

OUR SERVICE CONTEMPORARIES.

In the memorial chapel erected in St. Jude's Church, Southsea, to the memory of the late Colonel Sir W. Owen Lanyon, a handsome marble tablet has been erected in commemoration of Mr. H. H. M. Lanyon, a midshipman who was drowned in the *Victoria*. This young officer was a cousin of Sir Owen Lanyon, and nephew of the late Mr. P. E. Owen, the founder of St. Jude's Church. At the time of the foundering of the *Victoria* Midshipman Lanyon was acting as A.D.C. to Sir George Tryon, and at the critical moment refused to leave the Admiral's side. The tablet bears the inscription:—"In loving memory of Herbert Marsden Lanyon, midshipman, R.N., son of Herbert Owen Lanyon, of Belfast. Born August 14, 1876. Refused to leave his admiral, he was lost by the foundering of H.M.S. *Victoria* at Tripoli, June 22, 1893. 'Faithful unto death.' (Rev. ii. 11)."

When an officer or N.C.O. has in the course of his duties or his pleasure to deliver a harangue to his comrades on "Discipline," says an English service paper, he generally confines himself to the strictly military interpretations of the term. Addressing his Volunteer comrades in the sergeants' mess of the Queen's Edinburgh brigade, on the aforementioned subject, the other night, Sergeant-Major Hurford was disposed to include "writing to the papers" among the breaches thereof. He spoke of the practice as calculated to do much injury. It showed a want of loyalty and want of confidence in the officers of the battalion or regiment to which the writer belonged. It was to be greatly deprecated. Colonel Jones, in proposing a vote of thanks to the lecturer, said he agreed with him in saying that the airing of grievances in the papers was a most reprehensible practice. A man who wrote to papers showed very little manliness in attacking his officers, knowing well that the officers could not go to the press and reply.

The German Emperor is now titular commander of no less than seventeen regiments, made up of eleven German, two Austro-Hungarian, two Russian, one Portuguese, and one English regiment. His Majesty is also Honorary Admiral of the British Fleet, an Honorary Admiral of the Danish Fleet, and *à la suite* of the Swedish and Norwegian Fleets.

Major-Gen. Julian Hall, before relinquishing the North-Western command, which he will do next year, is particularly anxious to witness an assembly of a large body of troops, both regular and auxiliary drawn from different portions of his district, which includes the counties of Warwick, Stafford, Chester, Lancaster, Salop, Worcester and nine others. With this object in view he some months ago obtained the sanction of the War Office to arrange for a camp of exercise on Cannock

Chase, which, it will be remembered, was the scene of a highly successful series of manoeuvres in the summer 1873. The necessary permits from the proprietors of the Chase have been obtained, and arrangements are practically complete for the assembly of about 12,000 troops on Cannock Chase in the last week in July and the first in August. As at present determined upon, these will consist of two regiments of Cavalry; two field batteries Royal Artillery; the 1st Bn. South Staffordshire Regiment; the Staffs.shire Volunteer Infantry Brigade, which consists of the 1st (Handsworth), 2nd (Walsall), 3rd (Wolverhampton) Bns. of the South Staffordshire Regiment and the 1st (Stoke-on-Trent) and 2nd (Burton-on-Trent) Bns. of the North Staffordshire Regiment; the Mersey Volunteer Infantry Brigade, which is composed of 1st, 3rd, 5th, and 6th Volunteer Bns. of the King's, the Liverpool Regiment, and the 1st Volunteer Bn. Cheshire Regiment. These will be supplemented by the depot troops from Lichfield and detachments of Royal Engineers and other departmental corps. Gen. Julian Hall will be in command, and he will be assisted by the officers of the district staff at Chester. The site chosen for the manoeuvres is most admirably suited for the purpose. It is easy of access by train, and ample supplies of water can be obtained from the reservoirs of the South Staffordshire Waterworks Company.

The strong sentiment of loyalty to their clan prevailing among the Scotch has, it is felt, not hitherto been sufficiently considered in connection with recruiting for Scotch regiments; and the steps taken in connection with the Queen's Own Cameron Highlanders and the Argyll and Sutherland Highlanders meet with great approval, and, it is thought, should do some good. Captain Egerton, of the former regiment, has paid a visit to the islands of Skye, Harris, North and South Uist, and Benbecula. At different centres throughout these islands Captain Egerton had Army Bills posted up, on each of which were affixed an exhortation to join the county regiment, the Queen's Own Cameron Highlanders. Excellent photographs of three typical representatives of the regiment in full and undress uniforms, and the interior of a barrack-room with the men sitting down for dinner, occupy prominent positions on the bill, which, after setting forth the general advantages of joining the Camerons with respect to promotion, marriage, leave, and clothing, concludes by asking the lad of the Highlands and Islands to come and help to gain more honor for this gallant regiment. Pamphlets in English, with Gaelic translation, of the history of the regiment and how it was raised by Alan Cameron of Erracht, were also distributed in the districts visited.

Disappointment is widely felt in America with the "commerce destroyer" *Columbia*, in whose designs the Navy Depart-

ment expressed so much pride a couple of years ago. No vessel afloat is so heavily engined, our *Blake* and *Blenheim* having only 20,000 horse power against the 22,000 of the *Columbia*, though their displacement is 9,000 against her 7,350; yet they are faster vessels. The *Columbia* lately averaged 22.8 knots on a short trial trip with an extravagant consumption of coal and oil; but even then her speed sometimes fell to 21.1. The *Scientific American* comments adversely on these facts, and adds a comparison of the performance with the feats of such vessels as the new *Conraders* and those of the American line, as well as with the latest Japanese cruiser. The *Lucania* has crossed the Atlantic at an average speed of 21.3, and the *Paris* made 21.8 on her trial trip, though in neither case is the indicated horse-power per ton of displacement more than about a third of that of the "commerce destroyer." The Japanese appear to have a remarkable vessel in the *Yoshino*, of 4,150 tons and 15,000 horse-power, which has attained a speed of 23.77, and averaged over four runs 23 knots.

Mr. Charles Williams, the well-known war correspondent, contributes an interesting article to the *United Service Magazine*, entitled "Our Wasted Millions." Mr. Williams strongly advocates the establishment of a council of Imperial defence, chiefly on the ground that millions of money are being wasted under the existing system of repatriation and opposition between the administrators of the army and navy. He cites several instances in which money has been squandered on useless works, and tells us that he has collected hundreds of other examples. Some little time ago, Mr. Williams says, it was decided by the Royal Engineers to establish a battery of four 6 inch guns near the summit of Gibraltar. It cost about £80,000 to carry out the work, and it was then discovered that 9-inch guns were absolutely necessary to penetrate the armoured decks of passing vessels. The 6-inch battery had consequently to be removed, and the larger guns substituted at still greater cost. And this is only one striking example out of many shewing the lack of co-operation between the administrators of the army and navy. The remedy suggested is the appointment of a mixed council of distinguished naval and military officers, assisted by efficient subordinates, and Mr. Williams considers that the public would feel complete confidence in such a body. The council would be appointed for a term of seven years, and be empowered to decide upon the necessary expenditure for defensive works.

The practice of naval officers who have served together meeting afterwards for an annual dinner appears to be slowly gaining ground, and possibly in a few years we may be able to class our naval dinners with those of the regiments, says the *Army and Navy Gazette*. At present, however, they are so few and far between