

subscription; the idea was laughed at, but *Punch* and others who made themselves merry at the efforts of the visionaries have lived to see the realization of their dreams, as the following paragraph from *Broad Arrow* will prove:—

"The German Navy is steadily progressing on its way to gradual completion as a force corresponding to the marine interests of the developed empire. The ironclad corvette *Hansa* is about to be transferred from Stettin to Kiel, where she is to be fully equipped. The corvette was launched in September, 1872, at Dantzig, where the wooden hull was put together since 1868. The machinery since then has been added at Stettin. On her way to the imperial docks at Kiel the *Hansa* will be accompanied by a new torpedo vessel of larger than usual size, the *Rival*, which has likewise received its machinery at Stettin. The *Rival* has, instead of the ordinary steam engine, a turbine engine, which is considered better adapted to the requirements of a torpedo boat. Two more torpedo boats of the same type, christened by the chief of the Admiralty the *Zephyr* and the *Notus* remain at Stettin. The ironclad frigate *Prussen* is likewise still in the Stettin docks, but her completion is expected in the course of next year. At Kiel the smooth deck corvette *Victoria* has undergone a thorough repair, after which she is about to proceed to Wilhelmshaven. The ironclad frigate *Frederick the Great* will shortly receive her armour, the internal equipment being all but complete.

"The *Pall Mall Gazette* states that strict orders have been issued by the Admiralty that the whole of the expenses incurred in connection with the docking and completion of the ironclad ship *Kaiser*, built by Messrs. Samuda Brothers at Poplar for the German Imperial Navy, are to be borne by Messrs. Samuda, and that no portion whatever will be permitted to be borne by the public, the Admiralty merely granting the use of the dock in which the *Kaiser* is to be placed. According to instructions received at Chatham yesterday, the vessel will arrive at the port in the course of the next few days, and will at once be placed in one of the recently constructed large docks at the extension works, which the workmen have been for some time past preparing for her reception. The workmen who are to be employed on the *Kaiser* during the time she is at Chatham will be specially hired for the purpose and arrangements are being made for their entering and leaving the dockyard by a different gate from that used by the dockyard hands. It seems a little strange that any notice of this kind should have been necessary. How could any rational being have supposed that the British public were to bear any part of the expense of constructing a German ironclad? And what is the meaning of the statement that the Admiralty "merely grants the use of the dock in which the *Kaiser* is to be placed"? Will the Admiralty or any other public department "merely grant" the *Broad Arrow* the use of premises in which to print and publish itself?"

The following sensible letter addressed to the Editor of *Broad Arrow*, and which appeared in the issue of that Journal of the 26th December last, is an illustration of what Lord CARDWELL'S Army "Reorganization Bill" has effected for the rank and file

of the British Army, and explains the reason why recruits are hard to get.

Sir—Much has been said on the subject of desertion from the army, and I cannot but beg you will kindly give publicity to a few remarks from one who has studied the subject for years, and believe the main cause (of course there are a certain class of men who are never contented anywhere) arises from the fact that there is not sufficient inducement for men of ordinary talent to pass twenty-one years of the prime of their existence in the army. Many men (I know I often do) ponder seriously upon what is to become of them at the expiration of their twenty-one years' service. They enlist say, at twenty, their time being completed they are forty-one; probably ten or twelve years of their service is passed in India, where with the greatest care a soldier can bestow upon himself, his constitution is not what it would have been in his native climate. Thousands whom the climate does not agree with are ruined in health. They have then to commence life as a working man, at the age of at the lowest 41, with the miserable pension (for his twenty-one years of faithful services) of, if a private soldier, from 1s. to 1s. 4d. per day. Is that any inducement for a better class of men to join the ranks and defend their country. How many thousands are there who would gladly adopt the military profession, if they had the prospect of being granted, say, a pension on the same daily rate as they had while serving! how men would push forward for promotion, and exert themselves to obtain the most pay, while serving so as to make the more pension! To increase the pay while serving would, I am positive, do not the slightest good, rather harm. What a man who really means to serve his time wants, is a pension for his old age. Without a doubt the army is underpaid, considering the pension, but if every non-commissioned officer and man be allowed to make the pension at the same daily rate as his pay on completing his twenty-one years, it will be infinitely better than raising the pay. I must admit it would be expensive, and no doubt will find out of the Service few favorers, but would it cost more than our present system? I believe not, for nothing can be more costly than clothing men, and then losing their clothing and all, to say nothing of the expense of keeping them in prison. We are getting deeper into the mire every month. The number of deserters is assuming a dreadful aspect; our military prisons are full, besides the number we have in civil gaols, and the class of men we are getting now as recruits, are they anything like what British soldiers ought to be? Honestly speaking, the majority of recruits now on list are objects who have tried every other pursuit in life and failed, and as a last resource enlist, only to remain in most cases long enough to get fully clothed, and off they go clothes and all, and when again hard up enlist in another regiment. Do for us what thousands do for dumb animals, who have served them faithfully—allow us to enjoy our old days in comfort, not turn us adrift after twenty-one years' faithful service, to work hard for our living. If we do not fail in our duty to our country, why should our country fail in its duty to its defenders? When we have been called upon, no matter how few against how many, when did we ever fail? and if only a fraction of those who went and returned, they brought glory with them, and these are the men who now ask their country to do them justice—nay, beg of them for their own sake as well as theirs,

and it is to be hoped that voices raised in the ranks will be listened to.

Will some member of Parliament take up the subject and carry it through. It would be something for him to be proud of—the fact of his having been the means of assisting the present disgraceful progress, and to have been the means of making the army a profession worth following.

Apologising for the valuable space I am obliged to occupy with my remarks, I remain, Sir, your most obedient servant,

PENSION AND NO DESERTION.

*Broad Arrow* of 9th January is accountable for the following paragraph. It shows quite clearly the species of reform which those dear friends of the working man, Mr. GLADSTONE'S colleagues introduced into the navy and army.

Vice-Admiral Sir Walter Tarleton, K.C.B., has hoisted his flag on board the *Penelope*, Admiral Superintendent of Naval Reserve. In 1868 Sir Walter was removed from his office of Controller by Mr. Childers, who was then busily engaged in his policy of reconstruction, and a "chief of the staff" was appointed in charge. It has not been, however, attended with successful results as the *Globe* remarks:—

"This decision will be most heartily welcomed at every one of those Coastguard stations which dot the shores of Great Britain, for the chief of the staff of the *fiasco* and the system of abolition inaugurated under his rule, are bitterly remembered by many a good old servant of the Crown, who was made acquainted with the meaning of "Liberal" measures by finding himself discharged, before his time of service was completed, on a reduced pension. One of the first matters to which Admiral Tarleton will have to turn his attention will be to issue a set of intelligible instructions, for so many of the rapid changes introduced by the chief of the staff have been necessarily cancelled or remodelled, that the Coastguard regulations are at this moment little short of a hopeless muddle—a circumstance which by no means tends to efficiency."

The following notice of an incident connected with the 9th Regiment in the British service is taken from *Broad Arrow* of 9th January, and illustrates habits as well as manners in the beginning of this century.

At the period of its occurrence Britain was literally fighting for existence, and we have a couple of talented officers of both services forgetful of the duty they owed their country deliberately shoot each other for a couple of dogs.

"9th (East Norfolk).—The following extract from *Walker's Hibernian Magazine*, April, 1803, may perhaps interest the "East Norfolk" of 1874:—"A duel of a distressing nature has lately occurred; the parties were Lieut. Col. Montgomery, of the 9th Foot, and Capt. Macnamara, late of the *Cerberus* frigate. Col. Montgomery frequently rode a beautiful white Arabian, followed by a favorite Newfoundland dog. Captain Macnamara was also on horseback, followed by a dog. The two dogs quarrelled near the Serpentine, on the grass between the ride and the water. Colonel Montgomery got off his horse to separate them, and, Captain Macnamara's being uppermost, having had the best of the