

that the chief interest of the day centres around the newspaper offices. Even the tea-shops have lost their air of gaiety, and the famous palm-room at the Empress, once the daily scene of brilliant assemblies, is depressingly quiet; true, the music still plays, and the afternoon sun pouring in through the windows makes the place like a bright garden, but only sober little groups of people come and go to-day.

OF the soldiers in training here, perhaps the most popular among the infantry regiments is the 50th Gordon Highlanders. This corps of men was equipped by Mr. W. H. Coy, who gave fifty thousand dollars for that purpose. Mr. Coy is a New Brunswick man, of United Empire Loyalist stock, and is honorary colonel of his regiment, with whom he is immensely popular. The 50th boast the distinction of having for their big drummer Mr. Hoy, a man who has served in three campaigns, and whose drum-sticks were presented to him by Queen Victoria for coming off first in a competition with all the drummers of the British Army. The Gordons have sent three hundred men to the front, but are recruited again up to their full strength, and are hoping to the last man to leave on the next contingent. The oldest volunteer force here is the Fifth Regiment of Canadian Artillery, a hundred of whom were the first men to leave British Columbia for active service. The 88th Fusiliers have been in existence less than two years, but make a fine showing, two hundred or more of them are now on Salisbury Plains. The mounted squadrons of B. C. Horse and Elliot's Horse are a magnificent looking lot of picked men, most of whom have seen active service in one or more campaigns, and all the members of the latter having won medals for courage and ability on the battle-field.

The outbreak of the war found Victoria in a state of unpreparedness. The Rainbow, the Algerine and the Shearwater were out somewhere on the Pacific; none of the volunteer forces was at any-

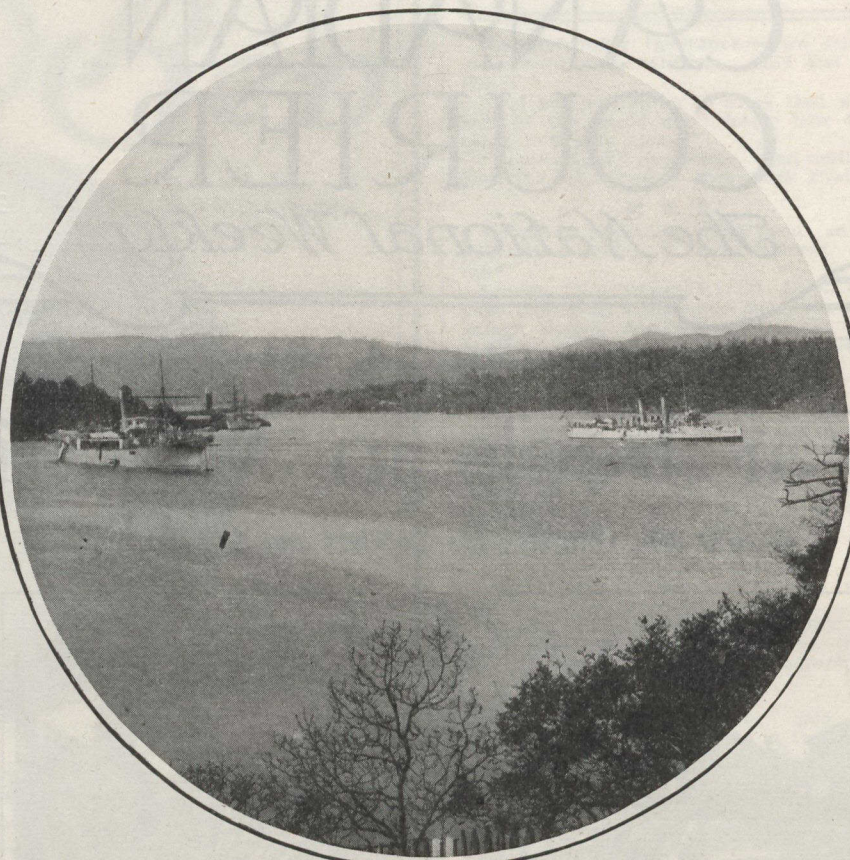
thing like its full strength, and there was only a handful of regular at Work Point Barracks. It is not surprising that there was a general feeling of

Every hour in the day anxious eyes were turned toward Race Rocks Lighthouse to watch for a sign of the enemy's ships, and few people slept very soundly at night, half expecting any moment to hear the whistles of the breweries and the mills, which would mean the call "to arms."

All night the patrol boats moved about the harbours of Victoria and Esquimalt on ceaseless duty, sending their powerful searchlights in all directions. Every ship that came and went through the Straits, every craft that moved in the water became at once a target for their weapon of light. One night, about ten o'clock, word was sent to the city that three German cruisers were making their way up the West Coast of Vancouver Island. From that hour until early morning the soldiers in full fighting trim stood ready and waiting, and many a mother kept sleepless vigil over her children, fearing what the next hour might bring forth. But the German cruisers proved to be our own Rainbow, the Newcastle and the Idzuma, the latter a Japanese man of war.

NO one in Victoria to-day feels any anxiety for ourselves. Nearly every man among us is in military training, our forts are fully garrisoned, our guns well-manned, and all our regiments recruited up to their full strength. Though the sentries at Esquimalt are on ceaseless watch, and every pathway to the Admiralty waters is closely guarded, any one passing along Esquimalt Road may see for himself, over the tops of the houses in the dockyards, in through the branches of the trees, the grey smoke-stacks and the great guns of the grim ships of war, riding at anchor in the harbour, steam up, bunkers full, and the sailors, every man of them, eager for a try at the enemy.

The people of Victoria are nearer the danger zone of naval warfare than any other part of Canada. And though they know it as only sea coast communities can, they are not afraid. But they are certainly very much interested.



Esquimalt Harbour, with the Rainbow to the right; to the left the two cable ships, the Iris and the Restorer, which has gone to Seattle to remain in neutral waters.

uneasiness among us, particularly as the Leipsic and the Nuremburg were said to be only a few miles outside the entrance to the Straits of Juan de Fuca.

Where the Submarines Win Out

PRAYING for Jellicoe is good so far as it goes. The British navy, however, is not sustained upon prayer; and Sir John Jellicoe is probably the most impatient fighter in the world at the present time, because he can't do much but keep the German fleet from getting out. As a factor in the war his navy is bigger than any army. But his army of seamen are hankering for a whack at the Germans, and it's about time they had it. The spirit of Nelson still lives. Marine warfare isn't all submarines and floating mines. The trouble so far is that real seamanship has had very little chance. What can be verified of the sinking of the Monmouth and the Good Hope assures us that the crews fought gallantly.

But this kind of sea-gallantry has been very scarce in the present war. Since the Home Fleet put to the North Sea under Jellicoe with orders to "capture or destroy the enemy," most of the capturing has been of mercantile marine on both sides, and most of the destroying by mines and submarines. Here is the outline of naval operations.

British Successes

GERMAN mine-layer Koenigen Luise sunk by the Amphion; German submarine U15 sunk by the Manchester; Goeben and Breslau, German cruisers chased out of the Mediterranean into the Black Sea, where they were taken over by Turkey; Kaiser Wilhelm Der Grose, merchantman sunk by Highflyer on August 27th; German armoured cruiser Cap Trafalgar sunk by H. M. S. auxiliary cruiser Carmania on September 14th; five German cruisers sunk by Sir David Beatty's squadron in the Bight of Heligoland; 387 German merchantmen detained and captured with a total tonnage of 1,140,000 tons; four German destroyers sunk off the Dutch coast by the British Mosquito fleet under Capt. Cecil Fox in the Undaunted; German light cruiser Hela torpedoed and sunk in a mined harbour by British submarine E9; German destroyer S67 sunk by the E9 near Borkum—both of these without a single British casualty; Leipzig and Nuremberg chased away from our Pacific coast by Rainbow, Montcalm and the Japanese Idzuma; German cruiser Yorck of 9,250 tons sunk by a mine in Jade Bay on the German coast with loss of half the crew; German advance along the Belgian and French coast checked by gun-fire from British Monitors alongshore.

German Successes

H. M. S. AMPHION sunk by a German mine; Pegasus disabled in Zanzibar by the Konigsberg; British cruisers Aboukir, Cressy and Hogue, all old types and semi-obsolete, sunk by

German submarine in the North Sea; H. M. S. Pathfinder blown up by German submarine; cruiser Emden sinks four British merchantmen and a col-

PRAY FOR JELlicoe.

BY HUGH PEDLEY.

"There is no figure in the world at the present moment so dramatic as that of Sir John Jellicoe. A British admiral is always a solitary man; but in war, and in such a war as this, his solitude is appalling."—Harold Begbie.

When the warships lie within the bay
In silent waiting for the day.
And the patient moments come and go,
Pray, men, O pray for Jellicoe.

When alone the chief his vigil keeps,
While the sailor-boy in hammock sleeps,
Ere the winds of battle 'gin to blow,
Pray, men, O pray for Jellicoe.

When forth the grey line steers to sea
Ever to fight, to fight and never to flee,
And the watchman sights the distant foe,
Pray, men, O pray for Jellicoe.

When the air's athrob with wild alarm,
And the sea astir with sudden harm,
And danger's above, and death is below,
Pray, men, O pray for Jellicoe.

When the line of battle at length is drawn,
And high noon ascends from thundrous dawn,
And the ocean heaves with its weight of woe,
Pray, men, O pray for Jellicoe.

When the cloud-veil breaks and the work is done,
When Peace returns from the battle won,
With shining face and with heart aglow,
Praise God, praise God for Jellicoe.
Montreal, Oct. 29, 1914.

lier; 86 British merchantmen with total of 229,000 tonnage detained and captured by Germans; Russian cruisers Pallada and Boyon sunk in the Baltic; 2,000 British marines set to aid in the defence of

Antwerp, interned and disarmed in Holland; British cruiser Hawke sunk by German submarine near Aberdeen, with loss of 400 crew; Monmouth and Good Hope sunk by a German squadron of five cruisers off the coast of Chili; several merchantmen in the Indian Ocean sunk by the Emden flying false colours; French gunboat, the Zelee, sunk by submarines.

Statisticians may differ over who has the advantage thus far. But, generally speaking, that may be said to rest with the submarine and the mine. The opposing navies, as such, have not been in action. Most of the actual fighting has been done surreptitiously at varying distances from the place where the German fleet is bottled up by the British and kept out of action. Von Tirpitz threatens to take to the open sea. Winston Churchill says the German navy must be dug out of the Kiel Canal like rats from their holes. But they neither come out nor are dug out. The two greatest fleets the world ever saw still lie like sleeping dogs with one eye open. Germany no doubt intended to have two or three naval bases for her fleet on the Belgian coast for an invasion of England. The capture of Antwerp for this purpose need not be taken seriously. Antwerp is no more useful as a naval base to Germany, even if she could get her ships there, than Liverpool would be to England, and for just the same reason. The real reason for getting Antwerp is said to be the protection of Essen and the Krupp works, which are busy day and night forging more and more siege guns such as battered Namur and Liege.

Whenever it comes to a real naval engagement, British expectations will not be so cocksure and pot-lucky as the ill-fated dash of the Monmouth and the Good Hope and the Glasgow into the Pacific against the German squadron of modern warships. We are not yet sure of the real details of this engagement, but are quite convinced that the British cruisers, being of the same period as our own Rainbow, were outclassed by the modern German cruisers built during the past few years.

The immense fleet reviewed by King George off Spithead just before the war is now reduced by a dozen or so; but it is still a greater fleet than any other two in the world. Expenditures on the British navy have been for many years far ahead of the German expenditures. In 1910-11 the British naval budget called for \$203,000,000; against about \$60,000,000 spent by Germany, whose final Dreadnought programme would not have been completed until 1918—which was about the time that the Kaiser intended to have his real war with England. The programme for the present war took no account of