

laid before His Excellency for approval. This had the desired effect, and a description of the present badge and motto was published in general orders, the motto, *Cede Nullis*, being adopted.

#### A STERLING EXAMPLE.

"One thousand men of Sutherland have been embodied four or five years together at different periods—from 1759 to 1763, from 1773 to 1779, and from 1793 to 1798—without any instance of military punishment. \* \* \* And on general parades for military punishment the Sutherland Highlanders have been ordered to their quarters, as examples of this kind were not necessary for such honourable soldiers." - Gen. Stewart.

"The Clan Sutherland is composed of the older of the Celtic races; and obtained a charter of their Clan territory from William the Lion in 1197."—History of Clan Tartans, A. A. Johnson, Edinburgh and London, 1886.

#### Gleanings.

Vice-Admiral G. W. Watson, the Commander-in-Chief on the North-American and West Indies Station, has addressed a letter to Mr. Daly, Lieutenant-Governor of Nova Scotia, complaining of the refusal of the civil police to assist in arresting naval deserters. The Admiral declares that Halifax is the only port in the Empire which would be guilty of such a refusal, and threatens that, if it be continued, he will not allow the sailors belonging to the squadron under his command to go ashore.

Now that the anniversary has passed, and Admiral of the Fleet Sir Provo Wallis, G.C.B., has completed the hundredth year of his distinguished life, there is a feeling of regret that the event was not publicly recognized as a matter of national interest. The numerous letters and telegrams of congratulation received by Sir Provo from the Queen, the Prince of Wales, the Duke of Cambridge, and others, show the general appreciation in which his eighty-seven years of service, much of which is historic, is held. With respect to the Shannon and Chesapeake incident, Sir A. Alison, in his "History of Europe, writes: "Perhaps no single combat between vessels of war ever produced so great a moral impression as this did between the United States and the British Islands."—*United Service Gazette*.

The following, on the horsing of volunteer batteries, is from the *London Times*: "We have had an instance of two different systems. In both cases the horses are hired for the occasion, but in the one case, the horses only are hired; in the other, the men are hired with their horses. The disadvantage of the latter system is that, if there is, in peace, a bad bit of ground, the owner or driver says, 'That's more than my horses can do,' and he proceeds to detach them from the team. In war he would probably consider exposure of himself or horses to the enemy's shell a peril to be avoided at the first opportunity. Col. Hozier, on the other hand, hires the horses which are ridden by his own men in uniform. At Woolwich he has a regular legal agreement with a contractor to the effect that for drill purposes the corps is to be furnished with a certain number of approved horses at a moment's notice—at so much per head per day. The corps has its own harness. On mobilization the necessary horses are taken absolutely at once, at a price periodically revised by an officer representing Col. Hozier, a representative of the contractor, and a veterinary surgeon. There is very little haggling about prices."

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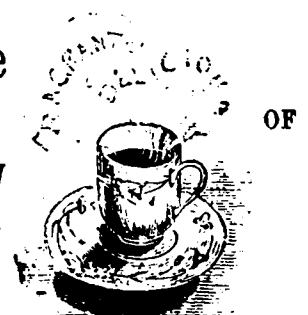
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