

THE REVISED EARNEST APPEAL.

The Chief and Warrant Officers beg most respectfully to place this Appeal before the Lords Commissioners of the Admiralty, and also to earnestly request the assistance of all Naval Officers and Members of Parliament in their endeavour to obtain the moderate concessions herein submitted, so that Naval Men may be placed more on an equality with their comrades in the Army. They appeal for this equality with confidence, as they believe that their case is now better understood than heretofore—as is the Service, in which they have the honour to serve—through recent events in South Africa, China, &c.

The concessions appealed for are as follows, viz. —

- (I.) That the "Honorary" Rank of Lieutenant now granted to Chiefs on retirement, who have served three years in that rank, may be conceded to officers on the Active list having three years' seniority as Chief, with the maximum pay now attainable by officers of this rank.
 - (b.) That greater facilities be given to young Warrant Officers and Petty Officers to obtain the substantive rank of Lieutenant.
- (II.) That the rank of Chief may be granted to deserving Warrant Officers after 18 years' service in the latter rank.
- (III.) That executive Warrant Officers may be granted 6s. per diem on promotion.
- (IV.) That Carpenters be granted 8s. 6d. per diem on promotion to that rank, with a rise of 1s. per diem after every five years' service, the store and other allowances remaining as at present.
- (V.) That the Boatswains of all ships, and those holding special appointments, including Instructors in Training Ships, shall receive an allowance of 1s. 6d. per diem.
- (VI.) That the children of Warrant Officers be granted compassionate allowance.

ARGUMENTS.

In advancing these requests the Chiefs and Warrant Officers submit the following arguments as being some of the reasons why the concessions should be granted:—

FOR CLAUSE I.—Considering the great and growing importance of the Navy to the Empire, and the need of securing the very best class of Naval recruits to the "man" our splendid Fleet, it is desirable to be able to offer young men as full a career in the Navy as in the Army—which does not at present exist. If the rank of Honorary Lieutenant, after three years' service as Chief, were conceded, Naval men who had climbed to that rank from Training Ship boys—often after a total service of nearly 40 years—would be rewarded for long, faithful, and oft-times brilliant services, and a further step would be opened to the Naval "Ranker," thus more nearly assimilating his opportunities to those of his brother in the Army.

(b.) The Admiralty have of late years promoted three officers to substantive Lieutenant rank for services in the field; and it is now requested that this rate may be quickened, and that deserving young Warrant and Petty Officers may be allowed to share with Officers drawn from the Mercantile Marine the honour of augmenting the Naval Lieutenants' List. In short, that young officers trained under the White Ensign may have the same opportunities to get a Lieutenant's Commission as those trained under the Red Ensign.

CLAUSE II.—Warrant Officers at present go a longer number of years without a step in rank than any other class of Naval Officers, viz., from 19 to 21 years, and this period will in the near future extend to 23 or 24 years at the

that 18 years in one rank is more than sufficient, and gives a very strong claim indeed for Warrant Officers to ask for a step in promotion at that seniority.

CLAUSE III.—At present many Petty Officers obtain little more than 6d. per diem as an increase in pay when promoted to be Gunner or Boatswain, while their expenses (in Mess and Uniform) advance nearly fifty per cent. They therefore ask that the present rate of pay, viz., 5s. 6d. per diem, on promotion be increased to 6s., so that they may not be saddled with a heavy financial burden during their first five years of service in the Warrant Rank.

CLAUSE IV.—The duties of Carpenters in the Royal Navy correspond to that of a Foreman in a Royal or Private Dockyard, yet the Carpenters begin at less than half of the pay which the men who do corresponding duties in the Dockyards obtain. They therefore submit they may begin on 8s. 6d. per diem, which would be more in keeping with wages paid outside the Navy, and that they be given a rise of 1s. per diem every five years. "The Carpenters hope and believe this request will be examined and acceded to, when their position and duties are fairly weighed and compared with other mechanics and the wages that rule in shipwright circles throughout the country.

CLAUSE V.—In asking for an extra 1s. 6d. per diem for Boatswains, who perform the responsible duties of that rank when serving afloat in charge of their ship as Boatswain and in other special appointments such as Instructional Boatswains on board a training ship, or in responsible posts in home and foreign Dockyards and other places, it is felt that with this additional allowance they will be no more than fully rewarded for the important duties they are called on to perform in the ships of our present Fleet. They therefore press for this concession with every belief that it will be granted.

CLAUSE VI.—In asking to obtain compassionate allowances for their children the Warrant Officers are only asking for that which is very properly allowed to the children of all the other classes of Naval Officers. Considering their dependents will be equally as necessitous and deserving of help as those of their brother officers, with whom the Warrant Officers share all dangers and hazards, it is felt that so just a claim as that of seeking compassionate allowances for their children has only to be brought clearly before the authorities to be granted. They therefore earnestly and respectfully solicit the help of all Naval Officers, from the Board of Admiralty down, in assisting them to obtain this last, and the other five requests set out in this "Earnest Appeal," with every confidence that they will receive it not only from their brother officers afloat, but from all Members of Parliament and civilians ashore.

There has been one unhappy fatality recently among Sikhs; a young soldier of excellent character had been so bullied for some weeks by an older comrade, that at last he lost his patience and shot his comrade dead. He was tried by Court-martial and sentenced to be hanged, but the difficulty was to find an executioner. At last one of the men-of-war in port was applied to, and a "hardy man" was discovered who offered to undertake the job if he could have his "pal" with him. The officer asked him if he had had any experience in the hanging line. His reply was characteristic, "I haven't done it as a regular thing sir, but I don't mind having a go." He and his "pal" did it



*Excellent
Pacific
News.*

We have this month received most excellent news from the Pacific. It will be remembered that we announced some time back that an effort was being made by the flagship's W.O.'s, and their colleagues in the fleet on that station,

to establish a club for the use of our rank at the Chief Northern rendezvous, Esquimalt. Through the kindness of a correspondent we are now able to state that through the very kind efforts of the late Commander-in-Chief, Admiral Beaumont, that the Admiralty intend purchasing a site on which to build a W.O.'s Club, and that this gallant Admiral has himself placed £20 in the hands of the Paymaster of the *Warspite* towards the furnishing expenses. We are sure the Chiefs and Warrant Officers of the fleet will desire us to publicly express, on their behalf, our gratitude for this gracious gift, and the kind interest the late C.-in-C. of the Pacific Station has shown in our affairs by his helpful




PRESS AND PARLIAMENT.

THE concessions which have been promised this year, and which have been commented on in another column, have been the result of considerable discussion in press and parliament. We have already expressed our gratitude to the sea and civil Lords of the Admiralty, and to those we now desire to add our advocates in Parliament and our supporters in the press. We wish, on behalf of the Chiefs and Warrant Officers and the rank and file of the Navy, to more particularly thank Mr. Kearley, M.P. and Mr. E. J. C. Morton, M.P., Commander Young, M.P., and all the others who so gallantly and disinterestedly fought our battle in the House of Commons. The discussions were shorter this year than usual owing to the business of the House having got a bit behind, thus causing the First Lord of the Treasury, Mr. Balfour, to use the closure more frequently than has generally been the case, both on the general discussion, on the introduction of the Estimates, and on the votes during the passing of which our affairs can be discussed. But they had, nevertheless, a very capital innings on



SUBMARINE BOATS.

UR readers will have noticed that the Admiralty have provided in this year's Naval Estimates for the building and equipment of five submarine boats. We should not at all wonder if these boats are considerably delayed in their construction and arrive at the Royal Dockyards a good bit behind their programme time ; for we believe that the authorities have placed this item on the estimates more for the purpose of staying the mouths and pens of irrepressible critics, than from any sincere belief in their present utility or their practicability in the near future. Certainly these boats have not yet entered the arena of naval offence or defence : spite of all the froth of the

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. Hudicott 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.

THE following paragraph is from our contemporary *The Morning Post*. It will be seen that the old mistake of considering that because it is unprofitable for middle-aged Officers or Warrant Officers (who have wives and families) to be promoted to substantive lieutenant rank, it is therefore undesirable and unprofitable for any Warrant Officers to be so promoted. This, from our point of view, is altogether wrong. We argue that young and unencumbered Warrant Officers could easily live on 10s. per diem in the wardroom, and as easily do the ordinary watch-keeping lieutenants' duty in the fleet. Assuming, of course, that they have been selected by their Captains as fit men socially as well as professionally. Lieutenant Sims has been a complete success both socially and professionally in the *Diadem*; and we have more Sims's in the Chief and Warrant rank at present, and many still to step into it in future generations—and who will say there may if they desire and deserve. Letters were sent correcting our contemporary's mistake about the age, etc., of Lieutenant Sims, and also setting forth our true aims and aspirations.

“Is there or is there not any significance in the fact that the Admiralty has removed Lieutenant Sims from his post as one of the lieutenants of the *Diadem*—a post which he has held since August—and have given him the independent command of the *Leda* gunboat? Lieutenant Sims, it will be remembered, is one of the three Warrant Officers who have been promoted to commissioned rank during the last few years. The other two were provided special billets in the command of tenders. Lieutenant Sims was younger, and, I believe, unmarried, and it was thought at the time that the Admiralty was making him a test case by appointing him as watch-keeping lieutenant to one of the ships of the Channel Squadron. In this way he was called on to fulfil the ordinary duties of his rank, and it is to be assumed that he did so satisfactorily. Now, therefore, that the Admiralty has appointed him also to the command of a tender, one is constrained to ask what is the reason. Unless some explanation is forthcoming it looks as if the Admiralty had satisfied itself that promotion from the warrant to commissioned rank in the Navy was not a success. Would it not be better—if promotion from the lower deck is to take place—to consider the desirability of promoting young petty officers, provided that after a specified course of instruction they can pass such examinations as may be thought necessary? Warrant Officers cannot expect that special berths should be created for them, and at the age to which they have attained before promotion could come to them the quarter-deck is a doubtful boon. The claim to the succession to berths

in the Naval Ordnance Department stands on a different footing."

ALTHOUGH somewhat late we very heartily congratulate Mr. Attrill on his promotion to Chief Carpenter, for services in the field. It is not often that circumstances so far favours one of Mr. Attrill's branch of our rank as to give them a chance of distinguishing themselves on the actual field of operations, as Mr. Attrill has done. It far more frequently happens that they are called on to do much hard work, which is less in sight, when campaigns are about or ships are on the rocks. That given opportunities they could do as well as the rest of us we always know, and Mr. Attrill has proved. But what about Mr. Wright who was also mentioned in despatches, and other officers of our rank? Are not some rewards to be given to these officers as well? Services rendered the country in South Africa are still unrequited, and we are anxiously awaiting some sign that they are not being forgotten. In congratulating the Carpenters on Mr. Attrill's promotion we wish we could add that he had been placed on a supernumerary list, until his proper turn for promotion arrived. We regret we are not able to do this, and our regret is keen for it springs from the knowledge that Mr. Attrill's services will now have to be paid for by the Carpenters themselves, and not by the country, as it should be. The allowance of 8 per cent. of Chiefs only, on the numbers borne on the Chief Carpenters and Carpenters' list, being the fixed number of the regulations, it follows that if this number is never exceeded the country has only the same amount of money to pay at all times, and so those that Mr. Attrill's promotion will keep for a longer period on the Carpenters' list are the unfortunate officers who will have to stand the financial racket of Mr. Attrill's advancement. Of course this is no fault of Mr. Attrill's; but it is the fault of a bad system against which we have, up till now, preached in vain, although we have recently had the satisfaction of seeing it adopted in the case of special promotions of Captains and Commanders for services in the field. We now hope that what is sauce for the Captain's goose may also be sauce for the Chiefs' gander; for we are quite sure the Captains would wish to see the Chiefs dealt with in a similar manner to themselves in this matter. It is a system that makes the country pay for services rendered to it, and does not throw the payment for such reward on the shoulders of the messmates of the officers who are rewarded. We once again beg the Admiralty to place all Chiefs, promoted for services such as Mr. Attrill's, on a supernumerary list until the proper time arrives for them to be absorbed on the regular list, in the ordinary way.

WARRANT OFFICERS' COMMANDS.

Six,—The naval correspondent who dealt with "Warrant Officers' commands" in an article in your last issue fell into an error which is very general among naval officers and civilians, and which was also made by Mr. Arnold-Forster himself—sympathetic though he was to the claims of Chief and Warrant Officers—in the debate on the Navy Estimates. The error, moreover, is one which it appears impossible to remove, in spite of the constant reiteration of our views, as set forth in our "Earnest Appeal."

May I be permitted to explain our position once more, and endeavour to make it clear even to laymen. Mr. Arnold-Forster said he recognised the great value of the services of the Warrant Officers of the navy, but was not sure that any great boon would be conferred upon them by giving them commissioned rank. A movement in the direction of providing them with positions on shore would, he thought, be preferable to asking them at an advanced period of life to go to sea and take their place in the wardroom.

With those observations the Chiefs and Warrant Officers entirely agree, and for that reason they ask that a hon. lieutenant rank (on the lines of Quartermaster in the army) may be created for the navy, so that these older officers can be promoted for meritorious services without being penalised by having to go to the wardroom of sea-going ships, and take their place as ordinary watch-keeping lieutenants in the fleet. The Chiefs and Warrant Officers claim that there are dozens of billets at present filled by Chiefs in the home and foreign Dockyards, in naval barracks, and victualling yards, &c., where the responsibilities in connection with our large and ever-growing fleet are sufficient to warrant the Admiralty filling these posts with men of commissioned rank. In filling these positions no wardroom, or messing, or family questions will arise, as the officers would live on shore with their families. And here could be found appointments where the older deserving officers could be rewarded for meritorious services, and be given hon. lieutenant rank without detriment to themselves and with advantage to the service. It is true that hitherto these positions have been—and still are—filled by Chief Gunners, Chief Boatswains, and Chief Carpenters only, but an ever-expanding fleet has increased their duties enormously, and it is as unfair to call on them to do the increased work and bear the increased responsibility for the same pay and rank, as it would have been to have continued to appoint one admiral only, as in the old time, to the Mediterranean fleet, now that the number of ships in that fleet are nearly doubled. Increased responsibility should certainly bring increased pay and rank with Chiefs and Warrant Officers, as with all other class of naval officers, whose conditions of pay and service have very rightly been improved by the rapid expansion of the fleet. It is in this way that the Admiralty are asked to reward the older Chiefs and Warrant Officers, who merit it, and not by promoting them to substantive rank and sending them to the wardroom, and to sea, as ordinary lieutenants in our fleet.

This plan would not interfere with the officers from the *Britannia* in any way whatever, but would be a means of rewarding their subordinates in positions in which the country would get a full return for the money spent on them.

In regard to young Warrant or petty officers who distinguish themselves in the field, the Admiralty have determined that a door of promotion shall still be kept open for them—though the Warrant Officers have not publicly advocated this for several years—and their lordships emphasized this in the recent promotion of Lieut. Sims for services at Ladysmith. Mr. Arnold-Forster said (during the discussion on the Estimates) that naval officers themselves were divided in opinion on the matter of promotion of Warrant Officers to the wardroom. This is so; but the Naval Lords of the Admiralty—the chief of all naval officers—are apparently in favour of the principle, for they have promoted three such officers to lieutenancies during the last fourteen years, one during the last twelve months. In view of this action and the certainty that this channel of promotion is to be kept open, the Chiefs and Warrant Officers now ask that young Warrant and petty officers who are in every way suitable—and they would not be recommended by admirals and captains unless they were in every way suitable—should alone be promoted to substantive rank, as provided in the present Regulations. Such men would be young and unencumbered, and not financially handicapped in entering the wardroom on lieutenants' pay. They would be young enough, also, to be trained in destroyers and take their places among the ordinary watch-keeping lieutenants of the fleet, and would possess all the dash that your naval correspondent very rightly believes should be found in men who have to handle and manœuvre ships in our present-day squadrons.

These are the views and the aims of the Chiefs and Warrant Officers, and we hope they may be thought to be reasonable aspirations. We also hope they may be thoroughly understood, and that they will command the sympathy and help of all senior and junior naval officers, whose assistance the Chiefs and Warrant Officers hope to obtain at all times, and which they also hope to deserve.

WARRANT OFFICER.

SIR,—Permit me to offer my sincere condolence to you, to the Association, and to the gentleman himself, for the loss of that logical faculty which brought Mr. Capper so prominently to the front making his name a power in the Association, and his methods a strong lever in the wheels of progress.

I trust, Sir, for the sake of the work to be yet accomplished that the loss is only temporary and that his mind will come back to the old logical standard that made him pre-eminently a leader and wise counsellor amongst us.

He informs the members by letter in April's issue that we have rejected the Appeal and sent forth a grievance circular of the Warrant Officers. He further informs us that Clauses I., II., III. and V., only affects one-third of the rankers of the navy. He charges us with neglecting the claims of the Head Schoolmasters and Ward Masters, and that we have omitted to urge for promotion to Warrant rank for all sections of rankers.

"Revisionist" has made it unnecessary to touch on all the points raised, for to my mind he proves that Mr. Capper is liable to mistakes. Clauses I. and II. touches every officer of Warrant rank, either now existing, or which may be hereafter created. We ask that all may be made Chiefs after a certain term of years, and that all thus promoted may attain a higher rank after certain other services. This is as applicable to Head Schoolmasters as to Carpenters, both for the Chief and the higher rank. It is also applicable to Ward Masters and the engineer branch—so that I claim we have advocated the claims of each of these ranks. It is admitted that Clause IV. sets out a reasonable claim for the Carpenters, and he asks "why should this not read non-executive?" This is where I notice loss of logical faculty. Is it reasonable to ask for what is already given, or to make a claim for a thing that has not been shown as wanting? I am right in saying that neither the Head Schoolmasters nor Wardmasters have let it be known that they think the amount claimed for the Carpenters and granted to the Artificer-Engineers should be the rate of pay they ought to have. When they do this, and show they are asking only a just

wage, then by all means revise the present "grievance list." Respecting the complaint that we have not urged promotion for all rankers, it appears to me that there are but the clerical branch and minor trades, that are ineligible under present regulations; these certainly do not make up two-thirds of the personnel of the navy.

Now, Sir, a word about the method used to produce the "ill-digested set of claims placed before the public," and with which (within three days of printing) there was not a public man who took interest in the well-being of the first line of defence who was unacquainted with our wants and wishes.

He suggests a small committee to work out the details, "charged each with their own branch wishes." This, Sir, to my mind, is not the way to produce a sensible appeal. The small committee plan has proved itself a failure many times, for the reason that the general meetings are not expected to vote against their proposals even though the suggestions are not such as commend themselves to the good sense of those present. The proposals now before us have been thrashed out over the floor, it cannot be said undue influence has been brought to bear on this or that proposal; neither can it be said we advocate the claims of one section more than another; and it must be admitted that every section has had a full and free opportunity to have the full weight of the Association's machinery at its disposal. None of this was possible with the committee procedure for the reason before set out, and if Mr. Capper had not lost touch with the inner workings of our affairs and had seen the endless trouble government by committee meetings has been doing the last six years, I am certain he would agree with me in wishing that government by committee should be abolished at once and for ever. I am of opinion that the present Appeal meets with wider acceptance from all ranks than any that has gone before, notwithstanding the "true lines" on which former Appeals have been based, and it is a grief to me that the letter I have tried to answer has seen the light of day, remembering the weight that all opinions expressed by the writer has in moulding the minds of those he writes to. I trust in this instance each and all will judge for himself in this matter; if they will trace back to the date of the very first appeal they will see that the slight departure now made is as a mole hill to a mountain in comparison to that which divides the first to the one launched at the suggestion of Admiral Mayo.

J. ENDICOTT.

Chatham, 9th April, 1901.



ON CRITICISM.

LAST month we felt it our duty to advert on one of the weaknesses of our class, as disclosed by a correspondence of a somewhat vigorous character which had taken place in this *Journal*,—viz., the inexcusable tendency to let private feeling find expression in public criticism. As it is above all things the function of a newspaper to criticise, and if possible improve, it will not be thought presumptuous on our part if we attempt to lay down here some of



THE FUTURE.

THIS month we have another word or two to say to the young men of the Warrant rank. We are always saying a word to these young men, because it is with the young men that the future must rest, and we want to see more of them preparing themselves for the business of our society, which can and will so vitally affect their present lives and future professional careers. The successful work performed during the last few years by the Association has been phenomenal, both on its D.B. and its honorary side. In fact it will ever be so, if only the Association is made attractive to young men. By some there is more importance attached to the D.B. than to the Honorary side of the society's work. This, to our mind, is a fatal mistake. If the history of our society teaches anything it teaches that the progress of the society (and the increase in its membership) has gone forward by leaps and bounds principally because it had been made attractive by the programme initiated by the young men among its members. Its increase of membership has been more rapid since the concessions of 1896; which it is only fair to say was brought about principally by this programme introduced and mainly

*Service
Charities.*

SERVICE charities were never in more pressing need of funds, and never had a greater claim on every citizen of the empire than at this moment.

The military charities are, perhaps, the most needful since the South African war has been the means of draining their exchequers to a very large degree. It is fitting, therefore, that there should be a couple of "shows" going in their favour in London this year. These are the Military Exhibition at Earl's Court, and the Naval and Military Exhibition at the Crystal Palace. Of these two that at Earl's Court is the largest and best, and will probably place a goodly sum at the disposal of the charities. Beside these two we presume we shall have the usual naval and military Tournament in aid of military—and in a minor degree—of naval charities also. Now while we entirely agree, especially under the present circumstances, of the services rendering mutual aid to one another in the matter of their charities, yet we think the amounts that have been allotted to naval charities, by the military C.-in-C., during the last few years have been entirely inadequate not to say unfair. If it is argued that the tournament is held principally for the purpose of assisting military charities, and that the assistance given by the sailors is amply repaid by the allotments from the proceeds which their charities receive; then we reply it would be only sensible, as well as fair and just, that the naval men should have an annual show of their own. Such a show could be easily arranged, and there can be no doubt about the naval charities being in desperate need of the profits they would throw. We have advocated this policy many times in these pages, and we feel so keenly that it could and should be realised that we shall continue to advocate it until it is adopted; which we feel sure will eventually be the case. Some day it will occur to the heads of our gunnery, torpedo and signal schools to take the

EVOLUTION, like the poor, is always with us.

Evolution. We evolve guns and armour, combustibles and propelling agents and shot and shell, fuze and mine, so fast that we are always in a condition of transition and change in one or more of the departments of the British Navy. Science, like time and tide, waits not for the layman, so long as the professors work. To-day the plate beats the gun, and to-morrow the gun smashes the plate, and so we go on eternally chasing a finality that it appears impossible for us to reach. This chase after finality has been so exciting during the last few years, and the leaps and bounds in progress which we have made have been so stimulating, that as a matter of fact many of our battleships have come to be considered theoretically obsolete before they leave the dock-yard flying their commissioning pennants for the first time. One of the effects of this rapid pace is that the moment any new discovery is made all previous discoveries are treated as being out-of-date and next to useless. Another effect is that many things are not fully developed because, before we become sufficiently accustomed to them or sufficiently practised in their use to get the best results, we are hurried on to the study of improvements destined to replace them. Without being any champion of the Bellville boilers, we sincerely believe that this type of boiler has suffered considerably from the effect of that rapid science which we have discussed above. Bellville boilers—and indeed all sorts of water-tube boilers—require scientific stoking, and it is doubtful if we yet have scientific stoking in the Navy. We are in the transition state at present, in regard to boilers, as we were in regard to guns a few years since: when old and

We are constantly hearing of complaints from *Accidents* ill-informed critics as to the number of accidents *and* among the destroyer flotillas at the different *experience.* ports. It is said that these accidents are far too numerous, and it is inferred that they too often arise on account of the inexperience of their officers. These criticisms are unjust, as well as ignorant, for the most part. The ignorance, that is, which springs from hearsay and theory—which is in most cases opposed to observation and practical experience. Destroyers are tender things and their tenderness is overlooked and forgotten—even if it is ever properly realised—by men who sit at home and criticise. It is one thing to write criticisms in a newspaper office, or a front parlour, and another to give a judgment on things as they are observed from the bridge or engine-room of a destroyer. We are passing large numbers of young executive officers, young engineers and young stokers through our destroyer flotillas, and giving them an experience that will benefit themselves and the fleet to the end of their profes-

sional careers. And if all things are fairly considered it will be found we are doing this at the minimum amount of cost, and are giving our fleetmen experience in the most economical way. It requires a vast amount of nerve and ability, both on deck and down below to navigate and drive these thin shells at the speed at which they are driven (even in fleet manoeuvres) and is an altogether splendid and necessary training for both officers and men; for steersman and stoker, for lieutenant and engineer. They are long and tender, swift and intricate, and need to be handled with the greatest care and judgment. Yet a Warrant Officer can be found on their bridge, at sea, in charge on deck, and another Warrant Officer at the other end of the voice pipe in charge of the engines below, while the boat is thrashing along faster than our fastest cruisers. While officers as subordinate as these are being trained for the future use of the Navy with so few a number (comparatively) of accidents as occur at present, we think it is a matter for congratulation and not for depression. It is worth much in a Navy like ours, now that masts and yards are gone, to have crafts in which officers and men can be trained to handle vessels with confidence at high speeds, and to take hazards which develop nerve and quick judgment; for these are the things that will win future naval battles. Altogether we are satisfied with the work accomplished, and the comparatively small amount of accidents, in the destroyer flotillas.

*The
Malta
Club.*

We are glad to hear the Malta Club is going ahead apace under its energetic President and Committee, who are being loyally backed up by all the members of the club. With such a combination of strength and spirit everything is possible. The most gratifying

point to us is that our people in the Mediterranean are doing their social duty at Malta in the most satisfactory way. This is a thing which in the past has not always been as it should be. Our superiors show us the way to lavish hospitality on our civilian neighbours in all quarters of the globe, and the reciprocation of the civilian lightens weary hours, by goodfellowship, after duty is done. Clubs are pre-eminently the places for such exchange of courtesies, and we are glad to learn that the most cordial relations exist between our class and the civilians at Malta, for such relations can only benefit the service to which we belong in many ways, and thus pay back the country in kind what the Authorities grant us in cash for this particular service. We have not room now to give in detail the results of the billiard tournaments

THE COST OF THE 1896 CONCESSIONS.

Sir,—I understand there is some difficulty in understanding how the amount of £30,000, which was the sum stated by the late First Lord of the Admiralty as required to meet the concessions of our class in 1896, has been expended; and some members of the class have, I have been informed, cast doubt on the statement that that sum has ever been expended and received by us. Others have argued that the amount mentioned by Lord Goschen, included sums required to pay additional officers promoted from among the petty officers, thus swelling the lists while not adding anything to the emoluments of those serving.

Having been so deeply interested in the business from my long and intimate connection with its work as General Secretary, I have carefully watched the figures shewn in the Navy Estimates for the succeeding years, noting the increases under the various Votes, checking and deleting any increases of salary and allowances due to addition by promotion of new men to the lists, and carefully observing by help of the official *Navy List* where these officers were serving, so as to be accurate as to allowances; and am thus in a position by reference to these figures to assure the class that their Lordships of the Admiralty have more than kept their faith with us, and that the amount (except in the first financial year of the concessions) has been invariably exceeded.

Omitting the details—which it would not be wise to publish, but which are enclosed for your inspection—the following table shews what extra amounts were paid over to us in the financial year 1896-1897:—

Increase of pay to 81 Chiefs and 746 Warrant			
Officers of from 3d. to 2s. 9d. per diem	...	£14,590	17 6
Technical allowance to 435 Chief and other Gun-			
ners and Signal Boatswains at 1s. 6d. per diem	£11,908	2	6
Increased Store Allowance to 525 officers of from			
2d. to 6d. per diem	...	£ 2,826	7 6
<hr/>			
Total annually	...	£29,325	7 6
<hr/>			

At the present time the amount expended over the 1895 rate is little short of £33,000, and this increases steadily as year by year the Chiefs' lists are augmented, and the number of Gunnery and Signal Boatswains are increased; going up in fact in the same ratio as do the number of vessels in the British Navy. The tendency is over to augment the number of officers employed at sea, in home appointments, and in the Reserves. In addition to the above there is a growing charge on the non-effective Vote for the increased pensions to widows of officers of honorary and relative Lieutenants' rank.

I would add that had the wishes and hopes of the early leaders been realised and had the first months increased emoluments, due to the "Appeal" concessions, been paid over by the members of the class to the Association Reserve Fund, that fund would have benefitted to the tune of £1,800, while officers would not have missed this small thankoffering to the Association which has won such solid financial concessions and advantages for them.

Yours, H. D. CAPPER.

*The
Cape
Club.*

THE Chief and Warrant Officers have been so busy in South African Waters during the last eighteen months, with matters Military, that they have been unable to assemble together for social companionship. Now, however, they are all back from the veldt, and about fifty members of the flourishing Chief and Warrant Officers' Club at SIMONS TOWN recently held a most successful social to welcome back from the front, and give parting speed to several officers of

MR. ARNOLD-FORSTER last night announced that a *As others* decoration is to be given naval Warrant Officers who *see us.* have done good service in South Africa. Judging from the Parliamentary Secretary to the Admiralty's remarks Warrant Officers are not to be admitted within the pale of the Distinguished Service Order. Probably they are to have a special decoration all to themselves. Whether this be so or not, it is at least satisfactory to know that the Warrant Officers will not in future have to be passed over when decorations are being distributed. Those who form "the backbone of the Navy" will look forward with interest to the next official pronouncement on this matter. But there is one other question now at issue which interests Warrant Officers even more than those above referred to. The Admiralty, it is pretty well known, are considering whether it is not possible to open the Coastguard service to Warrant Officers by making them eligible for appointment as divisional officers, and for certain other shore billets which would carry commissioned rank with them. Certain difficulties present themselves to the official mind, but if these are not held to be insuperable—and they ought not to be—it is probable that within a very short time it will be officially announced that the barrier between the quarterdeck and the lower deck has been further weakened.—*Southern Daily Mail*, 18-5-'01.

*News
from
Sheerness.*

On Saturday the 27th ultimo, the Sheerness Gunnery School had a full-dress cricket event, the occasion being the opening of the cricket ground belonging to the School by a team of the London County Cricket Club, captained by Dr. W. Grace, which played a match against a Naval team under the leadership of Captain Charles Campbell, U.B., A.D.C., (Commanding the School); Lieutenant Grace, son of the veteran cricketer, being a member of the Naval team.

The day was fine, and a "gate" of many hundreds assembled to witness the interesting event. The School team had the first innings and totalled a score of 113; the visitors going to the wickets after luncheon, when with a display of fine batting a total of 164 was compiled, Dr. Grace's contribution being 111 to this result.

The Warrant Officers Mess erected a large marquee, decorated with flags, and arranged a la'café, very much to the comfort and convenience of their visitors and friends: a liberally supplied buffet, ices, afternoon tea, etc., being under the personal supervision of the committee. The portion of the pavilion belonging to the mess was also available, and in front of the marquee a sufficiency of chairs were provided. A large number of officers of the School and tenders, also from the vessels in port and the Reserve attended with their lady friends, and a most enjoyable afternoon was the result of the careful thought, and painstaking consideration of the committee, which consisted of Messrs. H. Downes, G. Cooper and T. Jackman: a vote of thanks subsequently passed by their mess-mates to these officers but inadequately indicates the appreciation which their labours engendered in the minds of those present.