

DIEU ET MON DROIT

NAVY & ARMY

ILLUSTRATED.

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Vol. VI.—No. 74.

Saturday, July 2nd, 1898.



QUERNMORE, BROMLEY, KENT.

Navy, Army, Civil Service, etc., Special Tuition.
 THE historic Mansion, known as Plaustrou Lodge, the seat of the late Lord Kimdard has been purchased for the sole use of the School Department of Quernmore, under Mr. G. LLOYD B.A. There are Playing Fields of eight acres. Boys are generally prepared for NAVY, ARMY, and PUBLIC SCHOOLS. The staff of Masters is exceptionally strong, there being eight University Graduates, three of whom are First class Honorary men. Army Candidates are drafted last on into the Senior Pupils Department at Eton, or Norwich, under Mr J. GIBSON, M.A., and Mr. E. W. PHILLIPS.
 The last matriculation, including several First Place Scholars, 1897, 1898, etc., will be sent on application.
 Full particulars of the School will be supplied by Mr. G. LLOYD B.A., Plaustrou Lodge, Popham, Kent; and of the Senior Pupils Department by Mr. J. GIBSON, M.A., 14-16, Victoria Road, Upper Norwood, S.E.
 A third house (No. 24, Victoria Road) has just been opened. In the December 1897, Student Entrance Examination (Oxford and London Men), GIBSON & LLOYD passed—
 W. P. THOMAS FIRST (First Trial)
 G. FERRISON FIFTH
 Thus securing TWO out of the SEVEN vacancies.
 N.B.—The Sandhurst Entrance Examination "Guide," containing the papers of all the most recent Examinations, with solutions in full, is issued each July and December.

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 During 1897 the following pupils were successful:
 3rd, C. R. H. 1897
 4th, C. R. H. 1897
 5th, K. H. 1897
 6th, J. M. 1897
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 Since this establishment was opened, in 1884, it has always had a high reputation for discipline and careful and successful teaching, and that this is well maintained the following list of successes obtained at Examinations held during 1897 will show:
 WOOLWICH—..... EIGHTEEN.
 SANDHURST—..... THIRTY-THREE.
 INDIAN POLICE—..... TWO.
 MILITIA LITERARY—..... THIRTY-ONE.
 MILITIA COMPETITIVE—..... FIFTY-THREE.
 STAFF COLLEGE—..... TEN.
 PROMOTION—..... THIRTY-ONE.

1898
 MILITIA COMPET. NINETEEN PASSED.
 Places taken include SECOND, FOURTH, FIFTH, SIXTH, NINTH, etc.

At the last Three Examinations SEVENTY-TWO officers have passed. Places taken include FIRST, SECOND in three cases, THIRD three times, FOURTH (twice), FIFTH (three times), etc., on the various lists.

SEE OUR GUINNESS

SCHOOL SHIP "CONWAY"

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 THE FOLLOWING RESULTS REQUIRE NO COMMENT.
 APRIL 1898.
 DIRECT ARTILLERY COMMISSION.—THE ONLY PUPIL under instruction was successful.
 8th, A. Murray, 8818.
 WOOLWICH—1897.

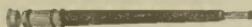
5 PUPILS were under instruction.—ALL PASSED at first trial.
 1897.
 14th, Mr. Moore, 3,117 2nd, Mr. Carrington, 5,681 3rd, Mr. Vane, 5,075 7th, Mr. Bryant, 7,883 7th, Mr. Bridges, 7,791
 This makes a total during the last three years of 27 SUCCESSSES OUT OF 27 PUPILS under instruction for this examination.
 SANDHURST—1897.

TEN CANDIDATES SUCCESSFUL, OUT OF THIRTEEN PREPARED.
 AT THE LAST JUNE EXAMINATIONS Candidates only were under instruction, viz. 2 in Woolwich, 5 in Sandhurst and 1 for Cooper's Hill.—ALL SUCCESSFUL, an unequalled record.
 SOME OTHER RESULTS for the last three years are appended (without application).
 SANDHURST—34 were PREPARED and 31 PASSED.
 MILITIA LIT.—22 were PREPARED and 30 PASSED.
 MILITIA COMPET.—1 were PREPARED and 10 PASSED.
 HIGH PLACES OBTAINED by the above:
 10 FIRSTS, 25 SECONDS, 18 THIRDS.

And all these with an average of 30 pupils only.
 N.B.—When comparing the above results with other lists ASK FOR THE PAPERS, and the number under instruction.

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| Second | LOOMIS, | 28 yards | used | SCHULTZE Powder |
| Third | J. JONES, | 27 yards | used | SCHULTZE Powder |

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THE
NAVY & ARMY
ILLUSTRATED.

Vol. VI.—No. 74.]

SATURDAY, JULY 2nd, 1898.



Photo. Bourne & Shepherd

Copyright.

MAJOR-GENERAL WILLIAM F. GATACRE, C.B., D.S.O.

(See Page 353.)

4th Battalion Norfolk Regiment.

THIS battalion of Militia lately completed its annual training at Great Yarmouth, where it was under arms for the usual period. The time devoted to the annual training of a Militia battalion is not, as some would suppose,



THE MARCH PAST.

one of ease and comfort. There is hard work to be done, and the time is usually short enough in which to complete the official programme.

Of late years the Militia has received a greater share of recognition at the hands of the authorities than formerly, and with the official smile of the "powers that be" has arisen a stricter *régime*.



From Photos.

By a Military Officer.

THE REGIMENTAL COLOURS.



SERGEANT-DRUMMER MACE AND THE BAND.

At the conclusion of the annual training, a battalion is put through a searching inspection, and all the officers are called upon to show that they are capable of commanding those over



PERFORMING THE FIRING EXERCISE.

whom they are placed. In our first picture the battalion is shown marching past before Colonel Burton, commanding the 9th Regimental District. On his right is Colonel Sir Charles Harvey, Bart., commanding the battalion. In addition the battalion was put through the manual and firing exercises. Our remaining illustrations explain themselves. The uniform is scarlet with white facings, similar to the regular battalions of the Norfolk Regiment—the old 9th Foot.

A Crack Camel Corps.



Photo Gourne & Shephard.

A HAVILDAR AND HIS MOUNT.

Copyright.

RUDYARD KIPLING thus sings of the useful, but most objectionable, commissariat camel, which has made life a burden to many of us whom fate has taken to the North-Western Frontier of India:—
 "The 'oss 'e knows a'ore a bit, the bullock s but a fool.
 The elephant's a gentleman, the butery-mule's a mule:
 But the commissariat cam-n-el, when all is said an' done,
 'E's a devil an' a ostrich an' a orphan-child in one.
 O the oot, O the oot, O the Gawi-forsaken oot!
 The humpy-anpy 'ummin'-bird a singi' where 'e lies.
 'E's blocked the whole division from the rear-guard to the front.
 An' when we g'at him up again—the beggar goes an' dies!"

Between this type of the breed and the camels depicted in our illustrations, there is much the same difference as between a night cab-horse and a Derby winner.

Right up in the northern angle where Rajpootana juts up into the Panjab is the district of Bikaner, where the

"sowari" camel of the finest type is bred. Our pictures represent a havildar (sergeant), both himself and his mount being in full field service kit and equipment, and a detachment of the magnificent Camel Corps which Bikaner contributes to the Indian Imperial Service Troops. Fine stalwart Rajpoots and picked beasts of the best class of riding camel India produces are here shown, and the corps is one that does credit to the Imperial Service auxiliaries of our Indian Army. If

you know how to ride a camel you could, on one of these animals, travel at a full trot, and carry in your hand a full tumbler of water without spilling it. To sit loose and not attempt to grip your mount is the great secret to master. If the reader will refer to page 149 in the NAVY AND ARMY ILLUSTRATED of May 7, he will see what the men and camels of this corps can do in the way of long distance riding.



Photo. Bourne & Shepherd.

Copyright.

THE BIKANER CAMEL CORPS ON PARADE.

The Cheshire Yeomanry.

THE annual training, or, as it is officially designated, permanent duty, of a regiment of yeomanry cavalry is always an event of importance in the county, and especially in the particular town, where the troops are billeted.

The accompanying illustrations are descriptive of the training, recently completed, of the Cheshire (Earl of Chester's) Yeomanry Cavalry. The first picture represents the yeomen at the "butts" carrying out their annual course of musketry. Although ability to shoot is not of such value in the cavalry as in the sister branch of the Service, it is nevertheless advisable that mounted men should be able to render a good account of themselves if dismounted for a time to hold a position.

Were the yeomanry to be called out, they might, from the nature of the duties falling to their lot, often find themselves fighting dismounted. The



AT THE BUTTS.

ten days' permanent duty being completed, an inspection of the regiment was held, and in the illustration below it will be



Photos. G. Max Cook.

Copyright.

THE REVIEW.

seen that the squadrons are represented after having advanced in review order. It will be noted that they are equipped similarly to hussars of the Line. The uniform, which is blue, has scarlet facings. The regiment marched past headed by its band, which is shown in another illustration. The Earl of Chester's provided entertainment for their friends in the shape of a military tournament. This is always a popular event. Among the items on the programme were tent pegging, heads and posts, and the Victoria Cross race.

In the last named a number of mounted men set out under fire to rescue their wounded comrades (represented by dummies), and return carrying them on their saddles. The prize falls to the horseman who returns first with his wounded charge.



THE VICTORIA CROSS RACE--PICKING UP THE WOUNDED.



Photo. H. Marx Opp.

THE BAND.

Copyright.

Reviewing the Royal Wiltshire Yeomanry.

THE Prince of Wales' Own Royal Regiment of Wiltshire Yeomanry Cavalry has been in existence 105 years, having been raised by Mr. Richard Long, High Sheriff of Wills (an ancestor of the present colonel), in 1793. It is the premier regiment in England. In 1835, when the precedence of yeomanry regiments was established, the Prince of Wales'

became No. 1, on the ground that it was the first regiment raised of the yeomanry force, and that it had maintained its existence without a break.

Our illustration shows the Commander-in-Chief and his staff, with the officers of the Royal Wiltshire Yeomanry, on the occasion of the review of the regiment at Devizes.

The central figure of the group is Field-Marshal Viscount Wolsley, K.P., the general on his left being Sir John Davis, K.C.B., and on his right General Sir J. Kelly-Kenny, C.B. The Marquess of Bath, Lord Alec Thynne, Lord Cardigan, Sir John Dickson-Poynder, Bart., M.P., and Sir Thos. Fowler, are also seen.



Photo. Hunt.

THE OFFICERS OF THE ROYAL WILTSHIRE YEOMANRY.

Copyright.



THE INVASION OF CUBA—ROOSEVELT'S ROUGH RIDERS IN ACTION.

On June 20, the expedition for the capture of Santiago arrived off the Cuban coast, and on the 24th, the disembarkation took place at Baiquiri, from which point there is a road to Santiago, Juraguá, twelve miles from Santiago, was occupied the next day. It was during the advance to this place that the regiment of rough riders raised by Mr. Roosevelt, the late Assistant-Secretary of the Navy, came into collision with the Spaniards, and some sharp fighting ensued.

From a Description by Mr. E. J. [unreadable]

Intrenchments.

By LIEUTENANT-COLONEL J. GRAHAM.



THE record of soldiers of fortune and gentlemen-adventurers seems to belong to the past almost as much as the foraying of moss-troopers and rieurs of the marches. And yet there is one or two such twenty years ago—to be exact, at Jamnau, on January 22, 1877—at the age of ninety-two, a man who was the very exemplar of the spirit that filled the wild soldier of former times. A new volume, entitled "The Memoirs of Alexander Gardner, Colonel of Artillery in the Service of Maharaja Ranjit Singh" (Blackwood, 7s.), edited by Major Hugh Pearce, and with an introduction by Sir Richard Temple, relates his history. It is a history that reads like a romance. I think never has such a career been recorded. There have been many European officers in the service of Indian native princes, like General de Boigne among the Marathas, and the "Lion of the Punjab" himself was served by Generals Ventura, Allard, Van Cordlandt, and many more, but such a life as that of Alexander Gardner, the explorer, freebooter, fugitive, military leader of Afghans and Sikhs, the hero of a hundred fights, is without a parallel. The story is so strange, wild, and terrible, that if it were not well vouched, and did not go with all we know of Oriental history and character, it would appear almost incredible. It has, in fact, been challenged, though obviously on insufficient grounds, and has been accepted by many competent authorities.

Gardner called himself an American. As a matter of fact he was a Scotch surgeon, who crossed the Atlantic and took sides against us in the War of Independence, and his mother a half-Spanish lady. From the shores of Lake Superior, where he was born, the boy was carried by his father to Mexico, whence he proceeded to Russia, cherishing the desire of entering the service of the empire. He was disappointed, but made instead a perilous journey among the Himmals, and reached Herat in 1819, still wandering through Central Asia and followed, and we find Gardner a soldier of fortune commanding a corps of picked horse in the service of Halib-ulla-Khan, the rival of Dost Mohammed. There is a terrible story of the enemy, stabbed herself to death rather than fall into the hands of the conqueror, and his wife, who, heart, and did not live to see her infant massacred. Gardner never spoke without tears of his Afghan romance till his dying day.

From this terrible scene he went southwards, passed through Baluchistan, crossed the Indus, traversed Gilgit and Chitral, and at length ended his journeying at Peshawar, where he became chief of artillery. The whole journey was fraught with peril and filled with adventure. At one moment we see the fugitive and his companions in an Afghan cave, not daring to light a fire, lest they should be observed. Then he is examining the shells and tumbrils which the Indian Government has presented to Ranjit Singh, and rejoicing to discover by accident a paper of instructions, which enables him to justify his reputation as an artilleryist. The rest of the volume recounts Gardner's service with Ranjit Singh and his successors. The creation of the Sikh Army is described, but the most dramatic part of the whole story is the massacre of Sher Singh, and of Dhyvan Singh, the vizir, and many more. The scenes of horror pass vividly before us. Gardner was by this time a Mohammedan, and a thorough Oriental. He looked on, with emotion indeed, but without horror, at the self-immolation of Dhyvan Singh's widow. She would not light the fatal pyre until she had the heads of her husband's murderers, and Gardner wrote, "I hid their heads at the feet of Dhyvan Singh's corpse that evening." So unusual is the interest of this important book that it must certainly be read equally by those who would understand frontier history and those who revel in wild adventure. A portrait of the hawk-eyed old campaigner, looking like a veritable Sikh, though clad in the 79th tunic from head to heel, enables us to understand the manner of the man.

After reading such a story of outrage, murder, and anarchy among the tribes beyond our border, it is pleasant to hail, in Milton's prayer, "Thou who of the free grace didst build up this Britannic Empire to a glorious and enviable height, with all her daughter islands about her, stay us in this felicitate." These almost prophetic words are well met by the series of "Pamphlets of Great Britain," which Mr. Fisher Urwin is publishing. It was lately my pleasure to review in this column Mr. Beazley's "John Cabot," and I recur to the series in order to recall the fact that Major Martin James's admirable "Sir Thomas Maitland" and Mr. Frewin Lewis's "Sir Thomas Maitland" preceded it, and that the series will be completed by volumes on Lord Clive, E. G. Wakefield, Rajah Brooke, Admiral Philip, Sir Stuart and Sir Charles Owen's "Declaration of War," a quite masterful survey of the position of belligerents and neutrals. It is a volume of considerable size, covering a much wider field than is indicated by the title, and is well covered to see that what is practically a pamphlet of it has been published under the title of "Maritime Warfare and Merchant Shipping" (Stevens and Sons, 2s.). It is an excellent summary of the rights of capture at sea, which I commend to shipowners, masters of merchant ships, and all interested in marine insurance.

Yachting matters will interest all our readers, and therefore I have no hesitation in calling attention to the Grand Yachting Doubt which is the subject of the *Ladies' Fleet*, to be published on Saturday, July 23, price 18s. This number will have a specially-designed cover magnificently illustrated in colours, and will contain special illustrated articles on yachting, etc., contributed by leading helmsmen, and a superb number cover which will be fully described in the next issue, and which will contain various other unique and attractive features, which will be announced in due course.

Publishers are requested when sending books for review to address them direct to the Editor of THE NAVY AND ARMY ILLUSTRATED, 29, Tavistock Street, Covent Garden.

WHEN we read of troops intrenching themselves, we can form no estimate of the work which they ought to perform unless we know how long they intend to remain, the nature of the country, the distance from their base, and so on. A trench is literally a cutting, the word being derived from the French *trancher*, to cut; and an intrenchment is a place of defence formed by cutting a trench and throwing up the earth on its further side. As a matter of fact, intrenchments may mean anything, from the "shelter pit" that one man can make in ten minutes, to the "intrenched camp" of Paris, with its circle of outlying forts.

When infantry, however, make use of the spade in war, it is generally in the construction of what are known as "hasty intrenchments." These include (1) cover for skirmishers, (2) cover for the shooting line, supports, and reserves, and (3) cover for artillery. In the first case we have shelter pits and rifle pits, in the second shelter trenches, breastworks, and emplacements, and in the third gun pits and gun emplacements.

A "shelter pit" would seem a misnomer to the uninitiated, as its dimensions afford, apparently, but small promise of protection. It is, nevertheless, a most useful defence, as any inequality of ground, or even a few stones thrown down in front of the rifle-man, greatly lessen the chance of his being hit. The shelter pit is 6-ft. long from front to rear, 2-ft. 3-in. wide, 3-in. deep in front and 9-in. in rear. The earth in front is 15-in. high, except where it is fired over, and there it is 12-in. The "bern," or ledge, between it and the pit is 4-in. wide, and affords a rest for the elbow of the shooter.

A rifle pit is a larger piece of work, which can be done by one man in two hours. When a shelter trench is dug, each man is supposed to dig 5 ft. in half-an-hour, and if time permit, an additional half-hour is well spent in widening the trench from 2½ ft. to 5 ft., and in thickening the parapet. Hasty intrenchments are sometimes so improved and strengthened as to assume a more permanent character, conspicuous instances of which were furnished by the defence of Pleveia.

There was probably never better use made of intrenchments than in that memorable defence, and it may be interesting to quote from two eye-witnesses, one on the Turkish side and the other on that of the Russians. A defender of Pleveia writes thus:—"An infected part, which never relaxed till Pleveia fell, seized the soldiers to dig themselves in like moles. Apart from the great redoubts occupied by battalions and batteries, with their systems of front and flank trenches, there were minor intrenchments innumerable for outposts and sentries." The same writer says that Turkish captains, and even non-commissioned officers, constructed earthworks in all directions on their own initiative.

Let us now see the effect produced by this kind of defensive warfare, as described by a spectator from the Russian side. He says:—"Certainly that must be called a brilliant defence which arrested the Russian advance, and completely paralysed their whole plan of campaign, and all their movements for five months; which caused them to call forth vast reinforcements from Russia, and, pending their arrival, to supplicate the aid of a petty principality, which killed and wounded and spread disease among nearly forty thousand of his enemies, and caused the affairs of a mighty empire to be directed during half a year from miserable huts in obscure villages of a foreign land."

In a well-wooded country timber as well as earth would be largely employed if defence for any length of time were contemplated. It is used for palisades, log loopholes, tree entanglements, and abatis. The last are trees, felled, fixed in the ground, with their branches shortened and sharpened, thick, impenetrable, and pointing towards the enemy. Other devices are adopted for preventing or retarding an enemy's approach to a position, such as wire entanglements, fougasses, or miniature mines fired by electricity, shells close to the surface of the ground, and exploding when trodden on, and rows of pits with a pointed picket in each; but it is a rule that none of these things should be so placed as to interfere with an advance or counter attack against the enemy. Another fact to be remembered is that the value of all fortifications is to be measured by that of the soldiers who man them.

One word may be added as to coast defences. In this country we rightly consider our shores protected by the supremacy of the Navy, but the land forces unite with it in defending our great military and commercial ports. These places are fortified by permanent works, on which are mounted guns of the heaviest natures, capable of keeping all but first-class ships at a distance.

The above remarks are intended to convey to the non-professional reader some idea of fortification, and to assist him in comprehending operations mentioned and terms employed from time to time in the war news from Cuba.

A Torpedo-boat Flotilla Attack.

By COMMANDER T. C. FEATON, R.N.

THE delivery of a torpedo-boat attack nowadays gives the opportunities in Naval warfare for a display of daring and energy, coupled with the greatest vigilance and expertness in handling the vessels, that a cutting-out expedition did in the old wars. The risks now are far greater, as, in addition to those from fire of the enemy, there is the danger of explosion from a shot cutting a steam-piper or entering a boiler, or, worse still, exploding one of the torpedoes which each boat carries.

Torpedo-boats would probably work in pairs or small flotillas—seldom singly—and there would be the necessity of the utmost ingenuity in devising means of eluding or deceiving the vigilance of the vessels about to be attacked. The boats have great speed and invisibility as points in their favour; or comparative invisibility, I should say, as once spotted with an electric light, they could generally be kept in view.

Torpedo-boat attacks made for exercise and instruction in peace time have been carried out nearly every year in the Naval manoeuvres, and as often as not the assailants have succeeded in the object. One attack, notably, on vessels lying in Plymouth Sound, was considered to be a great success. In that case ingenuity was exercised by deluding the enemy into thinking the attack was over and vigilance no longer necessary, a feint being delivered during the night and the real attack just at daylight, when the danger was supposed to have passed away.

The difficulty, even in peace time, on board the vessel attacked is to control the fire and to direct it on the proper object. When a boat is observed the time is necessarily very short in which to incapacitate her. If she is first seen at 1,000 yds., she has only to run 400 yds. before she can discharge her torpedo with probable effect, and that space is covered in about thirty-five seconds if the boat is going at 20 knots.

A torpedo-boat flotilla should always be accompanied by a larger vessel, to act as a base for supplies, repairs, etc.

The space on board each boat is very small, and at sea, unless in perfect calm, there is absolutely no comfort, while the motion is so violent and peculiar that the oldest sea-dogs succumb to it. It is necessary, therefore, that the boats should be attended.

To prepare a torpedo flotilla for an attack great care is taken to colour everything, even to the faces of the crew, a dull black; a shiny black, such as a painted oilskin coat, would reflect the beams of an electric light and tend to show the position of the boat. The torpedoes are charged with air, the explosive put in their heads and prepared for service; they are then placed in the tubes. Ammunition is placed ready for the quick-firing guns and small arms, these last principally for repelling any attack made by the enemy's guard-boats, all water-tight compartments closed, and the greatest caution taken to effectually screen any necessary lights—these would be in the engine-room, stove-hole, and at the compass—special watches and signals arranged, and of course, the plan for the attack. In attacking vessels under way, such as a blockading squadron, provided the night is dark and the weather fine, the ships stand a poor chance, as it is easy to find them. Running into an enemy's port to attack vessels lying there is a far more risky affair. Vessels at anchor in a port, if the latter is well chosen, can defend themselves more

securely and make arrangements to get early information of approaching torpedo-boats.

The flotilla of boats intending to make an attack would probably rendezvous at some convenient spot, an anchorage if possible, at such a distance that they could approach and make the attack during the dark hours. If possible some information would be obtained of the disposition of the enemy's ships, guard-boats, and what obstructions were likely to be encountered, and plans would be laid to counteract any that might be expected. Some boats would be told off with gun-cotton charges to cut a boom or cable obstruction, others to tackle any guard-boats that might be inclined to interfere, the remainder to attack the vessels; some, perhaps, to make a feint in one direction whilst the real blow was being delivered elsewhere. In approaching for an attack, when the boats are getting within range of the enemy's search-lights, they should go as slowly as possible, as the wave thrown up by the bows of each boat is most conspicuous in the electric search-light beam, and often the only way a boat can be spotted at a distance.

There has always been great difficulty in arranging some plan for boats to recognise friendlies from foes, also for ships to recognise their own boats from the enemy's, and the only really safe plan is for boats when sent out either for attack or defence never to approach their own ships again until after daylight. Several light signals and others have been tried, but they are always liable to be discovered and utilised by the enemy to approach and discharge a torpedo, and then down goes half a million sterling in a battle-ship perhaps.

A ship should on no account allow anything to approach her after dark, and guard-boats, having once taken their departure, should remain out of range until after daylight.

A boat caught in the beam of the electric light is much hampered; the light can be made to follow her motions, and unless going very fast she cannot evade it. When in the beam of the light can be made to follow her motions, and unless going very fast she cannot evade it. When in the beam of the light can be made to follow her motions, and unless going very fast she cannot evade it.



A TORPEDO FLOTILLA AT WORK.

when the ship to be attacked is using her electric search-light and the boat is not in the beam, the light is a great assistance to those on board the boat in directing them to the ship and to light them on their way.

Taking the view of a torpedo-boat attack from the defence side, coolness and quick decision with the officer in command are most essential, as there is possibly too short a time to make play on a torpedo-boat with guns, etc., enough to disable her before she can use her torpedo. All ships have special arrangements and drills for repelling these attacks, but there is great difficulty in preventing men firing at imaginary torpedo-boats and from false alarms; also when one torpedo-boat is seen in the electric light beam there is danger of her drawing the entire attention of the defence, and thus permitting her consorts to slip in unobserved.

Experiments have proved that it is difficult to stop a torpedo-boat with any obstruction short of a stone wall, and this is why it is that we are building breakwaters in some ports. The boats are built of the thinnest of plating and very light, and it is wonderful what large floating obstructions they will ride over or "jump," as it is termed; and the sensation is quite like jumping, for the boat rises, then takes the level, and descends on the other side.

Military Movements in Madrid.

MADRID has witnessed many stirring and not a few heartrending scenes during the Cuban insurrection, the Philippine rising, and the war with the United States. Many a Madrileña has seen her high-spirited boy, many her lover, march through the streets on his way to some port for embarkation on an expedition from which he should never return. It was something of a marvel to military onlookers that General Azcarraga was able

to despatch such large bodies of troops abroad, and his successor, General Correa, is scarcely less successful. The pity of it is that pestilence and hardship have cut off so many in their prime.

Our pictures are of recent military movements in the Spanish capital. Great secrecy has veiled the objects to be accomplished. Intelligence has been suppressed and false news disseminated in order to mislead the enemy; so



HORSEMAN OF THE PALACE GUARD.



From Photos

THE SPANISH FIELD GUN.

© by a Military Officer.



Photo, J. David.

A PARADE OF THE CIUDAD RODRIGO CAZADORES.

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ARTILLERY PASSING THE PUERTA DEL SOL.

that only those in official circles, perhaps not even those, have known what the departure of troops has meant. Was a great expedition being prepared for the Philippines? Were these troops assembling in anticipation of the opportunity for despatching them to Cuba? Some, it was known, were for Majorca and the Canaries. Was some *pronunciamiento* in the air? These are questions which have agitated the Spanish people. Here we see a battalion of infantry marching through the streets with band playing, on its way to the departure station. There is no extraordinary crowd, and the excited accompaniments of the leaving of troops for the seat of war in other capitals seem wanting. Perhaps it is that the Spaniards have grown so accustomed to such scenes that they profoundly move them no more.



OFF TO THE WARS.

Then we see a party of artillery on their way through the Puerta del Sol—the Trafalgar Square of Madrid—and the speciality of their six-mule pole draught, which has before been illustrated in these pages in certain Cuban scenes, will be noticed. Another picture illustrates more clearly the character of gun, limber, draught, and equipment. Still another illustration is of a battalion of Cazadores, or Chasseurs, of the Ciudad Rodrigo Regiment, No. 7, on parade in its quarters at Madrid. To English eyes the long blue tunic, which is of an old French pattern, seems cumbersome, but it largely prevails in the Spanish Army.

Lastly, we have an illustration of a mounted man of the Palace Guard, at Madrid, on sentry duty. The Spanish Court is maintained, as all the world knows, in great state, and this humble horseman is one among a crowd of military retainers who contribute to its magnificence.

Volunteer Manœuvres in the New Forest.

THE brigade under the command of Col. Hon. H. S. L. Crichton went into camp during Whit-week, and was exercised as moving columns. The manœuvres were conducted under active service conditions as far as these can be simulated during times of peace. For a bed each soldier was provided with a waterproof sheet and two blankets, but all seemed to thrive under these conditions. The manœuvres were based on the idea that an invading force, consisting of the 4th (Bournemouth) and the 5th (Isle of Wight) Battalions, under Colonel Vandeleur, C.B., had forced a passage seawards and landed at Lymington, whence they were advancing on Southampton. The defending force, consisting of the 1st (Winchester), 2nd (Southampton), and 3rd (Portsmouth) Battalions, was ordered to move to intercept the enemy, under the command of Colonel S. Cave. The defending force encamped at Hatchepond.



A QUIET HALF-HOUR.

The Sunday was marked by a church parade, and the following day the defending bat-

talions were inspected by the Southampton force marched on

brigadier. On Tuesday the Lyndhurst. Wednesday was, however, the eventful day of the week, for the brigade was then inspected by Lord Wolseley, the Commander-in-Chief. Both forces had thrown out outposts, but these were eventually driven in. Lord Wolseley, at the close of the operations, expressed himself highly satisfied with all he had seen. The following morning the camp at Lyndhurst was struck, and the defending force marched off to drive the invaders from their position near Beaulieu Road Station. After a hot fight the operations were criticised by the umpire. Lord Wolseley witnessed the "battle," and was pleased with the way in which the troops moved. The brigade returned home on Saturday, benefited by their week's "campaign."



CYCLISTS, 3rd HANTS RIFLE VOLUNTEERS.



IN CAMP AT LYNDHURST—1st V.B.H.R. WAITING THE ARRIVAL OF TENTS.



From Gregg's

KNIGHTS OF THE GENEVA CROSS—A CASE FOR "FIRST HELP."

Copyright.

The First Skirmish of the War.

WE are able to-day to illustrate, from photographs taken at Cabanas at the time, the first land-fight of the war. Such a thing has rarely, if ever, been done before. At the beginning of the operations the Yankees depended a good deal upon the insurgents, but the expedition of the transport "Gussie" opened their eyes to the unsatisfactory character of their allies. "These durned mongrels ain't worth a cent," the hull lot of 'em^s said one long-legged soldier, spitting his contempt into the Key West sand; while Captain Dorst, of General Miles's staff, walked about half crest-fallen, and half triumphant, on his return. If he had failed to land the arms and ammunition for the insurgent troops, he had, at least, unmasked the weakness of the force proposed to be helped, and had satisfied himself that the Spaniards had a good system of coast communication along the northern coast, and could quickly mass troops sufficient to repel small landing parties in that quarter.

The expedition seems to have been rather mismanaged, for the blockading ships had received no instructions to render assistance. The "Gussie," with her hold full of munitions, arrived off Cabanas on May 12, conveyed by the gun-boat "Manning," which covered the landing.



SKIRMISHERS ADVANCING IN OPEN ORDER



SIGHTING THE SPANISH CAVALRY.



THE LINE OPENS FIRE.

A boat with about forty Americans, under command of Captain Connor, went off in the evening, and the first to reach the shore was Lieutenant Crofton. The boat was capsized, but no lives were lost.

Once on land, they rushed to the bush for shelter, when a ringing shot told them they were expected. The "Manning" opened fire on the pine woods where the Spaniards were believed to be, and the torpedo-boat "Wasp" came up and joined her. Meanwhile the Americans were advancing through the wood, expecting to meet the insurgents of General Delgado, who had promised to be on the spot, when a strong body of Spanish cavalry appeared, with a force of infantry. The American advance was made in open skirmishing order, and our snap-shots were taken just when the engagement began. The Yankees were excellent marksmen, accustomed to forest work, and they claimed to have killed and wounded about a score of Spaniards, which Marshal Blanco promptly denied. On the American side the brief struggle—the whole business did not last more than twenty minutes—was bloodless, but it was vain to think of landing arms when the recipients were not there; so Captain Connor had the recall sounded, and the party made their way back to the shore, where they were under cover of the "Manning's" guns.

The fire from the ships had disconcerted the Spaniards, who, besides, made the mistake of advancing in close order through the wood, and the Americans were able to re-embark unmolested.

The "Gussie" remained off the coast steaming to and fro for three days, and on Saturday morning, May 14, advanced within a short distance of the coast near Mataraz, when a sharp rifle fire from the bush warned them that the Spaniards were well on the alert. Not an insurgent had been seen, and therefore the expedition was a failure. Captain Dorst thereupon decided to return to Key West, which he accordingly did.

Captain Dorst landed at Key West to report the circumstances of his mission, while his men walked about gloomily, and were little inclined to discuss it, except with condemnation of those who had sent them on a wild-goose chase. General Delgado, the insurgent leader in Pinar del Rio, perhaps expressed the same complaint, for he had been unable to reach the shore in sufficient force to receive the much-needed stores for Maximo Gomez, who was expecting them.