

power in the interests of the college.

The toast of "The Army, Navy, and Militia" was proposed by Mr. Leonard, the retiring president, and was responded to by Cols. Sweny, Turnbull, Hamilton and Mason, all of whom referred in the highest terms to the Royal Military College, its graduates, and the beneficial effect they had upon the militia of Canada.

Col. Hamilton, after an admirable sketch of the history of the Canadian militia, said that the time had come when they should let the members of the Government know that they demanded that the claims of the graduates of the Military College should be recognized. It was a shameful thing, he said, that men like Stairs had to go from the country to earn a living when there were positions in Canada that would give them employment. He claimed that the militia of Canada had not been fairly treated. They had been treated as a fifth wheel.

Col. Mason also expressed the opinion that the Government had not done its duty to the R.M.C. It was understood at the time that the college was started, he said, that its graduates should have first claim on the Government, but this had not been done, and the militia had suffered by it. He was glad to see that Mr. Maclean realized the position and had promised to do what he could for the graduates.

The other toasts on the list were "The Press," "The Royal Military College" and "Our Absent Comrades." "The R.M.C." was received with a heartiness and enthusiasm which showed how dear to its alumni the college is. After the singing of "Rule Britannia" and the "Red, White and Blue," the toast was responded to by Col. Otter, Capt. Twining and Batt. Sergt.-Maj. Hencker.

Col. Otter, after speaking in the highest terms of the college and the education given there, dwelt upon the necessity of the Canadian militia, if it is ever to be of real service, being educated. He condemned in the strongest manner the appointment of men to positions in the permanent militia owing to political influence. "We have had considerable experience of such men," he said, "and they have been found wanting."

"Our Absent Comrades" was proposed by Mr. O. R. Evans and responded to by Major Denison, London.

A YEAR'S NEW WARSHIPS.

The warships, exclusive of torpedo-boats, launched during the year 1893 for the various navies, with their tonnage and estimated speed, were as follows:

Great Britain: Second class protected cruisers: Astrea, 4360 tons, 19.5 knots; Cambrian, 4360 tons, 19.5 knots; Char-ybdis, 4360 tons, 19.5 knots; Flora, 4360 tons; 19.5 knots; Forte, 4360 tons, 19.5 knots; Hermione, 4360 tons, 19.5 knots. Gun vessels: Speedy, 810 tons, 20.2 knots; Dryad, 1070 tons, 19.0 knots. Torpedo boat destroyers: Havock, Hornet, Daring, Lynx, each 220 tons, 26.27 knots.

Argentine Republic: Gun vessel: Patria, 1183 tons, 18 knots.

Austria Hungary: Protected cruiser: Kaiserin and Konigin Maria Theresa, 5100 tons, 19 knots. Gun vessel: Satellit, 500 tons, 20.5 knots.

Brazil (purchased from Schichau, of Elbing): Five torpedo boat destroyers, 120 tons, 26 knots.

Chili: Protected cruiser: Blanco Encalada, 4400 tons, 23 knots.

China: Protected cruiser: Foo-Ching, 1040 tons, 16 knots.

Denmark: Torpedo boat destroyers: Nordkaperen and Makrelen, each 120 tons, 20 knots.

France: First class battleships: Charles Martel, 11,800 tons, 17.5 knots; Jaureguiberry, 11,820 tons, 18 knots. Second class battleships for coast defence: Trehouart, 6610 tons, 17 knots. Armoured

cruiser: Charner, 4750 tons, 19 knots. Protected cruisers: Bugeaud, 3720 tons, 19.5 knots; Chasseloup Laubat, 3720 tons, 19.5 knots; Fricant, 3720 tons, 19.5 knots; Suchet, 3430 tons, 20 knots. Gun-vessels: D'Iberville, 925 tons, 21.5 knots; Fleurus, 1310 tons, 17 knots. Torpedo boat destroyers: Lanaguenet, 138 tons, 26 knots; Archer, 120 tons, 20.5 knots; Mousquetaire, 125 tons, 24.7 knots.

Germany: Protector cruiser: Gefion, 5000 tons, 20 knots.

Italy: Protected cruiser: Liguria, 2225 tons, 18.5 knots.

Russia: First class battleship: Tri Sviatitelia, 12,000 tons, 17.5 knots. Third class battleship for coast defence: Admiral Ushakoff, 4126 tons, 16 knots. Gun-vessels: Guidamak, Griden, Vasdnik, each 400 tons, 21 knots.

United States: First class battleships: Indiana, Massachusetts, Oregon, each 10,200 tons, 16.2 knots. Ram cruiser: Katahdin, 2100 tons, 17 knots. Protected cruiser: Minneapolis, 7350 tons, 21 knots.

Hayti: Gunboats: Alexander Petiom, Capois la Mort, each 200 tons, 14 knots. The total warship tonnage launched by each of the more active naval powers was thus: France, 52,188; United States, 40,050; Great Britain, 28,920; Russia, 17,326.

DOGS IN WAR.

The Germans have devoted themselves to the training of dogs for carrying communications to and from outposts with considerable success, pointers being found the best animals for the purpose. Larger dogs are now to be tried in conveying ammunition. Considering the relations between men and dogs in England, where certainly, in spite of the seven-and-sixpenny duty, now overdue, more dogs are kept as pets than in any other country, it is strange (thinks the Daily Chronicle) that we have done nothing in the way of utilizing for military purposes, and especially for carrying orders, the services of the affectionate "friend of man." There is, it is true, an Act of Parliament against employing dogs in traction, but there seems to be nothing in its spirit or its letter to prevent the use of dogs as messengers, even if they are made to carry a small burden. The German Army dogs have a special officer and a special body of men charged with their nurture and training. They are taught to march without frisking about, to avoid barking, but to announce the presence of strangers by a growl, to carry messages up to two and a half miles by known roads, and beyond that distance to find their own way across country, and to do their duty at the command of any man in the same uniform. They are fed systematically on biscuits and meal prepared with water of stock, and their high intelligence is in every way directed within the limits of a narrow circle. The trainer is ordered to be sparing of both rewards and punishments, but the dog is always, on doing well, to be welcomed and patted. —Naval and Military Record.

THE 2ND SOMERSESSHIRE, L. I.

The Somersetshire L.I., the 2nd Batt. of which was expected to arrive at Devonport at the end of the week after an absence abroad of over sixteen years, was raised in 1685 for the purpose of aiding in the suppression of the "Monmouth" Rebellion, and has seen service in nearly every part of the empire. On its colors it has the badges of the "Sphinx," superscribed "Egypt," and a "Mural Crown," superscribed "Jellalabad." The honors which the regiment is entitled to bear on its colors are Dettingen, Martinique, Ava, Afghanistan, Ghuznee, Cabool 1842, Sevastopol, South Africa 1878-9, and Burmah (1885-87). The raising of the 2nd Batt. only dates from 1858, when it was decid-

ed to form a second battalion to the twenty-five regiments of infantry of the line. During the past five years it has served, and seen considerable service in, Burmah, where, with the 2nd Devons, it did much hard work, having been broken up into detachments to form columns to disperse and exterminate dacoity. As a regiment, the Somersets are without equal in the army. In the field or in quarters, it has always won the greatest of praise from generals and other officers, and, being a Westcountry corps, it will be gladly welcomed in the Three Towns.

A MAN OF THE HOUR.

The director of England's naval construction, Mr. William H. White, C.B., L.L.D., F.R.S., probably holds at this moment the most responsible position in the wide world, in that upon his judgment rests the security of the British Empire. During the past four months no one could possibly envy the post held by this gentleman, as since the naval crusade began in October last the Admiralty has been deluged by remonstrance, suggestions, implications, and offers of assistance on the part of inventors, artificers, spies, et hoc genus omne. During the whole of this trying time Mr. White has had to combat the prepossessions formed by naval authorities almost as highly placed as himself. He has had to meet the arguments of irresponsible Parliamentarians who, often wrapt in prejudice, think they are better informed than the expert himself; and in addition he has had to fight the dogmatic opinions of his once colleague, Sir Edward Reed, the member for Cardiff, whose judgment in matters of shipbuilding can only be impugned by those of the very highest constructive ability. That he has succeeded in satisfying all the objections raised by the Ministry appears to be proved by the confidence reposed in him, as it is perfectly certain that before the Cabinet separated for their brief vacation the arrangements for the new naval programme were so far completed that they were agreed to, and Mr. White was left in full charge to carry out the details. It is understood that Mr. White, who has now held the position of chief naval constructor for many years, is opposed to the enormous and unwieldy battleships which fill three-fifths of the proposed naval programme. He believes in the rapid cruiser and the swift torpedo catcher, as it is quite established that no great naval engagement of the future will be fought in battalions. The opinion of the leading naval experts of France is that there can by no means be a repetition of Trafalgar—that is to say, the sea warfare of the future will be a series of separate attacks, serried lines of ships at anchor being impossible from the point of view of modern artillery. Mr. White coincides with this idea, and it is generally understood that the Lords of the Admiralty are with him on this question.

"THE MAGNIFICENT STRIP OF EARTH CALLED CANADA."

Sir Henry Tyler on Monday evening presided at the house dinner of the Imperial Institute, and subsequently at the evening lecture. "Our New Highway by the Orient across the Mountains, Prairies, and Rivers of Canada," delivered by Mr. J. E. Mudlock. The lecturer expressed his deep regret that England had allowed her hold of the magnificent strip of earth called Canada to be loosened in the way she had done. Canada was larger than the United States by 500,000 square miles, but with a population scarcely greater than that of Scotland. The land was groaning for population and for the means of opening up the country and the vast forests capa-