formed of cork rings covered with canvas. Above the float is the opening into which the passenger places himself, and there is also a helmet attached to protect the head if necessary. While in the water a simple contrivance permits the air channels in the legs to be pumped full of air, and when this is done the suit will be tilted on its back and allow the person some measure of rest in calm weather. It is claimed, says the *Western Mercury*, that anyone can keep afloat in the suit for several days, and that it is quite as easy to put on as the ordinary cork jacket.

PROFESSOR Pickering, the well-known astronomer of Harvard Observatory, United States, reports that Mr. Fleming, by an examination of the Draper memorial photographs, has discovered a new-star in the constellation Aquila. It is between the eleventh and twelfth magnitude, but varies in apparent size. The spectrum resembles that of gaseous nebulae, that is to say, monochromatic. Mdme. Ceraski has also found a new variable star on the photograph of Blajko.



From 1st July, 1900, to 1st July, 1901.

An Abstract of the Amount paid In by each Deceased Member, and the Amount paid out to his Nominee at Death.

Member's Names.	Rank.	Joined the Association.	Entrance Fee paid.	Paid in to Expense Fund.			Paid into Widows' Reserve Fund.	Total Amount paid in by Deceased.	Total Amount paid to Nominee.	Date of Death.	Where Death took place.	Age.
				Death Benefit.	Honorary.							
James, James ...	R.C.G.	April, 1877	£ ... d. ...	£ 2 0 0	£ 2 0 0	£ 15 11 0	£ 19 17 0	£ 58 14 0	9th July, 1900	51, Milton Road, Gravesend	65	
Medy, James...	R.G.	Novr., 1891	0 3 0	0 16 6	1 13 0	7 6 0	9 18 0	57 4 0	18th August "	Blackdon Asylum	40	
at, Richard ...	R.C.B.	April, 1877	...	2 8 0	1 2 0	15 13 0	19 3 0	57 3 0	14th Sept. "	Fatcham Avenue, Paignton	71	
Evoy, Michael	R.O.	April, 1877	...	2 7 0	2 14 0	15 14 0	20 15 0	57 1 0	27th " "	57, Alcester Street, Devonport	64	
nell, Robert ...	B.	Aug., 1888	...	1 4 0	2 8 0	9 6 0	12 18 0	58 0 0	16th Novr. "	Drowned at Hong Kong	52	
James	B.	June, 1881	...	1 18 0	3 16 0	13 15 0	19 9 0	57 18 0	9th Decembr. "	Killed on Railway by accident	51	
ker, William G.	R.G.	April, 1877	...	2 6 0	2 0 0	15 17 0	20 3 0	58 2 0	30th " "	41, Fursle Hill Road, Liskeard	68	
e, William J...	R.B.	April, 1877	...	2 7 0	1 6 0	15 18 0	19 11 0	58 11 0	12th Jan'y. 1901	64, Emsworth Road, Landport	66	
stroppe, John ...	B.	April, 1882	...	1 18 0	3 16 0	13 16 0	19 10 0	58 19 0	23rd Feby. "	Haslar Hospital	52	
nish, James ...	R.O.	May, 1879	...	2 3 0	3 4 0	15 6 0	20 13 0	58 16 0	26th " "	48, Haddington Rd., Devonport	60	
embers, William	R.C.B.	April, 1877	...	2 8 0	0 13 0	16 1 0	19 2 0	58 19 0	12th March "	299, Somers Road N., Fratton	72	
solas, Geo. H.	R.G.	April, 1877	...	2 8 0	3 12 0	16 2 0	22 2 0	59 7 0	11th " "	26, Hill Street in Jersey	59	
s, Thomas	R.B.	Sept., 1877	...	2 7 0	0 3 0	16 3 0	18 13 0	59 11 0	10th April "	52, Albert Road, Plymouth	73	
ndrey, John O.	R.C.B.	Jan'y., 1879	...	2 4 0	4 4 0	15 8 0	21 16 0	60 0 0	3rd May "	6, Tottenham Road, Landport	53	

Not including the Honorary Subscriptions. The Death Benefit last year cost its Members 3½d. per week, or say, just over ¼d. per day.

Average age of Deceased Members—60·42 years, and death rate per 1,000, 11·67.

AMOUNT PAID ON LAST DEATH, £60 9s. 0d.

The
Hong-Kong
Club.

Mr. DUFFETT, his committee and fellow members of the Chief and Warrant Officers' Club at the Blue Buildings at Hong-Kong, was once more to the front on the home-coming of the *Centurian* from that station, and the usual "Smoker" was held to give their topmates of that ship a hearty send off and to wish them a safe return and profitable appointment in the old country. We have noticed that the Hong-Kong Ulubites usually take advantage of the home-coming of one of the ships of the fleet to have the big things at their club, and then they invite their military and civilian friends and do them handsomely. The entertainment to the *Centurian* was no exception to this rule, as indeed it could not be under such a genial chairman, and with such entertainers as Chief Carpenter Attrill "Bobbing up and down like this," backed up by many others whose songs, recitations, etc., we have not room to record. The affairs of the club at Wei-hai-Wei were alluded to during the evening, the members of which club had previously entertained the *Centurians*, and thanked Messrs. Attrill and McCoy for their hard work in connection with that institution. At the Hong-Kong Smoker the health of these two gentlemen were drunk with musical honours, and they both replied and modestly disclaimed having done any more than such as was a labour of love to them. The fun was kept up until the early hours of the morning, and terminated with a vote of thanks

The Admiralty have conveyed to Mrs. Bevis, widow of the late Mr. Bevis, head wardmaster of the Royal Naval Hospital, Stonehouse, and one of the heroes of Majuba Hill in 1881, the intimation that, under ordinary circumstances, she would have been ineligible to receive the pension to which the bereaved wives of Warrant Officers are entitled, her husband not having attained his rank for the statutory period. But, "having regard to the circumstances which led to your husband's death, and taking into consideration his meritorious career in the service," they have decided to grant the pension as "a special case."

The claim of Mrs. Bevis was warmly urged upon their lordships by Director-General Norbury, Inspector-General Fisher, and Deputy-Inspector-General Mahon, all of whom went through the first Boer campaign, with Mr. Bevis as their resourceful subordinate.

“They also serve who only stand and wait.” In the army the departmental officer engaged far back from the fighting line, or even those in England engaged in transport duties, are remembered when honours are distributed to forces engaged in the field. Why should not the Navy copy this commendable method, rewarding the consular officers who throughout the African war

Contributed.

As the subject Army Reform has been so keenly discussed, with apparently the result of condemning its Organization and not so much the material of which our Army is composed, it may not be out of place to advert to one point in *Army Organization*. In view of the question raised from time to time as to the efficiency of our A division Fleet Reserve, and our ability to mobilize (without previous notice) the number of ships in the time stated it appears to me that if we endeavour to keep the completed ships of the A division fully manned and equipped with coal, ammunition and stores, it would simplify the mobilization scheme, improve the training of officers and men and ensure the ships being kept efficient.

It has already been found necessary to keep full crews in the Reserve Squadron, for it was shown conclusively that the so-called "Mobilized Crew" could not be considered in anything like *fighting* order in less than a month; yet in the event of this Squadron proceeding on active service, they might be put on their "Great Trial" in 24 hours.

Keeping the Fleet Reserve fully manned would no doubt result in an increase of expenditure afloat, yet the Depot charges could be proportionately less; while the crew living in H.M. ships, getting familiar with the engines of war with which they will have to fight—officers and all ratings would be infinitely better prepared for immediate active service.

With a fully manned *new* ship her staff of mechanics would prevent a defective list being formed of a number of small items, which result in a vexatious delay when the ship is suddenly called upon for service.

His Imperial Majesty, the Kaiser, has conferred upon Messrs. William Carr, and Charles E. Williams, gunners, together with two commissioned officers, the Order of the Black Eagle 5th class, in recognition of services rendered when his Majesty was recently in England on the occasion of our late sovereign's decease.

FOR "THOSE THAT WEEP."

SIR,—Being in close touch with our losses in China, the necessity for some ORGANIZED means of assisting dependent relatives of deceased seamen, has been very forcibly brought to my notice. The present haphazard method can surely be improved.

Irrespective of money raised in England and devoted to the purpose, the "Seymour" fund was raised among the fleet, and a separate subscription by H.M.S. *Barfleur*, to be expended on dependents of the *Barfleur's* men. Whatever faults the average British Blue may have—he is not mean—he does not consider whether it is once or twice a month that he signs away a day's pay to the relatives of a deceased shipmate, but he is very much concerned that the money reaches the proper quarter without being "squeezed."

The great problem is to be able to utilize this acknowledged generosity to the best advantage; at present it is expensive to the men and disappointing in its results.

With respect to a Provident Association in the Navy, and noting the lukewarmness with which the scheme put forward by Mr. Edwards has been received, could not some form of compulsory assurance be instituted?

From observation, the two causes most detrimental to Jack looking after his own, are: 1st That someone is "on the make," (witness the *Barfleur's* separate fund); 2nd, That even if regular subscription was instituted on completing his time he would be unable to keep the subscription up, and thus lose all benefit after paying in for twenty-one years.

If a bona-fide Government Assurance Scheme could be introduced for the navy, it would meet with the 1st objection and would command the confidence of all.

To meet the 2nd, I would propose that every one be made contribute; that the amount of *subscription* and *benefit* be so adjusted, that on a man being invalided, or on completing his term of service, either first or second period, he could receive the whole of his subscription in the form of DEFERRED PAY.

In short the money available to relieve dependent relatives would be the interest on their deferred pay. For 100,000 men this would be a considerable sum, to which all existing funds for the benefit of seamen might with advantage be joined.

The subscription could without difficulty be stopped from the men's pay. I believe that such a system would be popular, for it is a pretty well received maxim in the navy, "That what you never have, you never miss."

I am not an insurance expert, but it appears to me possible to effectively provide for those dependant upon us, at a reasonable cost, on the lines indicated.

Trusting that some of our readers, better informed on such matters than I am, will give this consideration. CHINA.

When we changed the motto of this *Journal* from *Educate and Advance* "Without fear and without timidity," to the present one of "Educate and Advance," we did so deliberately and with a set purpose. We felt how necessary it was to keep these two things associated in our minds if we desired to occupy the higher positions in our service. From time to time we have urged our class to, above all things, educate themselves and thus be fit for the advancement they sought. Recently we have urged this more strongly than ever, because we have so many dangerous rivals for sea-power about the world, that we felt the absolute necessity of not only having a superior number of ships of superior quality to any probable combination against us, but, also, because we feel these ships must have officers and men for their crews who are man for man better than the crews of any other fighting-ships in the world. But if the concessions we are, as a body, seeking from the Admiralty, alone, had to be considered, quite apart from the above reasons, which are, of course, so vastly superior to mere personal consideration, yet our appeal to our class to educate themselves would be more than justified. For without education we can neither hope nor expect to succeed. If our young men will not cast bread on the waters they cannot expect for a return after many days. If during their home service, between their foreign commissions, they prefer to spend their every evening by the fireside at home, instead of devoting one or two a week at places of instruction, and from there take home lessons that can be done by their own firesides, on other evenings, then they must be content that the pleasure they and theirs enjoy by this absolute association—which they feel they cannot and will not sacrifice—must be its own full reward. They cannot and ought not to expect that in their maturer years higher pay and better positions will be open to those who during their younger days would make no sacrifices to fit themselves for responsible duties, requiring technical and theoretical as well as practical knowledge. In other words they cannot expect to have their cake and eat it too. In our last issue will be found a most excellent letter from the pen of a young and able boatswain, who sets forth with great skill and much common sense—the way—the only way—along which we can hope to advance. He speaks out plainly and frankly, and we must all feel he speaks the truth. But what we would now like is other letters, from other pens, pointing out some practical way (in addition to science and art classes) by which our class can gain the general and special education our correspondent so rightly says we must, as a body, acquire if we would aim at the higher, or highest, billets in our service. We have our own ideas and shall presently ventilate them; but we would first like to hear what some more of our class have to say on the matter. That there is much latent talent, literary and otherwise, among us which can come to the front if it will, this young officer has shown us; and we now appeal to others to follow his example and send us along their ideas on this subject of *Education*.

PROMOTION.

SIR,—On the question of promotion from the ranks in the Royal Navy, it appears from the opinions expressed from time to time in the press, that an unwarranted amount of attention is devoted to the financial side of the question, thus causing a troublesome detail to occupy the place of the first principle at issue.

In all other vocations that men follow it is possible for the competent to climb to the highest office.

It is also a well-known fact that many of Britain's most brilliant sons had a very humble origin. On studying the history of several self-made men, one point in particular stands out in contrast to the solicitude of the press.

In their struggling days they did not trouble whether their *present* wage was adequate or not. No! but the great gate of the world was wide open, and its fairest prize free to be claimed by those who did not faint by the way.

The lives of these heroes teem with instances of self-denying struggle with a view to certain success. If an Order in Council

SIR,—I had partially prepared a letter to you for publication in your last issue upon the above subject, being unable to finish it on account of pressure of work, and I am now glad of the delay as your correspondents, J. Elliott, "Mediterranean," and "Another Reformer," have each touched upon points which it was my intention to have brought forward, very probably in an abler manner than I should have dealt with them.

The published Balance Sheet of the Portsmouth Branch seems to be a most damning piece of evidence in support of the charge of our unbusinesslike methods; the slow fashion in which the Reserve Fund accumulates can be understood at once as soon as one glances through the items in this statement: this fund, which should long ago have stood at at least £700, for each of the two older branches, (at which sum its interest would have covered the secretary's salary), is now little more than it was five years ago.

When the Reserve Fund was initiated, those of us who advocated its inauguration looked forward to the time when not only current expenses should be met from its interest, but terminable policies for the older members should be granted. As the fund increased its usefulness to the Association should have been augmented by loans at fair interest to our own members on Building Society lines, while later on there would have been the probability of our Association holding its meetings under its own roof, with subsidised technical instructors holding classes for the assistance of our members in their efforts to improve themselves and raise the educational status of the class. This is no overdrawn picture, but a plain statement of what might have been done with careful and business-like finance.

Confining ourselves to the Portsmouth Balance Sheet, we find that our Society which boasts of its economical management, spent in this Branch only, £34 11s. on the rent, furniture, fittings, cleaning, and moving, of the Secretary's office, for as your correspondent of last month, "Mediterranean," pointed out, there is now no reading room common to our members, while our secretary sits in "splendid isolation," amid surroundings which cost the Association twice as much annually as did the reading room from which we were recently removed. It seems somewhat difficult to understand why the secretary should not share the very roomy office of the manager of the *Journal*, in which there is surely sufficient room for both officials, some contribution from Association funds being made for the convenience.

The larger room could then be used as heretofore as a reading room for members, and the amount expended last year in purchase of newspapers and "Navy Lists," (viz., £2 3s. 7d.) would be a valuable nucleus for the outlay on periodicals which would be required.

Originally I was a very determined opponent of the fixed payment and settled policy system advocated by Mr. Endicott and others, but he has an argument ready made and to his hand in support of his idea in the unbusinesslike and wasteful method of finance which obtains (at the Portsmouth Branch, at any rate,) by which we obtain less advantage for the membership at a largely increased cost of administration, which will tend to convert the present writer at least, and doubtless many others, to what in comparison is indubitably a sounder and more profitable procedure with respect to our funds.

H. D. CAPPER.