Wood," began Rogers, you and am prepared to

ell, I decline to accept hands, or to have my s in any manner, shape

he women with a sneer. has given you! This is

on her like a tigress at

wretched creature," she ho you are, but I know ers wishes to lower me me the sport, the playim and his sort of men, wn with presents. To-I should wear his gifts, me of the deep obliganim. I've got them all ant rings, the necklet of hey are all here! See." ed the rings from her rom her neck, and loosm their fastenings and plates, "Do you identify ny property—they are skily.

ver mine. Take them,

lchres" appeared over-The idea of giving anythat way dumbfounded reedily at the precious wished that the goods m. They wouldn't have

to Lord, who stood by pale, and his lips were his right hand in his med prepared for any

"we must be going. rs, and ladies and gentleenjoy your supper and. vill wait on appetite." teath a fold of her ample there a weapon, the acbacked slowly from the into the night.

is gone did Rogers and om their surprise. The gems and placed them in per was a dismal affair, ot again annoyed by Mr.

ay entirely to drink, and Victoria to play at the great actor, and when ell, but he was frequently he experienced a slight ich confined him to bed. s called in and adminisa. The poor man never s, and died the next in the cemetery, and ine host of the Boomerho was then in London. or the slab, which I saw not have said less. She d deal more of one of the and produced in the last s ago Mrs. Wood, alman, was playing young heatres, and gaining unexcellence of her acting.

ialists

a natural eagerness to justifies the existence Whether or not there be ts, there is always the atically stamping out the griefs and yearnor many reasons, not eyes of the credulous the true nature of promystery pedlers. The this public duty will light whatever there may possibly be. lough slowest ways of ue is to eliminate what the outcome should be spiritualistic phenomd still have rendered a er-throwing the latterches whose hocus-pocus uperstitions and wrings om simpletons.'

gration from Russia to wing. Within the past mmigrants have crosseral years up to 1906 the gration was 60,000 persought new homes in 100,000, and this year's o exceed 50,000, as the removal up to April I 420,000 persons. The this mighty stream of panacea that will help question in Russia than Siberia the population lopment of her vast reas a counter-weight to nese who are constantly

Command of the Sea and Western Wheat

N a recent issue of the Manitoba Free Press there appeared the following article from the pen of J. Fred Livesay:

The Prairie west is far removed from the sea for it is the heart of a continent, and its people are absorbed in the stupendous physical problem of development confronting them, and in the no less formidable problem—though less obstrusively insistent, because physchological—of assimilating the immigrant and fostering a national spirit. This country is singulaarly detached from those maritime influences which have played so important a part in shaping the destinies of the older provinces. Atlantic storms beat on the coast line of the maritime provinces, and give something of their character to its people, who look largely to the cean for their livelihood and whom generations have trained to heed the portents of the sea; again, the pageant of the sea is a very real thing to the people of Quebec, where ships go marching up and down the mighty river past their little farms and within hall of their stately village churches; the great lakes, that wonderful chain linking the people of Ontario with the ocean beyond, are in a measure an inland sea, impellingly significant to a province engaged largely in trans-Atlantic trade; and finally, beyond the serried mountains lies the Pacific, throwing open to British Columbia free avenues of commerce with the Orient. But the three prairie provinces are truly continental; they have no personal experience of the sea, are not immediately dependent upon it, and perhaps therefore lack something in sympathy and understanding for all that it means and of the part it plays and must always play in the destinies of nations. The sea of this country is the wide and open prairie, as gray in color and with horizons as flat and distant; its fishing craff are the gang plow and the binder, its freighters the long and sinuous lines of box cars, and its ocean liners the express trains that whirl across its face. liners the express trains that whirl across its face. Perhaps when the prairie west has free egress and ingress with the ocean through Hudson Bay this essential continentalism of outlook will be modified and the spirit of its people will be brought more closely in touch with the genius of the sea. British Sea Supremacy

But though without that personal knowledge on which an understanding sympathy must rest, there is not a Canadian-born school boy in the Prairie West, who does not thrill at mention of the sea; who does not recall with passionate pride those few but memorable episodes in modern Canadian history where orable episodes in modern Canadian history where Canadians have shown that they too are of the blood and fighting spirit of Grenville, Blake or Anson, who does not treasure the great deeds of British seamen, and feel all so remote the glamor of naval exploits; who has not an unbounded faith in the ability of Britain to "fight them one and all," as the old song went. And it is the western school boy of today who will be the builder of the Canadian fleet of tomorrow. But is that faith justified, and is the Prairie West awake to the fact that for the first time since Trafalgar British mayal supremacy is seriously challenged? Has the that faith justined, and is the Frairie West awake to the fact that for the first time since Trafalgar British naval supremacy is seriously challenged? Has the full significance of the new Dreadnought type of battleship as a determining factor in naval warfore, and as thus tending to scrapheap battleship construction of the immediately preceding period, been fully grasped? These questions are concerned with the very fabric of the British Empire, and they are as pertinent for the British citizen of the Canadian Prairie West as for the British citizen of Portsmouth or Melbourne, for it is the ocean and the high seas which knit together the component parts of the Empire, and it is the overwhelming superiority of the Imperial navy which preserves them, their commerce and their means of intercourse. Every bushel of wheat passing through Winnipeg to Liverpool is insured by active battle-fleets in the Channel, off Gibralter or at Malta. Just so soon as an enemy, or a combination of enemies, can scatter these fleets and wrest from them the command of the seas, will the highway of the Atlantic be closed against western wheat, which, supposing the shelter of the neutral flag of the United States not available, must then rot in Canadian elevators or be the price of a humiliating superior of the Mother Country. For England within Canadian elevators or be the price of a humiliating surrender by the Mother Country. For England without food supplies must be starved into surrender within six weeks, and a certain food supply must in war depend entirely on the ability of British fleets to retain command of the seas.

The Lesson of Tsushima With the Dreadnought an era of gigantic battle-With the Dreadnought an era of gigantic battle-ships, finding their complement of mammoth armored crulsers, was inaugurated, effecting as great and spe-culative a revolution in naval warfare as steam or armon. The immense battleships of which the Dread-nought is the prototype, costing ten to twelve mil-lions apiece, are the direct result of lessons gained from the Russo-Japanese war, and more especially the battle of Tsushima, where, with the excep-tion of the skirmishes outside Port Arthur, for the flist time two modern battle fleets met, and where it was proven that the battleship is after all the de-ciding factor in war, and superior weight of offensive It was proven that the battleship is after all the deciding factor in war, and superior weight of offensive armament, properly served, the single element of success. The battle of Tsushima, like the battles of the Nile and Trafalgar, was won by a superior fire concentrated on part of the enemy's line until he was demoralized his battle array broken, and each unit fighting blindly in the general chaos. Such a concentration of fire was obtained by the perfect manoeuvring of a number of small battleships and armored cruisers, and its successful application was made possible by the extraordinary tactical blunders of the Russians, who permitted their battle fleet to become huddled and bunched, an easy and inoffensive prey to the Japanese gunners. In that battle the futility of the torpedo-boat and destroyer was demonstrated, for though these craft were useful enough after the issue was decided, the battle was fought and won by the heavy guns of the battleships. That is the lesson the British admiralty, under the direction of that remarkable man, Sir John Fisher, took to heart, and the result was the original Dreadnought, designed to supply in her single unit a concentration of fire equal to two or threads. supply in her single unit a concentration of fire equal to two or three small battleships. At the battle of Tsushima the most powerful Russian and Japanese battleship respectively could only bring four 12-inch guns to bear on a broadside, whereas the original Dreadnought can bring eight as well as a large secondary battery of powerful 9.2-inch guns, while the latest improved Dreadnoughts—the St. Vincent and Rodney—will bring ten of these great guns to bear, and the German battleships bullding, designed to "out-Dreadnought the Dreadnought," will have a breadling fire of twelve ble great guns to be are a formed and the great guns to the second guns to the preadnought. broadside fire of twelve big guns, which though no more than 11-inch calibre, are claimed to have as great a penetration as the 12-inch British model though slightly less smashing weight.

A Naval Revolution The new type of battleship with a greatly increased displacement—that of the Rodney will be 20,000 tons against the 16,350 of the King Edward VII.—carries heavier defensive armor, and equipped with turbines, has a considerably greater speed, both of course, valuable factors in battle. At the time of Tsushima, the first of the King Edward VII. class had not been completed these sight powerful bettleships. Tsushima, the first of the King Edward VII. class had not been completed, these eight powerful battleships, including the Dominion, having been commissioned since, and there was actually a tendency then to revert to the small type of battleship, the Swiftsure and Triumph of only 11,800 tons displacement, with their four 10-inch guns and high speed, having just been added to the effective strength of His Majesty's navy; so that although the King Edward VII. class embodied a distinct advance in the size and armament produced the first Dreadnought can be said to date only from the Japanese war, an event which will produced the first Dreadhought can be said to date only from the Japanese war, an event which will come to be regarded as a demarcation in naval history as distinct as the use of steam in the Crimea, or of armor in the American civil war. The King Edward VII. was commissioned in 1905 and it was hardly a full year before the first Dreadhought was undergoing her trials.

Before her advent, the former was considered, and rightly too, the most powerful fighting ship in the world, and a match for two battleships dating back ten years, but today nothing could save her in a single-handed fight with the Dreadnought; indeed the Dreadnought, with her superior speed and defensive armor and her greater concentration of fire, should not be unequally matched in a contest with two of that class. It is not the increase of tonnage which is so remarkable, as the doubling and even trebling of the offensive armament, with the enormous increase in striking power. It was said after the bombardment of Alexandria that the old Sultan—scrap-heaped years ago—could have sailed at will through the combined fleets that fought the battle of the Nile and sunk them all at leisure with no further damage than the carrying away of her top-hamper; not only does the Dreadnought bear the same relationship to the

armored vessels of the Sultan era but even to the bat-tleships first laid down under the naval defence act of 1889. Even the Royal Sovereign class, which first 1889. Even the Royal Sovereign class, which first embodied the accepted type of modern battleship, the Royal Sovereign herself being launched in 1892, useful enough fighting ships though they still are, would be ineffective against the Dreadnought. It is true that the King Edward VII class supply a link between the past and the future, but as they cannot individually stand up against a battleship of the new type, already they are obsolete so far as the naval architect is concerned. It is curious to note how naval architecture is returning to the era of heavy broadside firing. The Minotaur had her one gun, which she could aim only by turning, and even the Benlow class, launched in 1888, had but two enormous and unwieldly 110-ton guns. A great advance was supposed to have been achieved with the four heavy guns, mounted fore and aft in turrets or barbettes, first adopted in the Royal Sovereign class, but who was to forsee the superimposed turrets of the Rodney, with her broadside of ten 12-inch guns? It is a revolution that has some back for its fundamen.

guns? It is a revolution that has gone back for its fundamental principle to the great weight of broadside fire of Nelson's three-deckers. The weight and concentration of broadside fire will be of the distinguishing feature of the err of nevel develop. ment just opened.

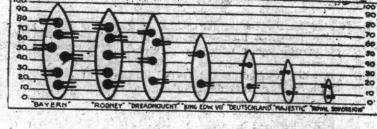
Life of a Battleship

Of course there is a very considerable naval school which is still opposed to the Dreadnoughts. These claim that they represent too many eggs—and pounds sterling—in one basket, and that the wider distribution of offensive armaments, as em-

and that the wider distribution 1905; (American be of offensive armaments, as embodied for instance in three 14,900 tons, 1895; Ro Swiftsures, is preferable, more batleships, with at least an equal cumulative striking power being built for the same money, and the risk of disaster being reduced to a minimum. It is true that even in peace battleships are open to hazards by collision or wreck, while in war these dangers are greatly accentuated. To go back again to the Russo-Japanese war, the only undisputed Russian hero of the war, Admiral Makaroff, went down with the flagship Petropavlovsk, while on the point of re-entering Port Arthur roadstead after a successful sortie. It is now generally acknowledged that she struck a Russian floating mine, which had been laid for the purpose of destroying one of the Japanese ships cruising off the harbor. Indeed it was hardly a month later that the Hatsuse, flagship of the Japanese Rear-Admiral Nashiba, was sunk by a contact mine supposed to have been laid by the transport Amur. In the former case, the death of Makaroff deprived the Russian fleet of its head, and led to that hopeless policy of inaction which ended in its final destruction, whereas a Russian fleet in heing at Port Arthur, under vigorfleet of its head, and led to that hopeless policy of inaction which ended in its final destruction, whereas a Russian fleet-in-being at Port Arthur, under vigorous direction, must have severely hampered the Japanese in the work of transporting their armies to Manchuria. In the latter case the sinking of the Hatsuse represented the loss of just one-sixth of the effective Japanese battleship strength, a loss of the most vital moment in view of the impending attack of the powerful Baltic fleet. There is therefore much to be said in theory in favor of the small battleship school, but in practice the matter has already been definitely decided. Great Britain has ten Dreadnoughts built, building, or projected, and Germany seven, the United States four, France six, Italy four and Japan two or three, so that the next naval warmust depend on the sblity of these leviathans to keep themselves afloat. For years the "Old School" fought the introduction of steam as motive power for warships on the ground that the British navy would lose its superiority in seamanship, but experience showed snips on the ground that the British havy would lose its superiority in seamanship, but experience showed soon enough that even the nimble frigate was no match for the crude paddle-wheel warships independent of wind or calm. And in the same way the fact that the Swiftsure must depend on her heels to get away from a Dreadnought is convincing enough argument in favor of the new type.

What It Means It may therefore be accepted as a fact that the next naval war—none is possible until our rivals have completed their new ships—will be decided primarily by Dreadnoughts, or battleships of immense offensive

ers? So far the answer is not very reassuring. Counting Dreadnoughts and the corresponding Inflexible class of armored cruiser, Germany in 1911 will be almost equal to Britain if she just pursues the programme already sanctioned by the Reichstag, and unless the admiralty lays down four or even five big battleships next year. Of course the King Edward VII class are superior to anything else the Germans have got, and will have their value in the battle line, but they are not Dreadnoughts, and cannot fight them on anything like equal terms. And yet in face of these significant facts, Admiral Tirpiz, head of the German navy, said only a few weeks ago in the Reichstag that Britain had nothing to fear from the development of the German navy, and he adroitly threw out the suggestion that Britain could always



The above diagram represents the relative fighting value of battleships from the great new German battleship Bayern down to the British Royal Sovereign type. It has, of curse, no reference to their tonnage. Guns shown are main armament only, being 12-inch for British and 11-inch for German ships. Displacement and date of completion as follows: Bayern (German) 21,000 tons, 1908; Rodney (British) 20,000 tons, 1908; Dreadnought (British) 17,900 tons, 1906; King Edward VII. (British) 16,350 tons, 1905; (American battleship Louisiana, 16,000 tons, 1906, is about equal strength); Deutschland (German) 12,997 tons, 1906; Majestic (British) 14,900 tons, 1895; Royal Sovereign (British) 14,150 tons, 1892.

maintain her sea supremacy, because she could build so much faster than any other nation. That was about the time the Kaiser was penning his now famous letter to Lord Tweedmouth, then first civit ord, but since removed from that responsible office by Premier Asquith. The United States, too, is building Dreadnoughts at the rate of two, and possibly four a year, and this is of interest because it is now Germany and the United States which are the criterion of the two-power standard.



This diagram represents the comparative burden of naval armaments of the chief naval powers. The figures represent the sum contributed last year by each man, woman and child in the respective countries. In the United Kingdom this contribution amounts to more than three times that of the next country—France.

Briefly the two-power standard, as laid down by successive first lords of the admiralty with the assent of the government of the day, is that the British navy shall at all times be kept at a strength equal to that of the two next strongest naval powers plus 10 per cent margin for safety. From 1887, when under the leadership of Britain the European powers embarked on the ruinous competition of naval warfare, until the eve of the Russo-Japanese war, France and Russia were the two next strongest naval powers, and His Majesty's navy was maintained at a strength relative to those two combined. But the financial by Dreadnoughts, or battleships of immense offensive relative to those two combined. But the financial power. What does this mean and how does it affect difficulties of France forced naval retrenchment, the relationship of Great Britain to other naval pow- while the Japanese accounted for most of the Rus- placed by a new battleship, which had been building

following the Spanish war, had embarked seriously on the business of building up a fleet worthy of a great continental nation fronting on two oceans, and on Tuesday last she launched her first armored cruiser, the Michigan, which corresponds to the British Inflexible; and Germany, under pressure of the Kaiser, had set deliberately to work to make of her-self a great naval power. It is well known that the statesmen of Berlin regard as chimerical the future of Holland as an independent nation, and with an eye to the future they realize that when the enormously rich Dutch colonies go a-begging, they will fall to a strong naval power. That at least is the more charitable view to take after repeated official assurances that Germany has no ambition to attempt to wrest sea supremacy from Britain. About the time of the battle of Tsushima the following table indicates pretty nearly the relative battleship strength of the four leading naval powers: Britain. Germany U. S. France.

sian battle fleet. In the meantime the United States.

Built 43 16 12 Building 7 6 13 50

Total 24 Thus, applying the two-power standard to Germany and the United States, it is clear that at that time Britain had a considerable superiority of battle-ships built, being 43 to 28, though this would be reduced to a bare majority of one—50 to 49—with the completian of all vessels on the slips. But the seven British vessels of the King Edward VII class building were immensely superior to any German battleships, or even American, with the exception of the five vessels of the formidable Louisiana class, which are nearly, but not quite, their equal. The situation was then by no means alarming when the British admiralty proceeded to put the lesson of Tsushima into effect by laying down the original Dreadnought. The circumstance of that event, the extraordinary rapidity with which she was completed and put into commission, and the glamor attaching to mere size, focussed the eyes of all naval powers on her, and it soon become evident that the exhausting structure of soon became evident that the exhausting struggle of naval competition was about to enter on a new and even more trying stage. As it became evident that naval battles of the future must be decided by these leviathan battleships, it became obligatory for all naval powers claiming first rank to build them, and to provide greatly enlarged dock accommodation at the cost of many millions more.

Germany was first in the field, and retorted by revising the plans of two battle-ships already authorized. In some ways she was the worst and in ways sne was the worst and in others the best equipped for the new struggle. She was handi-capped because she had clung all along to the idea of small battle-ships, and until her first Dreadships, and until her first Dreadnought took the water some
months ago her largest battleship displaced under 13,000 tons,
against the 16,350 of the King
Edward VII class. These small
though heavily armed battleships
are in part due to the physical
reason of shallow waters on the
German coast, and particularly
of the limited draft of vessels
passing through the Kiel canal,
that great strategical work
which permits the rapid transference of squadrons from the
North Sea to the Baltic or vice
versa. But the Germans are

ference of squadrons from the North Sea to the Baltic or vice versa. But the Germans are noted for their finely equipped private shipbullding vards, which could easily cope with the problem, and besides that under the German defence act of 1902 the admiralty, which is the Kaiser, is practically unhampered by the popular assembly, such as for instance obliged the British admiralty this year to cut down their construction programme to well below the danger limit. The act of 1902 provided that two battleships and one armored cruiser were to be laid down for the German navy every year, and that the life of all such vessels was to be twenty-five years, after which period they were to be automatically replaced without affecting the annual programme of construction. This meant that so soon as a battleship reached the age limit, it would be relegated to the scrap-heap and be replaced by a new battleship, which had been building

in anticipation of that event. This programme was to run until 1911, after which there was to be a gradual reduction until 1917, when it expired. As the Germans laid down their two first Dreadnoughts in 1906, and it takes two years to complete them—or perhaps a little more—they would in the ordinary way have eight of these battleships, and four great armored cruisers completed in 1911, and besides may have replaced several of their old battleships by Dreadnoughts. By a simple act last year the modernizing of the battle fleet was greatly accelerated, for the life of armored vessels was reduced from 25 to 20 years. Thus in the present year warships built in anticipation of that event. This programme was to 20 years. Thus in the present year warships built before 1888 become obsolete instead of before 1883 as at first designed—and these vessels are being re-placed by Dreadnoughts. Not only was this vital change made, but the 1902 programme was altered to permit of three battleships being laid down in the years 1908, 1909 and 1910. This is apparently being done by building only one armored cruiser in those years. In 1911 two Dreadnoughts will be laid down, and one each year thereafter until 1917, when Germany, under the 1907 revised programme, will have a modern fleet of seventeen battleships and seven big armored cruisers. Great secrecy is preserved as to the number of armored ships being built in Ger-many, but there is reason to believe that these include at least seven Dreadnoughts and four armored cruisers of the Inflexible type, which are as powerful in offence and as well able to take their place in the line as the King Edward VII. The modern armored cruiser is indeed nothing less than a disguised battle-ship with greater tonnage and speed. It is clear enough then that Germany is building up a new modern navy dating from the battle of Tsushima. Her naval act authorizes the ships, and the Reich-stag has nothing more to do than vote the credits, whether they be for an Eleass confine five and threewhether they be for an Elsass costing five and three-quarter millions, or the new battleships estimated to cost over ten millions. Here is the prospect of a foe formidable enough for Britain to fight single-handed without reference to the two-power standard. Apologists for the present admiralty policy say that it is ridiculous to apply the two-power standard to the United States, because there is no possibility of war ever breaking out between Great Britain and America. It is at least a convenient excuse for abandoning the two-power standard two-power standard.

Measuring by the Dreadnought

The preponderance of the original Dreadnought is well illustrated by the following table, showing different values of armored ships of various naval powers under the point system, which was originally worked out and agreed to by a number of representative admirals of the various naval powers. tive admirals of the various naval powers. The Dreadnought counts as 100, and the figures for the others represent percentages of fighting value, while the date of completion is also given:

Battleships 1.00 Dreadnought (1906); .80 King Edward VII (1905); Republique (French, 1905); Louisiana (American, 1906). .60 London (1902); Maine (American, 1902); Deutschland (German, 1907). .45 Majestic (1895); Alabama (American, 1900). .25 Royal Sovereign (1892); Kearsage (American, 1895); Wittelsbach (Germany, 1902).

Armored Cruisers .80 Inflexible (1907); Michigan (American, 1908). Black Prince (1906); Washington (American,

.60 Black Prince (1906); Washington (American, 1907).

If this table errs it is on the side of giving the King Edward VII class too high a value. It must also be borne in mind that the improved Dreadnoughts are considerably more powerful than the original ship, and that therefore the disparity is even greater. It is also noteworthy that the strongest German battleship in commission today—the Deutschland class—is credited with no more than sixty per cent of the Dreadnought's fighting power. Even on the supposition thas Germany entertains simister designs, she cannot hope to put them into execution until 1911—unless she concludes an offensive alliance with a very strong naval power. The point is that Britain has to see that she maintains the relative superiority in Dreadnoughts she has held for a generation in armored vessels. To do this, she must build, and build rapidly. Unfortunately the already overburdened British taxpayer is not in the best of positions to enter on so appalling a war in naval armaments, which also implies the scrap-heaping of all the sacrifices he has made since 1887. During the past year the forty-two million people of the British Isles were called upon to pay something like three hundred and twenty milmillion people of the British Isles were called upon to pay something like three hundred and twenty millions for national defence, or nearly seven dollars a head for each man, woman and child. The average working man's family contributed from thirty to fifty dollars a year. And yet the indications point to a period of enormous expenditure on naval defence, dating from Tsushima, if the command of the seas and all that means for the Empire at large, is to be preserved. Dreadnoughts bid fair to substantially increase the premium on national insurance.

The Gordon Highlander's Roll of Honor

HE 'Gordons' of today consist of the old 75th Stirlingshire Regiment and the 92nd Gordon Highlanders joined together by the stroke of a War Office pen in the year 1881. Since that time the Gordons have made their name a household word in Scotland, and their fame has spread all over the world. It is not with the history of the Gordons, but purely with the deeds which won their thirteen V.C.'s that this article is to deal, and for the first one we have to go to the Indian Mutiny.

Color-Sergeant Coghlan, of the 75th, was at the fighting at Delhi, and though shot and shell were tearing up the ground this heroic non-commissioned officer, along with three men, charged into a serai of the enemy to rescue a wounded comrade. After a fierce hand-to-hand struggle the mutineers were routed, and the prisoner rescued from what would have been a horrible death. Brave in one action, the color-sergeant was brave in others. He took the lead in another desperate charge, and out of a biting cross-fire he carried several wounded men. For these acts combined he gained the first V. C. on the Gordons'

roll.

The Gordons have a predilection for V.C.'s in pairs, and on the same day that Coghlan won the coveted honor Ensign R. Wadeson had some lively encounters with the mutineers. The young officer saw a sowar getting the better of one of his men, and, a sowar getting the better of one of his men, and, rushing to the rescue, engaged the sowar, and after a fierce combat the bold warrior of the East was laid low. A few hours later another soldier was seen by the Ensign lying on the ground doing his best to ward off the attacks being made on him by a mutineer. In a twinkling Wadeson's steel was ringing on the muti neer's blade, and after a few desperate passes th Briton proved the victor.

Patrick Green, a name savoring doubly of the Green Isle, was a private of the 75th, and was present when a picket was driven in at Delhi, and hotly purwhen a picket was driven in at Delhi, and hotly pursued by the mutineers. The moment was one when every man had to look to himself, but such was not the gallant Pat's motto. He saw a wounded comrade left behind in the route of the advancing enemy, and though those were quite near and taking pot-shots, Green ran back, lifted the man in his arms, and carried him to safety. Such were the deeds which won the three V.C.'s for the 75th Regiment before it became a part of the Gordons.

When the territorial designation came into force the 92nd Gordon Highlanders had two V.C.'s, but there is a halo of renown over and above that of the V.C. attached to those two names. Sir George White and Colonel W. H. Dick Cunnyngham shed great lustre on the Gordons. Both won their V.C.'s in Afghanistan, and here are the accounts.

and here are the accounts.

Lord Roberts, then Sir Frederick, set out in 1879 with a force to punish the Amir of Afghanistan for the cold-blooded murder of Major Cavagnari and his mission. The 92nd formed part of this force, and, keeping strictly to V.C. records, we come at once to an Afghan Hill, which, in memory of the daring of Major White, received the name of White's Hill. The enemy were holding it, and Major White was leading some fifty Highlanders to the attack. The fire that met them was fierce, but, headed by the gallant Major, and taking advantage of cover, the Highlanders were nearing the goal. A steep open place had to be rushed, and it was guarded by a few Afghans securely concealed behind a rock, but with rifles pointed ready. To cross in numbers meant several lives, and White took it in hand himself. He ordered his men to keep hidden, and, getting a rifle, he set out, only followed

by two or three. It was like a bit of deer-stalking, and White succeeded so well that he rose up at the opposite side of the rock quite close to the Afghans, who, being certain he was only the first of a host, took to their heels, their leader only staying to fight it out with the bold Highlander. Reinforcements came up to Major White, and the battle was gloriously won under his direction. It was here, we may mention, that Hector Macdonald performed one of the daring acts which gained him his promotion.

For the able manner in which Major White conducted this fight, and for his bravery, Sir Frederick Roberts recommended him for the V.C. which he now wears. Poor Dick Cunnyngiam won his V.C. in the

Roberts recommended him for the V.C. which he now wears. Poor Dick Cunnyngham won his V.C. in the

same campaign.

The Afghans were again hidden on a hill top The Afghans were again hidden on a hill top amongst the rocks, and peppering the Highlanders as they crawled nearer and nearer. Ahead of their men were three lieutenants—Forbes, Grant, and Cunnyngham. Fleet of foot and full of the spirit of battle the young officers gained the crest of the hill, and were in amongst the enemy. Forbes, fighting valiantly, was cut down, so was Sergeant Drummond, who had kept up a neck and neck race. A bullet struck Grant's sporran and he fell; but in a few minutes he was up and again fighting. When Grant went down Cunnygham was left alone. For several seconds he fought single-handed, then his men appeared on the crest behind him. A staggering fire caught the High-landers, and the advance was checked.

Lieutenant Cunnyngham turned half round and,

Lieutenant Cunnyngham turned half round and, waving his sword aloft, he cried, 'Don't retire; come on lads; follow me.'

A ringing cheer was the answer, and away sped the youthful lieutenant racing at the head of his own men towards the red standard of the enemy. The sangar was reached, and Dick Cunnyngham leapt into it first. Then followed a short but sanguinary fight, many of the wild Ghilzais standing bravely by their

When the 75th and 92nd were joined together the roll of V. C.'s stood at five, and not till 1897, in the storming of Dargal, was it augmented. The Afridis held the rocky heights, and between them and the British troops there was a steep open space. To get at the enemy or to the shelter of the rocks close underneath them this open space had to be scaled. Time and again a rush had been attempted by various regiments and had failed. At last the Gordons were ordered to try. There was to be no trying about it; for Colonel Mathias addressed his men in these words, 'The General says this hill must be taken at all costs—the Gordon Highlanders will take it.'

Take it they did, as all the world knows. The rush over the fire-swept zone was a dangerous one, and many a soldier fell on the way. Piper Findster was shot through both feet, and he was unable to stand. But he could play his pipes, and while the bullets whistled around him he put heart into his comrades with the strains of the 'Cock of the North.'

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Four bullets struck Lieutenant Dingwall during that deadly rush, and he lay in the open exposed, and momentarily running the risk of receiving his death wound. Private E. Lawson, of the Gordons, rushed to him, lifted him up, and carried him out of danger. The brave Lawson had scarcely deposited the one burden when he saw another wounded man lying in a dangerous position. Again he ran out and carried his comrade into shelter, and, in so doing, was wounded twice himself.

The general officer recommended—besides Findlater and Lawson, who got their Crosses—the brave colonel of the Gordons who led his men so gallantly to the

top of the hill; but the War Office refused on the rule that 'neither general officers nor officers commanding battalions are eligible for the Cross.'

It is the cry of many people that the British soldier is deteriorating in bravery and in stamina; but that is sheer nonsense. Quite recently there have been deeds done equally as brave and equally as daring as those of the further off Crimea and Mutiny. As an illustration of this we have the Gordon Highlanders winning six Victoria Crosses in the South African War.

rican War.

The Boers were gathering from all directions with the overunning of Natal as their objective. Sir George White, V.C., was on the ground with his gallant Gordons direct from India, and on Oct. 21, 1899, under the direction of the brilliant French, the Boer and the Gordon, who had parted company at Majuba Hill, met at Elandslaagte, and by a strange irony of fate, Colonel Ian Hamilton, the young lieutenant who had made such a noble stand on the fateful day in 1881, was leader of the Gordons. was leader of the Gordons.

The battle had been raging for hours. The day was far advanced, and in the gathering gloom the hilltops above the Gordons was in inferno of fire and din, and as if man's efforts were not enough, heaven's artillery joined in. Thunder pealed overhead, and blinding lightning flashed from sky to earth.

Panting breathless but determined the Cordons

Panting, breathless, but determined, the Gordons climbed the rugged hillside, with the loss of many lives. Dick Cunnyngham and two Majors had fallen, the iron shower was pitliess, and for a few moments the Gordons were without a leader. Racing up to the foremost man came Captain Meiklejohn. Follow me, lads, was his cry, and away he dashed straight for the hilltop. A storm of bullets met the advancing Gordons, but there was no stopping the wild charge of those Scottish heroes. Bullet after bullet struck the fearless Captain, but not until he received his fourth wound and his right arm hung limp by his side did he fall. He had led his men within striking distance, and their bayonets did the rest.

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The height was gained, and in the laager behind up went the white flag. The bugles rang out 'Cease fire,' and the Highlanders stopped. A few minutes, and crash came a volley from a kopie in rear of the laager. Again and again the Boer rifles spoke, and the Gordons, exposed to the storm of lead, suffered severely. Sergeant-Major (now Quartermaster) Robertson headed a small party, and charged promptly for the enemy's camp. The position was gained, and, in spite of the most determined efforts of the Boers, the Sergant-Major and his gallant band stuck to their post. Sergeant-Major Robertson was twice wounded before he was disabled, and for this heroic action the second V.C. for that day came to the Gordons.

On April 30, 1900, Captain Towse was leading a

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On April 30, 1900, Captain Towse was leading a party of 22 men, composed of Gordons and Kitchener's Horse. They were working their way towards the Thabanchu Mountain, near Bloemfontein, on which were the Boers. The defending and the attacking forces were unseen by one another. Fifty yards or so intervened, when up rose the enemy, some 150 in number, and demanded instant surrender. Captain Towse and his little band did not surrender. Instead, they rushed at the foe, and drove them from their postion, actually gaining the hill. It was a gallant deed, 22 men against 150. The Captain who led the forlorn hope to victory had, however, fought his last fight. A bullet crossed his line of vision so close that from that moment he was blind. It was said that when the late Queen Victoria pinned the V.C. on the Captain's breast the tears stood in her eyes.—The People's Journal.

POSSIBILITIES IN AERIAL WARFARE

Through the means of the balloon it, has, says the Chicago-Record Herald, been found easy to discover secrets of an enemy which previously could be found out only at great risk and impracticable delays, and then with no degree of certainty. In the Russo-Japanese war balloons were used for scouting purposes with most satisfactory results. These modern dirigible balloons, although many of the great gas bags closely approach steamers in bulk, are almost invulnerable to artillery fire if at any elevation. It is a most difficult matter to determine the range of a quickly flying object, especially when the distance above the ground is unknown and variable.

Aside from their value as scout ships, the modern military balloon, it is claimed by experts in aeronautics, can be made a tremendous instrument of offence. The silence of their flight, the possibility that they can travel great distances, even up in the clouds, obscured from sight, and descend swiftly, like an avenging angel, literally from out a clear sky, dropping their rain of deadly explosives and infiammable torches upon a city or an army, make them not only effective as destroyers, but is well calculated

clouds, obscured from sight, and descend swiftly, like an avenging angel, literally from out a clear sky, dropping their rain of deadly explosives and inflammable torches upon a city or an army, make them not only effective as destroyers, but is well calculated to inspire terror in the bardiest soldiers.

Critics of military ballooning advocate the theory that their use would be impracticable because of the impossibility of carrying sufficient equipment of shells and other munitions to make an effective bombardment. It has been demonstrated by the balloons now in use and equipped for modern warfare that light artillery can be carried to advantage and fired with great accuracy from the platforms of the airships. It is admitted that, even in the case of the largest of the leviathans of the air, the carrying of a great load of ammunition is not practicable. But deadly execution could be made in the most vulnerable points, such as the staff headquarters, base of supplies, or line of connection of an opposing army in a very brief time. The use of draglines to which may be attached flaming torches or deadly bludgeons is another possibility opened up.

Two of the aeronauts of the Aero Club of America, Messrs. Post and Hawley, once witnessed in a balloon ascension the terrible havoc wrought by a piece of barbed wire torn from a fence and dragged across a field by their guide rope. Suppose balloons were to attack with strong wire guide ropes thrown out, to which were attached fire-spouting and smoking torches, at the same time an army on the ground was about to make an attack. The confusion into which an attack of this nature would throw the hardiest army may be easily imagined. The effect would be particularly disastrous where horses as in an unlimbered battery, were in the army thus attacked.

Again advocates of the use of balloons in war point out the deadly effect a huge dirigible, propelling at the end of a cable a deadly torpedo, could have on balloon to approach high above the vessel silently and without lights.