

cial interests of the Mother Land will be served. What reception, think you, would France or Germany give to such a project?

Admiral Hopkins, in speaking of the same subject, thinks that four days from land to land should prove sufficient for a fast mail steamer to cover the distance between Ireland and Newfoundland.

From a military point of view the difference in speed from a 12 or 14 knot to a 20 or 22 knot steamer might mean a great deal. The difference of one day's time in the arrival of troops in China—we will say, or perchance India or even Canada—might have an immense influence on the result of a campaign.

By all means, if the scheme be at all practicable commercially—and we are assured by eminent authorities that it is—let us have a fast service between England and Canada via the St. Lawrence.

The Military Gazette is assured that the story of wads or lubricators having been found sticking to the targets during the Ontario Provincial Matches, is a fabrication. Also that the Martini 1894 ammunition is all right. Can any one give positive information on the subject?

A War Balloon Struck by Lightning.

An extraordinary accident, happily not attended with fatal results, occurred on Wednesday afternoon about four o'clock at the school of Military Ballooning, Aldershot. A new balloon, larger than any of its predecessors, was to have been "christened" by the Duchess of Connaught. This balloon, to be named after Her Royal Highness, had been inflated during the morning, and stood ready, gaily decked with bunting. It had been arranged that the Duchess was to cut the rope retaining the balloon, and that Lieut. Baden-Powell, Scots Guards, and two sergeants Royal Engineers were to make a free ascent. The "Flo," the smallest military balloon, containing 4,700 cubic feet of gas, was also inflated and bore a large Royal Standard. As soon as the Royal party, consisting of the Duke and Duchess of Connaught and staff, arrived on the ground this small balloon was sent up captive as a Royal salute. Lieut. Blakeney had intended to ascend in it, and had actually got into the car, but as at this moment some sudden strong gusts of wind arose and large drops of rain began to fall, it was decided to send up the balloon without anyone in the car. The "Flo" then made a

beautiful ascent with its large standard just as the Royal party entered the grounds, where they were received by Col. Sir A. Mackworth, Lieut.-Col. Templer, Lieut. Baden-Powell, and other officers. As the rain began to descend more heavily the party repaired to the storehouse, and very shortly afterwards the accident happened. The balloon was held by a wire cable about 200ft. long, fixed to the drum on the balloon wagon. Suddenly it was seen to be struck by lightning, a blue light surrounding the lower part of the balloon for some seconds, and then a flame shot up from ignited gas, and the balloon fell precipitately to earth, amid a loud peal of thunder. Loud shouts from the sappers forming the detachment at the wagon attracted attention, when it was seen that three of them were rolling on the ground, apparently in intense pain. It seems that the men were about to haul the balloon down by winding on the winch, the handles of which were covered with brass, when suddenly all who had hold of the winch were struck down. Every assistance was immediately rendered to the injured men, the Duke of Connaught himself running to the spot and covering one of the men with his own great-coat. It was soon seen that, though evidently in great agony, none of the sufferers were very seriously injured. One, a bugler, had the inside of his hand rather badly burned, but the worst case of the three showed no external signs of injury. The car of the balloon, which contained a heavy bag of ballast, fortunately fell without doing any damage. On examination it was found that all the upper part had been burnt away, though the metal valves was almost uninjured. Had any one been in the car, even if he had escaped uninjured from the electric shock, he would have had a terrible fall. The thunderstorm did not last long, but it was deemed advisable to postpone any further experiments. About an hour after the occurrence two of the injured men were taken by ambulance to the hospital, still being apparently in great pain. No similar accident has ever happened before to an English war balloon, though a somewhat similar incident occurred some years ago in the case of a military balloon in Italy. By last accounts all the three men have had a return of feeling to the parts affected, and it is expected that in a day or two they will have entirely recovered. Their escape is looked upon as almost miraculous. The Duke and Duchess of Connaught have been constant in their inquiries, and the Duke paid the sufferers a personal visit to express his sympathy.—Army and Navy Gazette, September 8th, 1894.

The Bellerophon, cruiser, at Devonport, is to be provided with six 3-pounder quick-firing guns, to take the place of her Nordenfeldt machine guns. She is also to be supplied with a tank fitted with flooding arrangements for the stowage of dry gun-cotton. The gun-cotton has hitherto been stowed in the spirit room.

OUR SERVICE CONTEMPORARIES.

It has been decided by the War Office that the members of the Colonial forces throughout the empire shall be eligible to receive medals for long, meritorious, or distinguished service in the same manner and practically under the same regulations as the regular army. Colonial Volunteers not included in what is properly understood as the Colonial forces will be entitled to the long service decoration on terms identical with their comrades of the Mother country.—Vol. Record.

London, Sept. 14.—The War Office has ordered Captain Duboulay, who is now at Gosport, to proceed without delay to Japanese headquarters in Corea to act as military attache in the interests of the British government.

Although the massed manœuvres of the French artillery at Châlons have caused much discussion, and have been stoutly condemned by General Trioche, former-Director of Artillery at the Ministry of War, General Ladvoat seems to have made them a success. His methods were drastic. Every day he criticised the operations in a downright fashion, and did not hesitate to distribute blame where he considered it deserved, and not only so, but his remarks were reproduced and circulated among all the captains. This unusual procedure caused much heart-burning, and on the first three days a feeling of consternation prevailed, and loud complaint was freely expressed; but afterwards all applied themselves to their task, and the manœuvres, as was testified by both General Ladvoat and General Saussier, ended most successfully. It seems to have been proved, says the correspondent of the "Figaro," that in a country fairly well provided with roads, the employment of 12cm. guns is comparatively easy, and hence it is believed that each of the French Army Corps will be furnished with two batteries of these siege pieces. Moreover, it appears that the regulation of indirect fire was much easier than has been suspected. General Ladvoat, in one of his criticisms, said that batteries might be placed in perfectly protected situations, and he added, with truth, that the problems concerned with the question of indirect fire were of the first importance to the artillery. The siege manœuvres are expected to illustrate them further.—Army and Navy Gazette.

At the Admiralty (says the daily contemporary) an attempt is made to conceal the fact that in the recent manœuvres considerable difficulty was experienced in carrying on easy and constant communication between the signal stations and friendly ships. As a result, increased attention is to be devoted to naval signalling, and the signal staff on most of the vessels will, it is expected, be increased.

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