

plete with coal. The coaling of the cruisers of both fleet should be carried out first in case their lordships should consider it desirable to permit reconnoitering by cruisers before the actual beginning of "hostilities."

The coast of Ireland Squadron, during a period which may be extended to seven days, is to be put through a series of exercises as most desirable under the direction of the senior officer. At the conclusion of the exercises the boats are to be completed for service. Should reconnoitering previous to "hostilities" be permitted, a telegram to that effect will be sent to officers commanding divisions and squadrons. The date for the commencement of "hostilities" will be indicated by telegram. The total time will be ten days.

At the conclusion of the manoeuvres target practice, as due, will be carried out. When the target practice has been completed, the divisions, squadrons, etc., will assemble for inspection prior to dispersion, at the following places: A Red Fleet, at Spithead; B Red Fleet, in Torbay; C Blue Fleet, at Portland; D Blue Fleet, in Plymouth Sound. The inspection being completed, they are to return to their respective ports. The torpedo-boat squadron will assemble at Plymouth, and the boats, after being inspected, will return under suitable escort, to their ports of commissioning.

The A Red Fleet will assemble at Portland, the B Red Fleet at Milford Haven, the C Blue Fleet at Torbay, the D Blue Fleet at Berehaven. (Note.—The forbidden belt may be crossed till permission is given for cruisers to observe movements.) The blue torpedo boats, with the ships to be placed at the torpedo boat stations, will assemble at Falmouth. The blue torpedo boat stations will be as follows: Larne, Belfast, Carlingford, Kingstown, Wicklow, Waterford.

Each of two opposing naval forces—the Red and the Blue—is divided into two separate fleets, stationed a certain distance apart. The Red side is, on the whole, stronger than the blue, but one of the blue fleets is stronger than one of the Red, and the two blue fleets, if united, are together stronger than either of the red. Each blue fleet at the beginning of operations is nearer to one of the red than the latter is to the rest of its own side. A force of torpedo-boats is attached to the blue side. The red side is to do its best to bring its opponent to action, either with its own forces combined or not, at the discretion of the senior admiral. If the blue side has either been defeated or has been compelled to retire to a distance to avoid an engagement, and the blue torpedo-boats have been destroyed or reduced to inactivity, the admiral of the red side is to report by telegraph if he considers that his side has gained command of the sea so that a large expedition may be sent across it.

The limits of the manoeuvre area will be: On the north, 56deg. north latitude; on the south, 49deg. north latitude; on the east, the Western coast of Great Britain and the South Coast to 3deg. west longitude; on the west, 13 deg. west longitude. The space between the paral-

lel of 52deg. north and 52deg. 10 min. north, extending from the 13th meridian west to the Irish Coast, is to be considered a "forbidden belt," and is not to be crossed for manoeuvre purposes. The coast of Great Britain south of 56deg. north latitude and round as far as 3deg. west longitude will be assumed to be the territory of the Red side. The coast of Ireland will be assumed to be the territory of the Blue side. Islands will belong to the territory on the coasts of which they are situated, the Isle of Man being included in the territory of Great Britain. The remaining coasts of the United Kingdom will be assumed to be neutral. They should not be visited for manoeuvre purposes, and if for reasons of navigation or other good cause, visits to them are found necessary, their neutral character should be paid the respect which would be due to it in real war. Ships and torpedo boats of one side are not to reconnoitre the ports assigned to the other during the period of the introductory cruises, or before permission is given by the Admiralty.

The Red Side, Vice-Admiral Fairfax, C. B. The "A" Fleet—Vice Admiral H. Fairfax, C. B. (First place of assembly, Portland; second place of assembly, Torbay.) Group A: Royal Sovereign, Rodney, Nelson, Conqueror, Narcissus, Blenheim. Group B: Sappho, Pique, Naid, Rainbow, Intrepid. Group C: Speedwell, Skipjack, Salamander, Jaseur, Gossamer, Gleaner, Spider, Rattlesnake.

The "B" Fleet, Rear Admiral E. H. Seymour, C. B. (First place of assembly, Milford Haven; second place of assembly, Lamlash.)—Group A: Anson, Thunderer, Rupert, Immortalite, Group B: Tribune, Iphigenia, Mersey, Iris, Bellona. Group C: Barracouta, Sheldrake, Grasshopper.

The Blue Side, Rear Admiral R. O'B. Fitzroy, C. B. The "C" Fleet.—Rear Admiral R. O'B. Fitzroy, C. B. (First place of assembly, Torbay; second place of assembly, Berehaven.) Group A: Alexandra, Superb, Benbow, Audacious, Australia, Galatea. Group B: Terpsichore, Indefatigable, Melampus, Aeolus.

The "D" Fleet, Rear Admiral A. T. Dale. (First place of assembly, Berehaven; second place of assembly, Black Sod Bay.) Group A: Swiftsure, Hero, Aurora. Group B: Andromache, Apollo, Brilliant, Retribution, Forth, Thames.

The Coast of Ireland Squadron, Rear Admiral H.C. St. John. (First place of assembly, Falmouth; second place of assembly, the several stations.—Special vessels, not grouped; Vulcan, Curlew, Magnet, Traveller, Hearty, Raven. Group C: Barrosa, Jason, Circe, Seagull. Torpedo boats: Nos. 39, 34, 63, 60, 45, 64, 66, 52, 52, 67, 77, 53, 68, 79, 57, 72, 81, 58, 83, 82, 80, 83, 85, 84, 87.

The Victoria Disaster.

Some incidents of Heroism—The Discipline of the men—The ran in the Royal Navy

The British Medical Journal gives the following extracts from a private letter received in England from one of the medical officers serving on board the Victoria. After speaking of the "terrible national

calamity which has cost the country the lives of so many gallant officers and men," the writer says:—

"But it is a terrible thing to think of. It has one bright recollection that we survivors can never forget, and that is how, in the supreme moment of trial, when the huge ship was on the point of turning over, the most perfect discipline prevailed, and the British blue-jackets remained true to the glorious traditions of the past. Not a man left the ship till she was in the act of turning over, not a cry of alarm was heard. There was a curious quiver just before she lifted, with an angle on the quarter-deck of less than 30 degrees, and as the men on the port side of the quarter-deck turned round instinctively to grasp the side of the ship I heard the 'Steady men, steady,' from our most excellent captain, who is lost; and then, as the port scow came lifting out of the water, still revolving, a cheery cry of 'now my lads, now,' from a petty officer. A large proportion of those saved were men who succeeded in getting over the port side, and many and wonderful are the escapes that we continue to hear of. The ten minutes and a half that elapsed between the collision and foundering of the ship was sufficient to get all the sick on the deck. Fortunately, in the sick bay there were no men who were not able to help themselves. I myself got over the port side, aft, as the ship was turning over, but before I had time to dive from the glacis there, the tura was made. I was carried up in the air holding on, and entered the water, head downwards, on what had been the starboard side. Down I went into the blackest depths at what seemed a tremendous pace for about ten seconds, with no thought of possible escape. A langour seemed to spread over my brain, when suddenly I was conscious of what I took to be a rush of volumes of air past me, and felt myself change my direction. Hope returned and I came up to the surface like a bubble in a soda water bottle. A violent commotion agitated the sea, and a boiling surge of air and water swept again over my head. After that I managed to get to an overturned cutter, and was picked up after about a quarter of an hour in the water."

I hear that the money for the Royal wedding present went down in the Victoria, so that the naval subscription will be much reduced, a good sum having been collected from the Mediterranean. The following singular occurrences are reported after the Victoria disappeared. The Staff Commander recovered all his shirts, the drawer, containing them having floated out of his cabin. A drawer containing bottles of medicine also came up; the corks of the various bottles being pressed right in owing to the weight of water at the depth below. Captain Rourke and Commander Jellicoe both recovered relics of their cabins, the latter's being the portrait of the young lady to whom the gallant commander is engaged to be married. This is considered to be a happy omen for their future happiness.

Writing to the editor of the Times on the Victoria disaster, Sir Samuel Baker says: Would not ordinary common sense