

Still under consideration. MR. KEARLEY asked the Secretary to the Admiralty whether he could explain the reason why the Warrant Officers of the Navy who were landed from their ships on the Cape station and took an active and distinguished part in the general advance from Enslin, remaining with the Naval Brigade throughout the operations of last year, and had had no participation in the promotions and honours awarded, notwithstanding all of them had been favourably mentioned in despatches, and that almost all the commissioned and subordinate officers had been promoted or noted for promotion.

MR. ARNOLD-FORSTER replied that a Warrant Officer who distinguished himself in the defence of Ladysmith had been promoted to commissioned rank, and the names of others had been noted for special consideration when the opportunity of

recognising their services presented itself. Warrant Officers were not eligible for honours, which were limited by the statutes of the orders to officers of commissioned rank; but their position in this respect had been for some time under consideration, and it was hoped that a means of recognising the services of this valuable class of officer might be shortly approved.

*Good
Work
Recognised.*

FRIENDS of Mr. G. H. Porter Carpenter, R.N., will be glad to hear that that painstaking and careful officer has earned the appreciation of their Lordships of the Admiralty for the excellent work displayed in his Journal of detail sketches made during the construction of the battleship *Bulwark*.

It is so seldom that officers of our rank have an opportunity to lay before the Board evidence of the undoubted ability which is possessed by numbers in the Class, that such an appreciation by our superiors of good work performed as a part of the ordinary business of one's profession, is the more gratifying.

The Admiral Superintendent of Devonport Dockyard has been directed to communicate to Mr. Porter their Lordships satisfaction with the exceptional merit which the Journal displays.

Good
encourage-
ment.

ADMIRAL SEYMOUR will allow us to say he has set a most excellent example in his endeavour to encourage good heavy and light gun shooting in his fleet. He has done it in a double way by first offering a prize such as has for many years existed in our largest fleets for boat sailing and rifle firing, and he has thereby pointed out to all in command of ships in his squadron how vital a thing it is that captains of guns in the British fleet should excel the captains of guns in all other fleets in being able to hit the mark every time they pressed the trigger of a ship's gun. This is an old theme of ours and like King Charlie's head with Mr. Dick it will keep springing up in almost everything we write. But if, like Mr. Dick, it at all questions our sanity we are glad to be insane and not a bit ashamed of reiteration on so important a subject. What we want to say now is this. Captain Scott has once again shown on the *Terrible* that his system of training men to shoot is far and away the most effective of any system that has been tried. The proof of that is testified by the results achieved. That being so why should not his system be made obligatory throughout the fleet until a still better one is found? The importance of straight shooting to the empire is of such vast importance that no personal prejudices should be allowed to stand in the way of the very best being done to approach perfection as near as is possible in every ship in every squadron or fleet of the British Navy. Captain Scott has shown us the way and explained the method of mounting siege pieces as field guns and we feel sure he would as readily and lucidly describe his method of getting such a large per centage of hits on the target on prize-firing day. What can be done on the *Terrible* can be done on nearly every other ship if things of less importance are only brushed aside, and this all important matter given the attention that the interests of the empire imperatively demand should be given to it. But this should no longer be a matter of choice, it should be insisted on; and if straight-shooting rather than polished bright-work be made the medium of promotion there will be straight-shooting in a very short time and Captain Scott's methods will soon be all the rage. But our point: is every hour of delay is dangerous and we must get to work with the improvement at once.

BERMUDA CLUB.

SIR,—Seeing by the June number of our most valuable paper that you would like to hear from us, I take this opportunity of communicating with you. First I think the members of our club must certainly congratulate the Warrant Officers at Malta and the Cape on the manner in which they are getting on.

At present we are residing in a private cottage kindly lent us by the Captain in Charge of the Dockyard; as owing to the extensive alterations which are going on here our club has been pulled down; as the contractor is wanting the stone on which it was built. For the information of coming members I may say that the contractors are shifting the club to a site that was especially granted to us directly opposite the Captain's cottage, and although it will not be in such a good position as before it is as good as we could select. Regarding our social functions I may say they are few and far between, as during the summer months there are very few W. O.'s left here; but I think that when the

*Mutual
help.*

Now that we have a federated Australia, with federated interest on the sea, we may well hope that we shall have a federated and considerable subscription from the new Commonwealth to-

wards the empire's fleet. We have learnt to call our Navy and Army the Imperial forces ; among other things that the South African war has taught us. But the Imperial forces should receive up-keep from all the parts of the empire which they protect. The main burden of financing them will naturally fall on the mother country, whose interests are by far the greatest. Yet it is to be hoped that the patriotism of our colonies, which has caused them to furnish our Army with contingents whose skill and pluck has been so splendidly shown and loudly acclaimed, will also extend to the Navy, and that they will help us with men and money in connection with our Navy, which is even of more importance to them ; situated as they are in a sea-girt continent. We have no reason to doubt but that this will be so, when

FIRST AWARDS.

THE *London Gazette* announces that the King has conferred the decoration of the Conspicuous Service Cross on the following Warrant Officers and Subordinate Officers of the Royal Navy in recognition of their services during the operations in South Africa :—

Gunner Ernest Edward Lowe.

Gunner Joseph Wright (also served on shore during the recent operations in China.)

Midshipman Thomas Charles Armstrong (now Acting Sub-Lieutenant.)

Midshipman Cymbeline Alonso Edric-Huddart (killed in action.)

Midshipman Thomas Frederick John Livesey Wardle (now Acting Sub-Lieutenant.)

Midshipman Reginald Becher Caldwell Hutchinson.

Captain Bearcroft, in his despatch of June 9th, 1900, recording the part played by the Naval Brigade in the capture of Pretoria, mentioned Mr. Lowe, of the *Monarch*, "for zeal and energy shown in keeping up an adequate supply of ammunition near the guns, and in looking after the safety of the remainder."

Mr. Wright, of the *Terrible*, has been repeatedly mentioned, notably by Sir Redvers Buller, for "excellent service" at the battle of Colenso, and again by Lieut. Ogilvy, R.N., "for his constant zeal, ability, and coolness under fire," during the operations ending with the relief of Ladysmith.

AN examination for Gunner was held on board H.M.S. *Boscawen*, at Portland, on July 3rd. The Board consisted of Capt. Jervoise; Commander Millor (N.); Mr. J. Endicott, Chief Gunner; Mr. W. Purkis, Gunner; and Mr. Fish, Boatswain. The candidate, W. Griffin, P.O.I., was put back for 12 months, and recommended to be sent to sea for that period.

Honour
where
due.

We very much regret to learn of the sad accident which took place on the destroyer "Daring," after she had entered Portsmouth Harbour on the evening of the 10th ultimo. Mr. Chipp, the chief gunner in charge, had, we understand, been towing targets all day

for gun practice from the *Narcissus*—both vessels being connected with the Whale Island gunnery school—and the accident happened within half a mile of his moorings. It was the old story, unfortunately, of something wrong with one of the tubes of a boiler; and its bursting cost one man his life while four others were seriously injured. We are glad to know that heroic efforts were made to rescue the men in the stokehold and that Mr. Chipp, himself, and Mr. Rennison, gunner, as well as the artificer-engineer, Mr. Gauntlett, were all conspicuous in leading their men in the daring efforts of rescue which were attempted. We congratulate Mr. Chipp the commanding officer, and his colleagues Messrs. Rennison and Gauntlett on their example and courage. The "Daily Mail" also pays them a tribute which we are glad to note, as it is sometimes said by ignorant people (and credited by other ignorant people) that ranker leaders cannot be trusted in the hour of trial and danger. We like to nail that lie to the counter whenever opportunity offers, and with this view we this time quote an absolutely independent witness. This is what the "Daily Mail" says about the matter:—

"Although the finding of the court of inquiry held yesterday relative to the cause of the accident has been kept confidential, it has transpired that the crew of the *Daring* exhibited the greatest gallantry in subduing the flames which followed the explosion.

It is said that the crew of the ship—which was wholly in charge of rankers—worked with a coolness and courage that were most praiseworthy. Artificer-engineer Gauntlett who was in charge of the engines, Chief Gunner Chipp, the commanding officer, and Gunner Rennison, set a courageous example to the men, and by dint of hard, cool-headed work the fire was extinguished and the ship brought to anchor.

Had anything like a panic occurred a terrible disaster would probably have resulted.

In their efforts to penetrate the steam-choked stokehold the men risked their lives cheerfully, and eventually succeeded in recovering Reed's body. The other disabled men were assisted up the ladders as they stumbled towards them."

To us, who know, these things are not surprising; but it is as well to have them recorded in the daily press for those who do not know. Mr. Chipp and his colleagues only acted naturally but honour should be given where honour is due.

PRESENTATION TO A NAVAL GUNNER.

A few of the friends and admirers of Gunner Harry Ball, late of the cruiser *Doris*, assembled at the Lockyer Hotel, Plymouth, on Saturday evening, for the purpose of presenting him with a souvenir in recognition of the important part he played in the South African campaign. Chief Gunner H. J. Bennett presided, and others present were:—Chief Gunners G. J. Blower, O. G. Crabb, J. P. Cutler, and J. M. McDonald; Gunners T. Berridge, F. H. League, W. Sargeant, W. Bacon, T. Lowman, T. Harding, H. Barratt, J. Fiddick, J. Dooley, C. Ward, W. J. Knowles, W. J. Kitto, W. A. Peachey, H. Pawley, and F. T. Webber; Boatswain R. Spry and Carpenter T. L. Soper.—The chairman, who made the presentation, congratulated Mr. Ball on his safe return, after an eventful commission, from the scenes of the battlefield, where he had distinguished himself and added fresh laurels to the rank to which he belonged. They were all proud of him. Some of those present would remember about three and a half years ago, when he was about to leave England, on vacating the vice-chair of their association, which he had so ably filled, how they wished him "Good-bye" and "God-speed." They were confident that he would give a good account of himself if ever opportunity offered; the opportunity came, and he had justified their expectations. He had done his duty with credit to himself, to his cloth, and to the service to which he belonged. He had maintained the glorious traditions of the British Navy. (Applause.) They had

Mr. Edward J. Main, chief carpenter of the battleship *Collingwood*, in dock at Devonport, was going to his cabin on Wednesday week when he fell over an iron grating, breaking one of his ribs and injuring two others. He was attended by a surgeon on board, and was subsequently removed to the Royal Naval Hospital, Stonehouse.

MR. KEARLEY asked the Secretary to the Admiralty what decision had been arrived at as to the participation of Warrant Officers of the Navy in the promotions and honours now being awarded in connection with the South African campaign.

CAPT. PRETTYMAN referred the hon. gentleman to the answer given to his previous question by the Secretary of the Admiralty. The formal steps requisite for establishing this new decoration were being taken, and effect would be given to the decision at the earliest possible date by publication in the "London Gazette."

THE hissing sound of the electric arc-light is familiar to many people. At a recent meeting of the Institution of Electrical Engineers it was shown that the sound can be varied so considerably that it is possible to arrange a key-board of electric switches representing two octaves, and by the use of it make the arc-light emit the musical notes of a simple tune. This should be a boon to the advertisers who disfigure the street with flash-light advertisements. Who would fail to be attracted by Smith's Patent Infant Soother if accompanied by the music of "Only another night to roam!"

THIS IS MY HIDDEN FILE

Would you believe it??

**Not ONE WORD MENTIONED
of CHRISTMAS, especially
the first one in the new century
and the country still at war, and all
that.**

Jeff Dykes April 18th 2004

THE Riding Master of the 21st Lancers has been appointed to a troop command. This is certainly a new departure in the way of ranker promotions. What makes it more all the more remarkable is that the new Captain was only promoted to the rank of Riding Master, (and Hon. Lieutenant) a year since. He had previously been a Squadron Sergt.-Major of the 30th Hussars.—
Daily News.

A VERY great deal has lately been said and written about the sufficiency and efficiency of the British fleet. Some of these criticisms have been well informed and some otherwise. As to the strength of the British fleet, that is obviously a matter for settlement by our superiors at the Admiralty, and cannot be discussed in these columns either with propriety or intelligence, as no data is at hand on which to ground intelligent criticisms. It is the business of a sailor, as with other men, to use the tools placed in his hands by his masters to achieve the end for which they were fashioned, with all his soul and with all his strength. It is for the master to determine what plant and machines he will set up or lay down for his business, and it is for his men to use these to the best advantage—and on rare occasions only complain of their sufficiency. Advice, however, from the men to the master, as to improvement in the plant set up for specific purposes, which arise from the workman's experience of practical working is permissible and should be welcome. Acting on these principles, and remembering what Admiral Hopkins recently told us as to the Board of Admiralty looking for and welcoming outside criticism, we venture to put forward a few suggestions not in regard to the increase, but by way of doing our mite to assist in improving the efficiency of the British fleet.

Our criticism is to be based on official utterances. Lord Selbourne in answering remarks made by Lord Brassey and Lord Goschen, in the House of Lords on