

THE RAID OF THE

RUSSIAN CRUISER

"KASKOWISKI"

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J. Rouse

The Editor

The Times

with compliments.

from

The Author.

Wellington N.Y.

1st May 1844

The object
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THE RAID

OF THE

RUSSIAN CRUISER 'KASKOWISKI'

AN OLD STORY OF AUCKLAND.

WITH AN

INTRODUCTION AND APPENDIX ON COLONIAL DEFENCE,

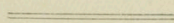
ENUMERATING THE

NAVAL AND MILITARY FORCES OF THE EUROPEAN POWERS AND THE COLONIES,
LIST OF ROYAL NAVAL RESERVE MERCHANT CRUISERS, AND OPINIONS
OF LORD SALISBURY, LORD BRASSEY, CAPT. EARDLEY-WILMOT,
LORD CHARLES BERESFORD, LORD ROBERTS,
AND OTHER PROMINENT STATESMEN
AND EXPERTS ON THE
WAR PROBLEM.

BY

D. M. LUCKIE.

*The firm faith of men of true British blood is that
Britain must be Supreme upon the Seas.*



Wellington, N.Z. :
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PAST AND PRESENT VIEWS ON BRITAIN'S NAVAL DEFENCES.

"Mein Gott! Vat a city vor to sack!"—*Field-Marshal Blucher, on his visit to London, after Waterloo.*

"The Royal Navy of England hath ever been its greatest defence and ornament. It is its ancient and natural strength—the floating bulwark of our island."—*Blackstone (Commentaries, 1765).*

"England will defend her Colonies with her last ship and her last shilling."—*Speech of the late Lord Granville, in the early sixties.*

[This declaration was dragged from Lord Granville by reason of the popular feeling which had been created against the late Mr. John Bright's assertion that the Colonies were "a burden and a danger" to the Mother Country, and conferred little economical benefit; and against his doctrine of "Wayward sisters, go in peace!" Happily, all this has been changed, and the financial and commercial world now knows and appreciates the great and growing advantages of the Colonies to the Mother Country, and to her productive industries and requirements.—D.M.L.]

"We are bound to give to the Colonies effective protection by naval means. Depending, as we do, on imported food, it is essential that our supplies should be made secure. It is not too much to say that upon the efficiency of its naval defences the British Empire will stand or fall."—*Lord Brassey.*

"One hundred years ago England was nearly, if not quite, self-supporting. To-day we are not provisioned for more than six weeks or two months."—*Hon. T. A. Brassey, in Nineteenth Century.*

"The continued advance upon India, of Russia and France make it necessary for the frontier to be closely guarded."—*Address of Lord Lansdowne, January 22.*

"Loss of the Colonies would be England's ruin. The active naval preparations at present carried on by Russia and France are directed against England."—*Speech of the Right-Honorable Arthur Balfour at Manchester, January 23.*

"France has greatly increased her Empire, not only in China and Tonquin but in Africa, and has extended her interests in other parts of the world; and in the event of a war with this country all these interests would be jeopardised, and in a very short time France would be cut off from communication with her outlying dependencies in different parts of the world."—*Speech of Mr. Shaw-Lefevre in Parliament, May, 1889.*

"Spanish military experts are advising the fortification of the Bay of Algeciras, to the west of Gibraltar, in order to secure power to silence the forts at Gibraltar."—*Cable message from Madrid, January 23.*

"In any future war in which the British Empire may become involved, British commerce will undoubtedly suffer losses. Their number and extent will depend on the strength and efficiency of the British Navy; but it is only in the case of that strength being allowed to fall to a point which will leave the command of the sea in doubt that British commerce will be seriously interrupted. In such a case it is idle for British merchants to talk of securing the safety of their trade under a neutral flag. No Power with which we might be at war would respect the neutral flag where ships were carrying food supplies *absolutely vital to the existence of the enemy.* Place the command of the sea in doubt, and the ruin of British commerce and the British Empire is assured.—*Hon. T. A. Brassey.*

"The wealth of this country cannot be concealed or withdrawn from the eyes of the world. Lord Salisbury warns the country that its position at present is far from one of security. It was useful to point out, as Lord Salisbury did to the people of Cardiff, the consequences that would follow from even the temporary ascendancy of a foreign fleet outside their port. Yet, without bombarding a town, without in any way bringing the horrors of war home to a single port, an enemy who could drive our fleets off the sea would hold us entirely at his mercy.

"It is not a question of losing greatness, or consideration, or Empire. It is a question of losing our very independence, and of suffering actual conquest without putting the enemy to the expense of invasion. Our frontier everywhere is the sea, and our natural existence depends upon our holding it against all comers."—*The Times, November 29.*

"We are literally sleeping upon a volcano at a time when sleep should be allied with the most acute watchfulness in preparing for a peril that is imminent. The destruction of every empire has been preceded, after a period of careless luxury, by a comatose condition of the mind which has closed the eyes to external warnings. If 18 millions per annum are necessary for expenditure upon an army which would be positively helpless in a war with a first-rate Power, does it not prove to the meanest understanding that we depend for our existence entirely upon our Navy? We should lose no time in doubling our effective naval strength."—*Sir Samuel Baker*

TO
THE HON. RICHARD JOHN SEDDON,
PREMIER,
IN HIS CAPACITY OF
MINISTER OF DEFENCE FOR NEW ZEALAND,
THIS REPRINT
OF
AN OLD STORY OF A WAR SCARE
IN AUCKLAND
IS
RESPECTFULLY INSCRIBED.

PREFACE.

ALTHOUGH the tale narrated herein has been reprinted at different periods in New Zealand journals, frequent pressing applications have been made for its publication in a form less fugitive than that which the columns of a newspaper afford. The present day, when the atmosphere is agitated by presages of "war's alarms," seems a fitting time to comply with these requests, all the more so that, only the other day, Lord SALISBURY set before a large and enthusiastic audience at Cardiff, as a possibility "by no means imaginative," the effects of a raid by a foreign cruiser on that important English county town,—a narrative which forms a curious counterpart to the fanciful sketch of the "KASKOWISKI" visitation to Auckland of one-and-twenty years ago. Hence the present *brochure*, with its collection of various statistical and other information germane to the prominent war topics of the hour, which are engrossing the attention of millions of people on both sides of the planet.

WELLINGTON, NEW ZEALAND,
April, 1894.

D. M. LUCKIE.

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INTRODUCTION.

THAT impartial critic and brilliant thoughtful writer—artist as well as author—Mr. Philip Gilbert Hamerton, who has spent half his lifetime in France, in his attractive volume, entitled “French and English,” published in 1889, says:—

“I have no illusions about friendship between nations. There never will be any firm friendship between England and France; and a momentary attachment would only cause me anxiety on account of the inevitable re-action.”

The force of this pregnant sentence may not unreasonably be applied to the recent suddenly evolved ebullition of French affection toward Russia, whose dominant autocracy is in principle and practice the very antipodes of that republican sentiment which at present animates and rules the Gallic people and their politicians. Doubtless, the “inevitable reaction”* will, in due course, follow the late popular enthusiasm for Russia, which found such extraordinary expression when the Russian Fleet and its officers and crews visited Toulon and Paris. There can be no doubt that at the time of these Russian receptions there was promise of a very close *rapprochement*, a more than mere friendly connection, if not an actual treaty of alliance, offensive and defensive, between France and Russia. The feeling of unrest which these demonstrations awakened in Great Britain, both in and out of Parliament, led the French Premier publicly to express a hope that the excitement which this Franco-Russian friendship (this Autocratic-Republican alliance—“Powers eternal! such names mingled!”) created in England might speedily pass away. But time went on and it did not pass away. On the contrary, it grew stronger and spread. Britain’s far-off dependencies, in these Antipodean seas, have become alive to the danger which would threaten these shores and their vast sea-borne commerce should there arise a European war in which England became involved. The possible imminence of such a calamity has attracted the attention of the colonial authorities on the other side of the Tasman Sea, as well as of those in these islands.

The Defence Minister of New Zealand, acting on the advice of the Commandant of the Defence Force, has ordered the transmission to England of the guns in our fortifications, for alterations and modern improvements, so as to render them fully effective as weapons of defence. The coal port of Westport, whence was obtained the superior coal which enabled Captain Kane to carry the “Calliope” out of Samoa in the teeth of a tropical cyclone, is to be fortified; so also is the Port of Greymouth, on the same coast.

Major-General Edwards, an experienced officer of the British Army, has specially reported to the Government of Victoria on the defences of the Australian Colonies,

* Since these lines were written it would almost appear that this reaction has already shown its beginnings, for, by reason of France having decided to place an import duty on grain and other breadstuffs which will seriously affect Russian agricultural products, a marked feeling of dissatisfaction with France has been displayed. France also, while reducing the import duty on Russian petroleum, subsequently extended the same privilege to America, the only strong competitor of Russia in the oil market. This, too, has caused irritation. “Friendship is Friendship,” says the *Novoe Vremya*, “but *do ut des* is the basis of commercial relations, and France had better reconsider her position in taking such a course.” But the French Ministry have declined to make any alteration.

and has recommended federation of the military forces of the four principal Colonies in the Australian Continent. Regarding the danger to which, in the event of war, these possessions would be subject, General Edwards says,—

“The Australian Colonies offer a rich and tempting prize to a hostile country, and if these Colonies had to rely on their own resources as regards defence they would certainly be called on to fight for their own independence; and, without cohesion of power and combination, their position would be one of great danger.”

During the last month the New South Wales Government sent a detachment of the Submarine Mining Company of Engineers to Newcastle to complete the fitting up of the submarine mining stations at that port.

Speaking a few weeks ago at Cardiff, Lord Salisbury referred to the element of danger to the coasts of the British Isles, if subjected, as they might be, at some critical moment to the mercy of England's enemy. “Have you ever,” he asks,—

“Have you ever, here in Cardiff, thought what it would mean if, owing to any accident of the new machines (our great battle ships), or to any combination that we have not foreseen—if, owing to that, for a short time the enemies were masters of St. George's Channel? Have you ever thought what the effect of that would be? It would be the absolute destruction, for the moment, of your trade. Irobably a hostile squadron would anchor above Cardiff, and you would be informed that unless you collected within twenty-four hours some fabulous sum of money your town would be burned to the ground. Every gentleman would be collecting his plute, every lady would be collecting her jewels, and everything that could be obtained would be scraped together out of the banks, and the tradespeople would be brought together and compelled to contribute. This is not the mere play of the imagination.”

It is curious to read this utterance of to-day by Lord Salisbury and compare it with the narrative which is reprinted in the body of this pamphlet. Twenty-one years ago Russia was steadily advancing her outposts in Central Asia, nearer and nearer to the frontiers of British India, and there was a feeling of possible conflict of interests in the air, and of their reference to the “dread arbitrament of war.” Then “the play of my imagination” took practical shape one sunny morning in Auckland, in the direction of considering what might probably happen to that city and to other defenceless colonial seaports in the event of a European war, and a consequent equally sudden and unannounced visitation of a few powerful hostile ships to our then wholly unprotected shores. Next morning the exploit of the Russian cruiser “Kaskowski,” (following at a modest distance on the lines of the famous “Battle of Dorking,”) appeared in the columns of the *Daily Southern Cross*, to the editorial chair of which I had recently been appointed by Sir Julius Vogel, who was then the proprietor of that journal.

Years after the publication of that narrative circumstances came to light which proved that Russia did seriously contemplate a descent on these Colonies and their commerce on the sea. Since 1873 more than one “war scare” has agitated the minds of Australasian communities. Hitherto the uneasiness has been caused by the possible action of Russia. Now it is Russia *cum* France,—a warlike connection of a much more serious character in view of the results of a combination of the fleets of two such allies.

When one morning in 1885 the sudden apparition of the Russian cruiser “Vestnik” was beheld comfortably anchored in Wellington harbour, on the man-of-war ground, which she had quietly reached during the night, entering the harbour without any pilot's assistance, there once more arose a feeling in the public mind that the ports of the colony were certainly not so safe from a hostile incursion as they ought to be. It was felt that what was then done by way of unannounced entrance in peaceful guise might be as easily accomplished with unfriendly intent by vessels of greater power than the “Vestnik.” About that time, too, as was subsequently ascertained by the naval authorities at Home, there were lying in the Russian naval station at Vladivostock, on the Russian Asiatic coast, two war vessels fully equipped, and only waiting for a then expected declaration of war, ready for immediate despatch to Australasian waters with a hostile object, which could not be misunderstood.

Since the Crimean war of forty years ago the Russian fleet has been enormously strengthened and enlarged, especially since 1877. That of Turkey, on the other hand, has dwindled and fallen into what might almost be termed decay, so much so as now to be considered quite incapable of coping with Russia in the Black Sea, for the latter Power deliberately broke the Treaty of Paris of 1856, by which she was prohibited from building war vessels in the Euxine, where she now owns a

powerful fleet of ships of latest modern construction. She possesses also a squadron of special cruisers described as "splendid" and powerful, belted with complete waterline belt six inches thick, and having a speed of 16 to 18 knots per hour. One ironclad cruiser, the "Rurik," which was launched little more than a year ago, is 435ft. long, 67ft. broad, with a displacement of 10,933 tons, 13,250 indicated horse-power, and armed with 16 heavy breech-loading guns. This vessel, it was stated at the time of her completion, is able to make the voyage from the Baltic to Vladivostock (19,000 miles) "without once coaling by the way." There are others of this type of ship being constructed, and there have been many smaller vessels added to the Russian Navy in recent years.

The great aim of Russia in a new war (and, of course, it would be the aim of any other Power with whom she may be allied) can be plainly gathered from the frank and open declaration of the Russian *Official Gazette* at the time this great cruiser "Rurik" was launched. It was this:—

"Ever since Europe, headed by England, began a systematic opposition to our policy, Russia and her august monarchs have never ceased to regard this system of cruisers as the most effective means of contending with our enemies on the seas."

Russia's policy is still the same. The same desire to reach Constantinople, which was frustrated in 1853 by the Crimean war, and again when the Treaty of San Stefano was annulled, mainly by British interference in 1878—is still the policy of the "august monarchs" of the north.* The desire of Peter the Great that the double eagle might float over the dome of the mosque of St. Sophia still remains the cherished dream of Russia's policy, and that is scarcely veiled in the official words quoted above. The "Sick man of Europe," as the Emperor Nicholas designated the Sultan of Turkey in 1852, is far more worn and sick to-day than he was forty years ago. His dominions have been diminished and divided. Russia has acquired possession of more Turkish territory than she surrendered after the Crimean war, and Turkey is sensibly weakened as respects both dominion and forces, as well as finance. Her debt is enormous and growing. The impecunious condition of her heavily-taxed Empire is notorious. There are still thirty millions sterling of the last war indemnity due to Russia. A successful war waged by Russia against Turkey would be far more likely to drive the Turk out of Europe now than seemed at all probable when Nicholas declared war in 1853, or when, twenty-four years later, the Russo-Turkish war arose, resulting in the crowning defeat at Plevna.

Movements among smaller kingdoms are not infrequently indicative of more important action, of which such movements are only the initiative, stirred up to give colour for an interference on the part of the more grasping of the Greater Powers, so as to lead to a foregone conclusion when the time is ripe. For example, a professed regard for the orthodox faith, and the protection of the "Holy Places" in Jerusalem, was made the pretext by Russia for declaring war against Turkey in 1853, and similarly the question of the succession to the throne of Spain was in 1870 the flimsy pretence of Napoleon III. for that war with Germany, for which both sides had for a considerable time been making gigantic preparations. In 1877 Russia declared war against Turkey under the guise of protection of the "down trodden Christian subjects" of the Porte, though the acquisition of more territory, and a nearer approach to Constantinople, were the true objects of this Russian protection, which history shows has almost invariably developed into occupation and ultimate absorption. It is thus that small pretexts lead up to great results. There may be, therefore, more than is apparent in the late action of the young kingdom of Servia, which, as was announced a few weeks ago, was mobilising her reserves because of an alleged secret alliance between her neighbours Bulgaria and Roumania, presumably the outcome of Russian intrigue.

Only recently Russia gathered a large army corps near the German frontier, and she has just completed arrangements for securing a naval station in the Mediterranean Sea.

* Referring to Russia's dominant desire, Sir George Grey in Auckland nearly twenty years ago, said to the writer, that Russia had not forgotten or forgiven the result of the Crimean conflict, that the Tsar's policy he believed would be to expand his forces, especially the Russian navy, and so compel Britain greatly to enlarge both her naval and military strength, and consequently to increase taxation to what might prove an oppressive burden, and thus create public discontent and a possible revolt against the pressure of the tax-gatherer. It might, Sir George continued, take years to mature the scheme, but he had no doubt it would be attempted. The utterance of the Russian *Gazette* makes Sir George Grey's remarks prophetic as regards Russian policy.

All the great nations of Europe are spending vast sums in armaments and equipments of war. Armies, colossal in strength and numbers beyond all modern experience, are declared to be ready for the crisis on the shortest notice. Even Mr. Gladstone's Ministry (whose ultra-peace doctrines lost us the Soudan) were constrained to profess themselves prepared to spend some twenty millions to strengthen the British Navy. In presence of these great European preparations, and of the universal unrest which prevails, and from which these preparations spring and increase, the prospects of maintaining peace in Europe are not assuring.

What is there, then, to guard the Colonies and the great fleets of merchant ships, with their ever increasing colonial commerce, in their passage on the high seas, on which those powerful cruisers of the Tsar are intended to be the "most effective means" of intercepting, capturing, or destroying? For, being interpreted, that is the plain meaning of the official utterance in the *Russian Gazette* above recorded. What the Confederate cruisers Alabama and Shenandoah did in the destruction of the mercantile marine of the North during the civil war in America, Russia evidently hopes to accomplish, or at least to attempt, in any war in the future in which she may be engaged, against a foe possessing vast sea-going commerce. Her condition, and the uncertainty of peace-preservation, particularly with France as a possible ally, is a standing menace to the commerce of Britain and her Colonies. The merchant fleets of England swarm in every sea, laden with the products of all lands. The smoke of her great steamers, and the white canvas of her sailers, can be traced on well-known routes where an enemy's cruisers may lie in wait. Our rich and prosperous Colonies, with numerous and wealthy cities and towns, require a certain and assured protection on the waters from any possible foe.

It is true that conditions have greatly changed within the last twenty years. The important Australasian cities have been fortified, the harbours protected by forts armed with guns of power and precision, and approach has been further rendered dangerous to hostile warships by means of torpedoes, electrically controlled from the shore—a valuable guard, provided the advent of the enemy were promptly detected in the sombre gloom of a moonless night. We have now, in Australasian waters, a Colonial Squadron, which did not exist twenty years ago, and an enemy's ships would, in ordinary circumstances, have no easy task to evade their vigilance. But the interests of British and Colonial commerce are so scattered over every sea that, in the face of a great war, it would be a herculean task to safeguard our merchant fleets on the sea, and at the same time to prevent aggressive visitation to our coasts. Nevertheless, great and arduous though the task may be, it is what Britain and Britain's dependencies look for at the hands and by the foresight of Britain's statesmen. Her colonial children will afford all the assistance they can by combined effort provide. But the navy of Great Britain is the grand guardian of her coasts and her commerce; the great arm on which her scattered millions at Home and abroad have for generations been taught in the main invariably to depend. The vast ocean-borne commerce of the United Kingdom and its Colonies is, by comparison, even of greater importance to the people of the British Isles themselves than it is to the dwellers in these dependencies. A glance at the figures of the annual trade in the appendix hereto will suffice to demonstrate this proposition.

In that appendix there will also be found tables conveying some instructive facts and figures regarding the naval and military forces, when on a war footing, of the principal powers of Europe, more especially of the five great Powers, which seem at this moment to be standing face to face in painful expectation of a possible great coming struggle. Particulars are given of the British-Australasian Navy, and of the infant navies of the four principal Australian Colonies, together with some figures setting forth the numbers of the permanent and volunteer forces belonging to the different colonies of the Empire, and a summary of the armed forces of the world. There are besides instructive extracts from the recent writings and speeches of eminent authorities, whose opinions carry weight and merit consideration.

As already mentioned, Lord Salisbury, in his speech at Cardiff, repeated in brief, *mutatis nominibus*, the story of the "Kaskowski," as the same is detailed in the succeeding pages. If such an occurrence was felt by a great statesman to be a possible occurrence on the shores of the British Isles, it is none the less, probably more so, on the coasts of these Colonies, unless they are carefully guarded on the waters of the Austral seas and on the great trade routes to and fro.

WAR WITH RUSSIA.

A CALAMITY FOR AUCKLAND.

HOSTILE VISIT OF A RUSSIAN IRONCLAD.

SEIZURE OF GOLD AND HOSTAGES.

NOTWITHSTANDING the telegraphic communication from England to Melbourne, and the periodical intercourse by steamer between New Zealand and the Australian ports, the sudden declaration of war between Russia and England, arising out of the Central Asian difficulty and the dishonesty of the Shah of Persia, was only made known to Auckland yesterday (Sunday) by one of the greatest calamities that ever overtook the Colony—an event productive of grave disaster to New Zealand, and destructive of the ancient prestige of England and her boasted supremacy as Sovereign of the Seas. That event was the sudden appearance of the hostile ironclad man-of-war, the "Kaskowski," which took possession of the British warship lying in the waters of the Waitemata, seized our principal citizens as hostages, demanded a heavy ransom for the city, and emptied the coffers of the banks of all the gold and specie they contained.

The consternation which, for a time, overwhelmed the people of the Province, who were made aware of this nefarious and barbarous transaction, which is utterly at variance with the laws and practice of modern warfare, may be understood by the reader but cannot be described here. At this moment we are under the complete domination of Russia, our own guns in our own man-of-war being pointed against the city, ready to be opened upon us at any moment that the barbarous caprice of her captors may select. A domiciliary visitation to the office of this paper for daring to publish this narrative is what will probably have taken place ere these lines meet the eyes of our more distant readers. Duty to the public, however, demands that we set down the particulars of this terrible visitation, regardless of any consequences of temporary loss or inconvenience to ourselves.

Before describing the circumstances of this "untoward event" we must compare the action of the British cruisers during the Crimean war with this piratical proceeding which our Northern enemy has adopted and which has degraded the chivalry of modern war to the level of mercenary robbery. In the Baltic and in the Black Sea in 1854-6, no cannon of ours desolated unfortified towns, no predatory visits were made by our warships, no black mail was levied; our very provisions were liberally paid for when we landed at any part of the coast of Russia which was without fortification. It is true we captured Bomarsund, seized the Aland Islands, bombarded Sveaborg, and many other places; and sent a hostile expedition to the Chersonesus. These were fortified cities and stations held for strategic purposes, and were fair marks for the guns of an enemy; but on no occasion was an unarmed town assailed. Even, when bent on destruction, our guns were carefully directed against fortifications and arsenals only. The civil quarters of a city were religiously guarded. We never asked for ransom. We treated the people of the country with more kindness and consideration than they met with at the hands of their own troops. The Russian repays this forbearance by taking advantage of a few days of prior intelligence, under her superior force, suddenly displayed, committing robbery which civilised nations will denounce as soon as it is known. Bitterly do we now regret the absence of that telegraphic cable which should directly connect New Zealand with Europe.

These considerations have, for a moment, delayed the narrative of events, which we now proceed to detail.

The steamer "Wonga Wonga" left Auckland on Saturday afternoon with a large number of passengers for Australia. On Saturday night, a little after midnight, three rockets were sent up from the vicinity of the North Head, their sticks, in a still fiery condition, falling in the neighbourhood of Devonport Hall. It is supposed that there was some treachery on the North Shore, and that some spies had arranged this as a signal to teach the "Kaskowiski" the proper time to enter the harbour. Of this there is no certainty, and the strict surveillance kept on the harbour prevents the possibility of enquiry.

It should be mentioned here that this vessel (as we learn from the statement of one of the crew, a native of the United States, who was found by our shipping reporter on the Bastion Rock, which it appears, was first taken for a fort, and which was reconnoitred by a boat's crew, who left the American behind by mistake) was built on the Alaska Peninsula. Alaska, as is well known, was sold by Russia to the United States some years ago. But, by a baseness of treachery, which only the lax supervision of our consular agents could have rendered possible, the Government of Washington had permitted the secret construction of this ironclad in that remote region, so that, when the time came for action, she might enter the Pacific and unannounced, pounce upon the unprotected colonies of the British Empire. She has a complement of 953 men and officers, all told, is provisioned for a year, carries twelve 30-ton guns, and has machinery

for the manufacture of the deadly water-gas invented by the late General Todtleben, and, for the first time, now employed in warfare by Russia, the sole depository of the secret. This gas can be injected into an opposing vessel from a considerable distance, and so stealthily as not to be discovered until its paralyzing effects have done their work. Its strength can be so modified as either to ignite of its own motive, and blow up or set on fire all inflammable material with which it comes in contact, or it may be so diluted as to cause a mephitic vapour to overpower all the animal life within the range of its inhalation. This explains the easy seizure of our brave defenders in our warship into and over which this fatal gas was poured. But we anticipate.

At 7 o'clock on Saturday, the "Wonga Wonga" while off Kawau, descried a large vessel, hull down, steaming apparently towards her. After a short time, darkness came on and she lost sight of the ship. At 8.10 p.m. a shot was fired across her bows; she slowed her engines, and a boat came alongside. In peremptory tones its occupants demanded what she was, whither bound, and her cargo. On obtaining a reply, the order was given in good English, to lie-to as a prize of a Russian ship of war. On hearing this a gallant naval officer, who was on board the "Wonga," with the aid of some of the passengers and crew, lifted a small cannon off the carriage, raised it over the bulwarks, and dropped it into the boat. A loud crash followed. The feat was successful. The gun stove the boat, and in a moment she sank, leaving the crew struggling in the water helpless. All lights on board the "Wonga" were immediately extinguished. She altered her course and steered for Auckland; but she saw, as the moon rose, that the great speed of the Russian ship, 17 knots an hour, was too much for her, and that unless she sought refuge in some of the harbours on the coast, she would inevitably be overhauled and captured. Accordingly, she made for shelter to Mahurangi; and, a point of land intervening between her and her pursuer she evaded the chase. The swift sailing cutter "Volunteer" was providentially in the river at the time of her arrival, and the captain of the "Wonga" despatched her to Auckland, with a favouring breeze, to apprise the authorities there of their danger.

It was "too late." The great speed of the Russian rendered these well meant efforts fruitless, for the cutter did not arrive until yesterday (Sunday) morning, by which time the "Kaskowiski" had done her work; had seized our war steamer in the darkness, arrested our chief citizens and bankers, left a prize crew on board the captured warship, and had gone off at full steam to resume the chase of the "Wonga," for the double purpose of preventing her carrying the intelligence to Australia and of avenging the destruction of her boat and crew, and at the same time making a prize of the ship and the treasure in gold-dust which she carried. Heaven help the crew and passengers and save our Australian towns from the power of this almost invulnerable vessel, and of her scientific apparatus for dealing death and destruction.

Arriving stealthily in our harbour, and without showing any lights, the "Kaskowiski" sent her submarine pinnace, well manned, and

with the mephitic water-gas apparatus on board, toward our warship. This new invention silently proceeded, sailing six feet below the surface of the smooth water of the Waitemata, and, rising at the distance of half a cable's length, projected the fatal gas on the vessel. Heavier than our atmospheric air, this vapour speedily penetrated the interior of the ship, producing semi-suffocation to all on board. The watch alarmed those below; but it was again "too late." Six boats laden with marines surrounded the vessel, and she was boarded. The captain and some of the officers of our ship, with a handful of the crew, weak and almost breathless, attempted to face the boarders, but without effect. It was resolved to fire the magazine and prevent the foe from taking the vessel. Taking instructions from the captain, who was overcome by the vapour, one of the lieutenants crawled below. He was seen and followed by one of the Russian officers, who cut him down as he was about to fire a pistol into the magazine, the hatch of which was then closed. There was a brief struggle on deck. The fainting blue-jackets were overpowered. The ship was in the enemy's hands, and she now lies with the hated double-eagle floating at the main above our loved "meteor flag of England."

Then came the extortion of the enemy. Detachments had been sent ashore during the night. These took possession of the armoury and magazines, with all the arms and ammunition in the city. The telegraphic offices were occupied to prevent the transmission of the news of this disaster to other places in the Colony, and particularly to the Thames. The telegraphic station at Onehunga, and all stations within 40 miles of Auckland were occupied by strong guards. The steamer "Golden Crown" was seized, and a body of 80 men armed with short repeating rifles, and strengthened with four rocket tubes, to fire the town if necessary, was sent to Grahamstown, in order to take the treasure from the banks in that town. There could be only one result, but we have heard nothing of it, as, although the enemy permits the passing of ordinary telegrams (they have their own English trained telegraphists) for obvious reasons they allow nothing to pass along the wires respecting their own proceedings.

During the night the captain of the Russian ship, Vice-Admiral Herodskoff, landed with a body of Russian marines and sailors, armed with cutlasses and repeating needle-carbines. He proceeded to the Provincial Council Chamber, and thence sent messengers commanding the attendance of the Superintendent of the Province, the Mayor of the City, all the bankers and bank directors, and members of the Assembly. These gentlemen were ordered out of bed, and, amidst the dismay and terror of their families, were led to the Council room. On their arrival they were placed in the centre of the chamber, the armed men, with carbines loaded and bayonets fixed, lining the walls of the room. Seated on the Speaker's chair, Admiral Herodskoff, in good English, read a requisition demanding immediate payment of one-and-a-half million roubles (£250,000 sterling) as a ransom for the safety of the city, and intimating that, if the money were not paid within three hours he should retire to his ship and burn the town. He first asked what the Superintendent had to produce from the

provincial chest, whereupon his Honor exhibited the Treasurer's accounts, and proceeded to prove that the province had "no accumulated savings," that the assets had entirely disappeared in consequence of recent financial arrangements under the hands of his officials. He proposed that the General Government should be applied to, as from his own experience he knew there were funds in that exchequer. He was proceeding to show the means by which the money might be forthcoming from Wellington, when he was interrupted by the Admiral, who said he should himself see to that part, with which the Superintendent had nothing to do, and he should take care he never should, and he discourteously added that in Russia his Honor would have been knouted and sent to Siberia for daring to construct such a balance-sheet as he had produced.

Mr. Sheehan, M.H.R., and Mr. Lusk, Provincial Secretary, both lawyers, humbly suggested that the action of the Russian Admiral was in contravention of the laws of war. Mr. Sheehan quoted from Vattel, at the wrong place, respecting the law of nations, and Mr. Lusk sought to show the "invalidity" of the whole proceedings, but with a bow admitted his error, and dropped to the rear, when the Admiral haughtily waved his hand towards his armed force, and remarked that their presence proved the perfect "propriety" of his action. Mr. Lusk then also referred to Vattel, and affirmed the general validity of that well-known author's work. But the Admiral, with that diplomatic astuteness and ripe knowledge which Russia's training gives to her officers, demolished his argument by stating that Vattel's work was merely a synopsis of the works of Puffendorf, Grotius, and others; that he was often wrong in his generalisations, and drew many false conclusions, because he omitted from his premises the practice of nations, and displayed an ignorance of the principle of utility in our time so generally adopted as the test of international morality. The Admiral added, with something of bitterness, that he did not come to dispute, but to command, and he desired to hear no more of such law.

Mr. Creighton, M.H.R., (as representing the Onehunga Ironsand Smelting Company) proffered, as his contribution to the ransom, the secret for smelting our ironsand at one process, which he said would be a great boon to Russia; at the same time suggesting to the Superintendent that a poll-tax should be levied on the people of the province to recoup himself and his partners for the sacrifice. Both proposals were instantly rejected, the Admiral scornfully remarking that Russia had long been in possession of the secret, and was only waiting until it was convenient to annex Norway and Sweden in order to apply the discovery to Swedish iron.

The next person interrogated happened to be Mr. Swanson, M.H.R., who said he would consent to advance a large sum of money (less exchange), but was told that it would be taken from him with or without his consent.

On behalf of the new National Bank, Mr. W. S. Grahame, and Mr. Hean, the manager, said they were anxious to save the city from ruin,

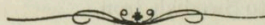
and offered to provide £60,000, or one-fifth the sum demanded, on the security of the English shareholders ; but were sternly informed that with such security to back them they ought to provide double the sum. Mr. Thomas Russell said the Bank of New Zealand was prepared to give £50,000 ; but on this sum being declared too little by a fifth, he agreed, at the suggestion of some of the directors, to provide the other £10,000. The representatives of the other banks were ordered to furnish their quota ; and armed parties were told off, in charge of the bank managers, to ransack the cellars for the specie and gold-dust they contained.

During their absence some one suggested that the old floating paper in Auckland, and the mining scrip, should be tendered as part of the ransom, but the proposal was derided with scorn by the stern Russian. It was not a moment for mirth ; but the suggestion brought a smile to many of the anxious faces which looked upon the hard impassive face of this self-appointed judge. After the lapse of half an hour the detachments returned from the banks with all the gold and silver that could be found. It amounted to only £131,096 17s. 6d., little more than half the sum demanded. Admiral Herodskoff threatened the lives of the gentlemen who were before him, and at last gave orders to have them taken on board the "Kaskowski," stating that immediately after daybreak he would sail in pursuit of the "Wonga," and, if he overtook her, and found sufficient gold on board to make up the sum required, he should land his hostages at Fiji.

He then rose, the hostages were ordered downstairs, and placed in the centre of a hollow square, formed by the sailors and marines, and in this fashion they were marched to Wynward Pier, in the dull grey of the peaceful-looking morning, put on board two boats, and taken to the "Kaskowski," which almost immediately after steamed out of the harbour, leaving the town as we have said, at the mercy of the prize crew put on board *our own warship!*

We have given a narrative of this terrible disaster, as succinct as could be gathered in the circumstances. The grief of the community it is unnecessary to parade. Deep as that is at the loss of our treasure, a far deeper pang fastens on each heart to think of the dishonour this affair has cast on the British flag and the British nation. Lord Granville promised to defend England's Colonies with England's "last ship and her last shilling." Russia has taken both in Auckland waters. From the depths of our despair, we cry,—

"WHERE IS THE BRITISH NAVY?"



WANTED—AN AUSTRALASIAN SQUADRON.

A CRY OF TWENTY YEARS SINCE.

(From the "DAILY SOUTHERN CROSS," Tuesday, February 18th, 1873.)

It is the poet Campbell who says,—

"Britannia needs no bulwarks,
No towers along the steep;
Her march is o'er the mountain wave,
Her home is on the deep."

Exactly! But on the pacific waters of our Australian seas every one must desire to be assured that Britannia's floating bulwarks shall float so numerously and well as that they shall give a good account of any privateer or interloper which, in case of a war, may choose to prowl about these latitudes. It has to be remembered that Russia has already broken the terms of the Treaty of Paris of 1856, and her fleets can now enter the Dardenelles. By that treaty, which followed the Crimean war, privateering was abolished. Seeing that Russia broke the treaty on one point she may on another, and that other, if she thought fit, is likely to be the article abolishing privateering. America, who was no party to the treaty, refused to agree to the abolition of privateering. We know how much injury to our shipping a few fast-sailing privateers or ships of war may inflict. The history of the confederate cruisers "Alabama," "Shenandoah" and "Florida," tell a complete story on that subject. Hence the necessity of a large squadron of ships being placed on the Australasian station, so that the Colonies and their shipping should be completely protected. There is little likelihood that a hostile ship of war from any nation will visit an unfortified colonial town with hostile intent. But our commerce—our gold and wool ships—would be seriously endangered unless a fleet, numerous, swift, and strong were placed in these waters. The pure fiction published yesterday, with its grotesque incidents and situations, its "water-gas" and "submarine pinnace," created quite a commotion in town and elsewhere. We meant that it should do this. But the reader might have seen, by tracing an asterisk in the title to the foot-note, even apart from internal evidence, that it was a fiction purporting to be taken from the *Daily Southern Cross*, of May, 1873, three months after date! If it shall direct attention to the necessity of these Colonies being properly protected it will have served its object. We do not agree with the idea that was mooted in the Legislative Council that the colony should go to the expense of erecting forts.

These would give excuse for a hostile visit, not likely to be made to places unarmed. The colony cannot afford this. Torpedoes can render any attempt at entering our harbours dangerous, if not impracticable. A few of these judiciously placed would make Auckland invulnerable, and render no approach to the city nearer than seven or eight miles possible. The Manukau could be similarly protected. On the open sea our own squadron should be made sufficiently powerful to do the rest, if ever its services were required.

* * * * *

Our evening contemporary (*The Star**) says that now is the time to secure sufficient defences for the coast of New Zealand, and declares a conviction that "one well-armed vessel might enter any of our ports, and bid defiance to its inhabitants." It suggests "torpedoes and batteries." Coast batteries would be costly, and may be deemed otherwise objectionable. As we point out in another column, torpedoes should protect our harbours, and the British Navy our seaboard. In that case, if a hostile ship were to venture into this region, she would have some difficulty in getting away again.

* * * * *

THE EXCITEMENT IN AUCKLAND.

Comical were many incidents which followed the publication of the *Cross* yesterday, produced by a cursory perusal of the article describing an ideal visit of a supposititious and visionary Russian ironclad, with the not very original name of "Kaskowiski" (Cask of Whisky), pretended to have been built in the snowy regions of ice-bound Alaska. Crowds besieged our office, and discussed the question in the street. Some persons in the country—who, like others, forgot to read the foot-note of the article that explained the whole romance (which, as is said elsewhere, was written as a warning to lead to future protection)—took up a plank of their flooring and concealed their money and jewels; others proposed to go far into the interior. One tradesman, who on Saturday had drawn a large sum of money to pay a month's purchases, confidentially informed a friend that he had hidden it, and asked if it was safe. The watermen pulled up their boats and sought no fares. A cautious shipmaster stood on his deck with a watch in one hand and a telescope at his eye, waiting for the eight o'clock hoisting of the British Ensign at the peak of our own war steamer. His watch was fully five minutes fast; and minute after minute passed, and still the well-known bunting did not appear.

* NOTE.—It may be added here (without offence after all these years) that the then editor and co-proprietor of the *Star* (Mr G. M. Reed), while, in his paper, condemning the "Kaskowiski" article for creating such a panic as was never before witnessed in Auckland,—in a moment of comic confidence said to the writer, "By Jove, I'd have given fifty pounds to have had the story for the *Star*!" Mr Reed was, years after, the author of a most circumstantial account of "The discovery of Noah's Ark" on the summit of Mount Ararat (printed in the *New Zealand Herald*), the verisimilitude of the details of which rendered it a hoax widely believed and accepted, and seriously commented on by hundreds of journals, and made the orthodox theme of many sermons and Sunday School disquisitions in various parts of the world, especially in America.—D.M.L.

“By Jingo, the Russians are there!” he ejaculated, as he hurried below. An old naval man pulled on his uniform while his wife was reading the account, but before he had sallied forth to the barracks she discovered the foot-note, and said “Oh, Robert, it’s only a hoax.” “Hoax, be adjectived,” was the reply as he proceeded to take off his war paint. A school in the suburbs gave its pupils a holiday that they might go and see the Russian frigate. Knots of people at the wharf were tracing out, as in a map, how the exploit was accomplished. One blue-jacket could not understand it, for “they did not mention it on board,” but he swore “We’ll lick the Russians.” One energetic lady asked a knot of men on the street why they did not go and shoot the Russians. One poor old woman resident in the vicinity of Nelson Street, upon hearing the news, cast her eyes around her domicile to discover the most valuable of her Lares and Penates to save from wreck and ruin. After much cogitation she fixed upon her favourite washing tub, by which she had earned her living for so many years, as the most valuable article to be saved, and buried the treasure in the garden. Stories of this kind are multitudinous. The thing has been a day’s wonder, and it is hoped it will have the effect intended. Auckland has shewn she can be aroused from apathetic slumbers.

APPENDIX.

ON RAIDING CRUISERS AND AUSTRALASIAN DEFENCES.

REGARDING possible or projected raids on British merchant shipping, and on Colonial ports, Captain S. Eardley-Wilmot, R.N., writes as follows in Lord Brassey's *Naval Annual*, for 1893:—

"We come next to the feasibility of raids by one or two cruisers that might evade our fleets. Attacks on our commerce by individual cruisers of great speed and coal endurance are contemplated in case of war with this country by nations which would otherwise have little scope for maritime operations. The production of vessels with a speed of twenty knots, and able to traverse thousands of miles without replenishing their coal supply, has put within their reach possibilities that a few years ago existed only in the imagination. Such a vessel may be a *bona fide* war cruiser or an armed merchant steamer,—auxiliary cruisers with a sea speed of 18 knots, and a large bunker capacity. Evading our own cruisers she could effect considerable damage before being brought to bay. The antidote is not to be found in harbour defence ironclads or gunboats. Cruisers of high speed and moderate gun power must be employed against an enemy of this description.

"Taking a survey of British interests in all parts of the world it is at once apparent that the welfare of our Colonies depends very largely upon preserving intact the goods they are receiving and sending across the sea by well known routes."

In describing the defences of KING GEORGE'S SOUND, SYDNEY and PORT DARWIN, it is stated by Captain Wilmot, that Sydney holds "a commanding position between Melbourne and Brisbane. With the coal supply of Newcastle in immediate proximity, it should be the Portsmouth of the Pacific. A single battery with medium sized guns at Inner South Head or Bradley Point, would keep out any hostile vessel." Writing of Melbourne and other Colonial ports, he says:—

"MELBOURNE is well guarded by extensive batteries on each side of the entrance to Port Phillip. Local defences have in fact been overdone here and absorbed money which might have been more usefully employed. A single battery on Point Lonsdale and Point Nepean would keep off any hostile vessel. As for landing, unless the enemy brings a fleet of transports and a force of 50,000 men, the idea may be dismissed.

"ADELAIDE is a locality which, except at an enormous expense can only be effectively covered by guns afloat. A small ironclad could guard the approach up Gulf St Vincent.

"TASMANIA.—The general defence of Tasmania will devolve upon the naval forces guarding the approaches to Melbourne and Sydney. A single battery at Hobart will relieve the town from anxiety, if a friendly cruiser is not in sight. Launceston is too difficult of access to fear an attack.

"NEW ZEALAND.—Owing to its isolated position New Zealand must rely mainly on naval defence. An adequate force of cruisers would necessarily be detailed to protect commerce approaching and leaving its shores. Light defences would deny the principal towns to any raider that had slipped past our vessels. The approach to Auckland is not easy to the stranger, but it is only necessary to place a few guns

in a commanding position within the harbour, to counteract any such design. Wellington can be as effectually guarded. There is no special object in excluding a hostile cruiser from Port Nicholson. All that is necessary is to prevent him taking up such a position as to cover the town with his guns without fear of a reply. One fort at the point at the Eastern end of Lambton harbour will remove this risk. The same principle may be applied elsewhere."

On the same subject the Hon Mr Brassey writes:—"The ports of Cape Colony of India, of Australia and of New Zealand, possess an element of safety from attack in their distance from Europe. It is clear that no power could withdraw a fleet of ironclads for operations in distant seas without abandoning to us the absolute command of European waters, and without setting free a proportionate number of British battle ships. Attacks on commerce by one or two cruisers, keeping generally out of sight of the coasts are the most probable form which the operations of an enemy would take on the coasts of India, Australia, or South Africa. Occasional raids on territory might be made with the object of obtaining supplies, but it may be safely asserted that few captains of cruisers would waste ammunition on bombardment with the chance of falling in with an enemy's cruiser before they could return to their base to obtain a fresh supply."

DEFENSIVE UNITY OF THE AUSTRALASIAN COLONIES.

OBSOLETE WEAPONS.

A general union of all parts with the Mother Country would augment our resources, so in a lesser degree does the amalgamation of individual portions of our outlying territory assist their defence. Nothing appears more ridiculous now than the way in which the several Colonies in Australia, all working on different lines when they decided to guard against some spectre attack, the direction and force of which they were unable to define. Misled by military experts, who should have been the last persons called on where it is a question of estimating attack by sea, they wasted their substance in providing elaborate batteries with guns of all natures; while I remember a few years ago being called on to inspect some torpedo-boats for colonial defence, which were armed with a weapon we had long discarded. A union of all the Colonies in Australia with New Zealand and Tasmania, would enable the defences to be planned and worked on a common basis.—*Captain Eardley-Wilmot.*

TORPEDOES AND SUBMARINE MINES.

"I do not wish to be considered as one opposed to all forms of submarine defence. There are many places in which this weapon can be applied with excellent results, but they depend on conditions which do not exist everywhere. Combined with forts they may avert an attack in front, but cannot guard the flanks and rear of a coast town. They did not delay by one hour the fall of Valparaiso when the forces opposed to Balmaceda, having command of the sea, landed a few miles north of the town." *Ibid.*

THE MOTHER COUNTRY AND THE COLONIES.

The same author on this subject writes as follows:—

"We extol the advantages and glory of our vast Colonial and Indian Empire in sounding phrases, but murmur at the necessary cost of maintaining it. Unfortunately, when there has been a disposition on the part of the Colonies to assist in the work of defence, no word of advice or encouragement has come from the Mother Country. Instead of the Imperial Government initiating joint action in the matter each Colony was left to its own devices. Hence we find some Colonies bristling with guns on shore, while others are left without any such defence. In one locality small torpedo-boats are obtained, incapable of action except in the finest weather; in another Colony gunboats are favoured, which, owing to lack of speed and other qualities, would be equally ineffective against an enterprising enemy who had evaded our Fleet. Then, great store is set in certain quarters on submarine mines, and elaborate systems have been devised which will infallibly break down under the stern test of war.

THE ROYAL AUSTRALASIAN SQUADRON.

A CONTRAST BETWEEN NOW AND 1873.

Subjoined is a list of the Royal-Australasian Squadron, the duty of which, as specified by the Lords Commissioners of the Admiralty is—"The Protection of Floating Trade in Australasian Waters." The ships are thirteen in number, and are thus described and classed in the *Navy List* :—

Name of Warship.	Screw, &c.	Class of Vessel.	Guns.	Tons.	H.p.
Orlando	T-Screw Cruiser	First-class Arm.	12	5600	4040
Ringarooma .. .	"	Third-class	8	2575	4600
Tauranga	"	"	8	"	"
Mildura	"	"	8	"	"
Wallaroo	"	"	8	"	"
Curagoa	Screw Cruiser	"	12	2800	2540
Royalist	"	"	12	1420	1510
Rapid	"	"	12	"	1400
Boomerang	T-Screw Gunboat	First-class	2	735	3500
Katoomba	"	"	2	"	"
Goldfinch	Screw Gunboat	"	12	805	1200
Ringdove	"	"	6	"	"
Lizard	"	"	6	715	1000

What a contrast this list presents to-day compared with that of the time (some twenty to twenty-five years ago), when the modest "Brisk," the "Blanche," the "Dido," and one or two others of that class were content to pay an occasional and rare visit to our Colonial ports, and then sail away to suppress labour schooners engaged in "blackbirding" in the remote islands of the Pacific! As these lines are being penned the evening gun booms over the waters of Wellington harbour, in which, at the moment, lie at anchor three noble vessels of this fleet—the Orlando, Curagoa, and Tauranga.

COLONIAL SUBSIDIES TO THE ROYAL AUSTRALASIAN SQUADRON.

For the services of the Australian Protective Squadron the Australasian Colonies pay the Imperial Government an annual subvention of £126,000, the contributions of each Colony being determined on the basis of population. For the year 1892 the respective contribution of each Colony is given as under:—

New South Wales	£37,720
Victoria	36,968
Queensland	13,342
South Australia	10,663
Western Australia	1858
Tasmania	4850
New Zealand	20,599

£126,000

THE AUSTRALIAN COLONIAL NAVY.

The war vessels owned by the respective Colonies are thus described in the official lists:—

NEW SOUTH WALES.—Wolverene, screw corvette, 22 guns, 2,540 tons, 1,400 h.p.

QUEENSLAND.—Gayundah, double-screw steel ship, 2 guns, 360 tons, 400 h.p.; Otter, gunboat, steel, 1 gun, 220 tons, 460 h.p.; Palerma, double-screw iron ship, 2 guns, 360 tons, 400 h.p.

SOUTH AUSTRALIA.—Protector, cruiser, 6 guns, 920 tons, 1641 h.p.

VICTORIA.—Cerberus, double-screw, iron, armour-plated turret ship, 4 guns, 380 tons, 1660 h.p.; Nelson, training-ship, steel, 22 guns, 2,730 tons, 500 h.p.; Victoria, gunboat, steel, 2 guns, 530 tons, 800 h.p.; Albert, gunboat, steel, 6 guns, 356 tons, 400 h.p. There are also registered as belonging to the Navy of Victoria eleven other small vessels:—Countess of Hopetoun, Childers, Nepean, Batman, Fawkner, Gannet, Lady Loch, Commissioner, Customs No. 1, and Gordon.

NAVAL AND MILITARY FORCES IN THE PRINCIPAL BRITISH COLONIES, AUSTRALASIA.

The strength of the forces maintained in the seven different Colonies of the Australasian Group is given as follows in Mr. Coghlan's latest volume:—

Colony.	Total Forces.	Paid.	Partially Paid	Unpaid.
New South Wales	5,157	633	4,419	105
Victoria	7,314	406	4,343	2,565
Queensland	3,840	134	2,851	855
South Australia	2,371	56	1,508	807
Western Australia	657	2	...	655
Tasmania	1,856	40	605	1,211
New Zealand	5,561	134	...	5,427
Total, Australasia	26,756	1,405	13,726	11,625

In addition to these there are in New South Wales, Queensland, South Australia, and Tasmania Rifle Clubs or Companies of a strength of about 8,500 men, who, trained to the use of the rifle, would be available in time of war.

The strength of the various arms in these Colonies is thus summarised:—

Staff, Medical Staff, Instructors, Ambulance Corps, &c...	901
Artillery (Garrison, Field, and Horse)	4,169
Engineers	717
Cavalry	909
Mounted Infantry and Mounted Rifles	3,200
Infantry	16,860

These, with the Rifle Companies, make a total strength of about 35,256 men.

The Marine forces, trained to submarine mining and the use of torpedoes, or capable of being employed either as light artillery land force, or to serve on board the local war vessels, are stated as follows:—

	Strength
New South Wales	631
Victoria	615
Queensland	479
South Australia	173
Tasmania	70
New Zealand	1,228
	3,196

The combined forces of all the Australasian Colonies, on their present footing, according to the last official returns, are 38,452 strong, and of these 25,000 could be mobilised in any one of the Colonies of Queensland, New South Wales, Victoria, or South Australia.

Mr. Reid, Minister for Defence in Victoria, in addressing the London Volunteers in Westminster Hall, on 13th April current, said, "The Colonial Volunteers were ready to fight on behalf of Great Britain anywhere that their services may be required."

FORCES OF CAPE COLONY.

The Cape Mounted Rifles comprise 815 officers and men, and the Volunteers (horse and foot) number 5,160.

FORCES OF THE DOMINION OF CANADA.

The military establishment consists of (1) an Imperial Military and Naval Garrison at Halifax, and a naval station at Esquimalt, on the Pacific, altogether comprising about 2,000 troops; (2) a permanent corps, with schools of instruction for cavalry, artillery, and infantry, with a total strength of 1,015 officers and men; (3) a volunteer force of 37,677 men.—*Hazell's Annual, 1894.*

The *Army List* (large edition) states that the Dominion has a reserve force estimated at 1,030,000 men.

GREAT BRITAIN'S STAKE ON THE SEAS.

MERCANTILE MARINE OF THE WORLD.

VALUE OF BRITISH AND COLONIAL SHIPPING AND COMMERCE.

When the shipping and commerce of the Empire are compared with those of other nations, those of the British Isles far transcend in magnitude and value, in ships and their freights, those of all other Powers. There are, according to *Lloyd's Register*, 32,010 steam and sailing merchant vessels of 100 tons and upward, with a tonnage of 24,258,375 tons, owned by the different nations of the world. Of these the flag of the United Kingdom floats over 9,333, whose tonnage is 11,563,997 tons, to which have to be added 2,526 vessels of 1,224,285 tons belonging to the British Colonies, making a total of 11,859 vessels, employing nearly 250,000 persons, and with a tonnage of 12,788,282, or more than all the tonnage owned by every other country.

The annual imports and exports of the Kingdom exceed in value 221 millions sterling. Of this last-named sum the Australasian Colonies, in their British imports and exports, supply close on 63½ millions. The total imports and exports of these seven Colonies (apart from the value of the large intercolonial trade) amounted in the last year reported on by Mr. Coghlan to over £84,651,000. In the same year that intercolonial trade reached no less a sum than £30,057,000—that is to say commodities worth one hundred and fifteen millions of pounds sterling were produced, and purchased in one year by a population of less than four million souls.

These figures, compiled from the latest sources, are specified here in order that it may be seen at a glance what an enormous amount of the marine commerce of the world is produced, owned, and conducted by the people of the British Empire. They all demonstrate, as a natural corollary, that Englishmen in every clime look to the British Navy as the safeguard of the vast interests, the existence and importance of which those figures display.

MORE FAST CRUISERS WANTED.

How this safe-guarding is to be accomplished is put with great earnestness by Captain Eardley-Wilmot, from whom I have already copiously quoted. He says,—

“We still require a large addition to our fleet of fast cruisers. There will be an immense demand for them in time of war. More cruisers will be the cry of every officer in command of battle-ships, as Nelson groaned over his want of frigates. From every part of the globe will come an appeal for their presence for the protection of commerce. Our standard for battle-ships should be two to one possessed by any possible enemy. This standard must be largely increased in the case of cruisers. . . . We should have ten cruisers for every one of a possible enemy, excluding all vessels of a less speed than 16 knots.”

THE ARMIES AND NAVIES OF EUROPE.

MILITARY FORCES.

The subjoined particulars are compiled from the latest authentic sources available. At a time like the present the facts they disclose possess no little interest as

showing the enormous burdens which the nations of Europe are compelled to sustain for warlike objects, and the formidable array of armed forces which, by the word of a potentate may be called to meet in deadly conflict involving issues that must more or less affect the destinies of nations, and most parts of the civilized world.

THE BRITISH ARMY AT HOME AND ABROAD.

The latest returns of the Regular Forces at home and abroad show that the total number of officers and men borne upon the regimental rolls (exclusive of the Indian Native Army) is very little below 220,000, and about 2000 more than were in the ranks a year ago. Of these, nearly 20,000 are cavalry, 37,000 artillery, 7,500 engineers, 143,500 infantry, 5200 colonial troops, 3500 Army Service Corps, and 2500 Medical Staff Corps, the remainder being made up of the smaller departmental corps. Great Britain and Ireland retain nearly half the Regular Army for home service, there being little short of 107,000 troops in the three kingdoms—74,000 in England and Wales, 28,000 in Ireland, 3500 in Scotland, and the residue in the Channel Islands. Away from home India always absorbs the greatest number of Regular troops, and the men of the Imperial Army there now reckon up about 77,000, or about 600 more than at this time last year. Of these, 15,500 are in Burma. Egypt has 5000. The Regular forces scattered over the Colonies in all parts of the world are 31,000 in number. Gibraltar has in its garrison 5000 men, and Malta 8000, while Cyprus has only about 600, mostly infantry. There are 3300 at the Cape and Natal, 1000 in the West African Settlements (where the Regular troops are principally the coloured soldiers of the West India Regiments), 2900 at Hongkong, 1500 at the Straits Settlements, 1600 to Ceylon, 1400 to Nova Scotia (the only portion of the Dominion of Canada garrisoned by Imperial troops), 1600 to Jamaica, 1400 to Bermuda, 1,300 to Barbados, 800 to Mauritius, and only 200 to St Helena.—*The Times*.

Besides these there are Militia 140,300, Yeomanry 14,000, and Volunteers 264,000. In addition to the British troops in India, there is a native army of 150,000 men. There are also 170,000 native Police officered mainly by Europeans, also the native reserves which number 7000 infantry; and Imperial service troops furnished by native states numbering 14,000, of which 6400 are cavalry. There are also European and Eurasian volunteers, which number close on 20,000, with an enrolled reserve of 2200.

THE PEACE AND WAR FORCES OF RUSSIA AND FRANCE GERMANY, AUSTRIA, AND ITALY.

The total *peace* force of the Franco-Russian Alliance is thus put,—

	Men.	Horses.	Guns.
Russia	977,500	148,261	2,174
France	523,755	121,924	2,808
Total	1,501,255	270,185	4,982

Their respective strengths on a *war* footing are stated at—

	Men.	Horses.	Guns.
Russia	2,722,395	680,000	5,420
France	2,715,576	800,000	4,500
Total	5,437,971	1,480,000	9,920

The *peace* strength of each of the parties to the Triple Alliance is thus set out—

	Men.	Horses.	Guns.
Germany	592,869	119,944	2,622
Austria	299,146	53,356	996
Italy	247,228	51,894	858
Total	1,139,243	225,194	4,476

And the war footing is as follows :—

	Men.	Horses.	Guns.
Germany	2,441,436	522,126	4,428
Austria	1,590,819	291,870	2,136
Italy... ..	1,909,021	..	1,620
Total	5,941,276	813,996	8,184

These particulars are extracted from Sir Archibald Alison's recent paper on "The Prospects of War in Europe." The war footing of the five Powers above enumerated sum up a gross force of 11,379,247 men. Other authorities, which bring down details to the end of last and beginning of the current year, present somewhat different figures in a few instances. Appleton's tables (American), for example, credit France with a gross war-footing force of 4,190,000 officers and men of all ranks and services. Another authority specifies only something over 2,000,000. For Germany Appleton gives fully 3,000,000. A later compilation sets the war force of the German Empire at 3,350,000, which can be put in the field fully armed, while, by the new Army Act passed by the German Parliament, this force will, by 1.916, be raised to 4,400,000 men, including the Landwehr and Landsturm reserves.

OTHER EUROPEAN LAND FORCES.

	Officers and Men.
Turkey	1,000,000
Great Britain, including Militia, Volunteers, &c., but excluding 71,000 Regulars in India	540,000
Spain	480,000
Sweden and Norway	330,000
Switzerland (including Landwehr)	213,000
Bulgaria	195,000
Roumania	158,000
Servia (including reserves)	153,000
Portugal	155,000
Holland (about)	152,000
Belgium	150,000
Denmark	51,000
	3,777,000
Add the war forces of the five other Powers	11,379,000
Total war forces in European Armies	15,156,000

These figures are partly compiled from Appleton's summary. The forces of Italy are elsewhere represented as having in war a regular force of 839,354, with a movable and a local militia of fully 1,909,000, making a total nominal strength of the land forces, on a war-footing, of 2,848,000, which very nearly agrees with the figures of Appleton. The last-named authority, in a table of the war land forces alone (including reserves), foots up his calculations by showing 18,909,608 officers and men, with an addition of 378,633 men in the navy, making together 19,288,241 men.

FORCES OF THE NATIONS OF THE WORLD AND THEIR COST.

Let us add the war forces of other nations outside Europe. China has an army of about 1,200,000, with a navy comprising 3 ironclads, 7 cruisers, 35 ironclad gun-boats, 9 torpedo-vessels (British built), and 100 other minor war vessels. Japan has 245,000 soldiers. Persia, 150,000. The United States of America has an army of only 27,000 (including 2,140 officers.) Canada possesses 38,000 militia, and a reserve of 1,030,000. These, with the forces of other Powers, Persia, Morocco, Brazil, Argentina, &c., sum up roundly to 3,260,000 more, making a grand total of the war forces of the world possible for equipment of no fewer than twenty-two-and-a-half millions of men—22,500,000.

Of that vast array it is said that one-fourth to one-fifth of the number form the permanent regular forces, the maintenance whereof reaches an annual cost of about 250 millions of pounds sterling. This is not the place to discuss the ethics of these armaments. But in view of the new demands of the masses of all nations, the momentous social conclusions to which these facts and figures point, (especially in their bearing on the burdens of the peoples) form to-day very prominent factors in the current thought and history of our common humanity.

THE BRITISH NAVY.

The *Navy List* shows that (exclusive of coast-guard ships and some thirty other smaller vessels employed in harbour duties), Great Britain possesses 560 war vessels of all kinds. Many of these are battle-ships of the first order and newest construction, formidably armed with great quick-firing guns of precision and long range. These vessels mount over 2,500 guns.

There are now, says a recent report, being built in the United Kingdom 40 war vessels—16 in Royal dockyards, and 23 in private yards. The tonnage of the 17 amounts to 82,420 tons, that of the 23 to 13,055 tons. Four of the vessels are for foreign States.

LORD CHARLES BERESFORD'S PROGRAMME.

Lord Charles Beresford, in a naval programme, says that England, on the basis of making her fleet one-third stronger than both France and Russia combined, should have 60 battleships. England has only 42 battleships. With regard to cruisers, Lord Charles Beresford says that France and Russia combined have 90, and one-third more makes England's requirements 120, which number she possesses.

But as two cruisers ought to be attached to each battleship nothing is left for the protection of mercantile marine. Therefore, in his opinion, ten more large cruisers should be built. The French possess 242 torpedo-boats, the English 97, and Russia has 135 (March, 1893), or France and Russia combined 377, Great Britain 97.

To watch the torpedo stations in the narrow seas he proposes to build an entirely new class of ironclad. "It is absolutely necessary that some such vessel should be built. The first duty on the outbreak of a war for a British Admiral would be to smash the torpedo stations of the enemy in the narrow seas in order to insure a safe highway for our mercantile marine." For this purpose Lord Charles Beresford proposes to build ten new ironclads at a cost of £2,600,000, displacement about 3500 tons, armoured belt 8in and 6in, speed about 17 knots, principal armament 6in and 4.7 guns (about 12 in number), with light draught to enable to get at their work.

Lord Charles urges the immediate necessity of building a mercantile mole at Gibraltar, and greatly lengthening the present military mole another 1800ft on the eight-fathom line. This work, which is all-important, should be undertaken at once and not spread over a number of years.

The sum of the suggestions is as follows:—

6 Royal Sovereigns	£5,376,000
12 Barfleurs	7,560,000
10 Blakes	4,320,000
10 New-class Ironclads	2,600,000
50 Havocks	1,800,000
30 Torpedo-boats	450,000
Gibraltar Moles	634,000
Reserve ammunition and stores	500,000
Total	£23,240,000

"This was my proposal," says Lord Charles Beresford, "on March 30, 1893—88 vessels and 30 torpedo-boats at a cost of £23,240,000; but since that date the following ships have been projected:—Battle-ships—Magnificent, Majestic, Renown, £2,620,000; cruisers—Powerful, Terrible (about £800,000 each), £1,600,000; Talbot, Eclipse, Minerva (about £250,000), £800,000; ten torpedo-boats, £150,000; total £5,170,000, and their cost would be deducted from the original proposal, leaving £18,070,000."—*The Times*.

PROPOSED PURCHASE OF THE ISLAND OF LEMNOS.

Lord Charles Beresford also says :—

“ It is imperative that Britain should buy, or enter into treaty with the Turkish Government for, the island of Lemnos or some such island possessing a good harbour at the east end of the Mediterranean, Cyprus being of no use whatever as a naval base of operations.”—*The Times*.

NAVAL STRENGTH OF ENGLAND, FRANCE, AND RUSSIA. SHIPS BUILT AND BUILDING.

(From Lord Brassey's *Naval Annual*, 1893.)

Description of Vessel.	ENGLAND.		FRANCE.		RUSSIA.	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
First-class Battle-ships ...	35	367,300	16	175,648	11	111,857
Second-class Battleships ...	13	89,000	14	105,694	4	21,172
Coast Defence Ships ...	12	47,720	20	66,947	28	69,626
Armoured Cruisers ...	18	137,050	13	68,766	9	63,546
Protected „ 1st Class	11	85,550	8	44,941	1	5,000
„ „ 2nd & 3rd	54	195,811	19	54,480	2	5,900
Look-out Ships ...	19	36,390	6	7,740	—	—
Torpedo Gun-vessels ...	32	27,110	13	6,835	8	3,600
Sp. ships to escort torp. flot.	3	15,660	2	12,000	—	—
Total ...	197	1,001,591	111	543,051	63	280,701

CRUISERS.

	England.	France.	Russia
Armoured or Protected Cruisers over 4000 tons ...	46	21	10
Protected Cruisers 2000 to 4000 tons (includes Leander class) ...	39	13	2
Look-out Ships, fast small Cruisers ...	19	12	0

TORPEDO BOATS.

104 46 12

The torpedo-boats of France are eight of 397 tons each, two of 440 tons, and three of 925 tons. Those of England are four of 525 tons each; eleven of 735 tons; eleven of 810 tons; and five of 1070 tons.

WARSHIPS OF OTHER POWERS.

The following table, prepared from particulars given by the Navy Department of the United States, shows the relative strength of the navies of the world, as regards fighting ships (compiled from *Brassey's Annual* :—

	Armoured.	Unarmoured		Armoured.	Unarmoured
Austria ...	13	31	Argentine Republic...	3	7
Denmark ...	12	12	Brazil ...	2	9
France ...	75	118	Chili ...	4	10
Germany ...	34	59	Hayti ...	—	5
Great Britain ...	82	220	Mexico ...	—	2
Greece ...	5	16	Peru ...	—	10
Italy ...	22	54	Uruguay ...	—	3
Netherlands ...	25	35	Venezuela ...	—	1
Portugal ...	1	29	China ...	6	12
Roumania ...	—	9	Japan ...	7	35
Russia ...	48	62	Persia ...	—	1
Spain ...	13	50	Sarawak ...	—	3
Sweden and Norway	22	20	Siam ...	—	7
Turkey ...	18	20	Egypt ...	—	3
United States	29	40			

Totals—421 armoured, 883 unarmoured .. 1,304

GROWTH OF TORPEDO BOATS OF THE THREE GREAT POWERS.

The following is a summary of all the first-class torpedo boats, as distinct from torpedo-boat catchers and torpedo-boat destroyers, that have been built, ordered, or authorised by Great Britain, France, and Russia since the passing of the English Naval Defence Act of 1889:—

	Great Britain	France	Russia
28-knot boats ...	—	2	—
26-knot boats ...	—	2	3
25-knot boats ...	—	7	1
24-knot boats ...	—	10	—
23-knot boats ...	11	53	—
22-knot boats ...	—	4	3
21-knot boats ...	—	20	14
Slow boats ...	—	3	4
	11	101	25

Recent information cabled from Home shows that greater vigour is now being exercised in respect of these boats. Among the latest completions are the Havock, with a speed of 26 knots per hour, and the Hazard, which makes 28 knots, that is 34 miles an hour, the highest rate yet reached by any of this class. This gives promise of the accomplishment of a speed of forty-miles-an-hour which has lately been predicted as the speed that may safely be reached. At the same time far larger provision has been made for extended naval construction in the Old Country.

The sixty-seven ton gun is to be abandoned by the Admiralty as too heavy for our battleships. The 110 gun was similarly condemned some time ago. Guns of 12 inch bore and fifty tons which can be loaded by hand are to be the heavy weapons of the future.

ROYAL NAVAL RESERVE MERCHANT CRUISERS.

Of late years most of our ocean merchant steamers have been constructed so as to be capable of speedy conversion into war cruisers, and numbers of these have been liberally subsidised by the British Admiralty. Below is a list of the vessels as published in October last:—

Name	Tonnage	Average Ocean Speed	Name	Tonnage	Average Ocean Speed
Campania ...	12,950	21·18 knots	Victoria ...	6,300	15½ knots
Lucania ...	12,950	21·10 "	Britannia ...	6,300	15¼ "
Majestic ...	10,000	20½ "	Oceana ...	6,300	15¼ "
Teutonic ...	10,000	20½ "	Arcadia ...	6,300	15¼ "
Umbria ...	7,718	19½ "	Gallia ...	4,809	15 "
Etruria ...	7,718	19¼ "	Valetta ...	4,911	14½ "
Servia ...	7,392	17 "	Masilia ...	4,908	14½ "
Empress of India ...	5,905	17 "	Ballarat ...	4,752	14½ "
Empress of China ...	5,905	17 "	Paramatta ...	5,759	14½ "
Empress of Japan ...	5,905	17 "	City of Berlin ...	5,491	14½ "
Aurania ...	7,269	16½ "	Carthage ...	5,013	14 "
Britannic ...	5,004	16 "	Rome ...	5,013	14 "
Germaine ...	5,008	16 "	Adriatic ...	3,888	14 "

NEW DEMAND FOR HIGH SPEED.

All these vessels are not subsidised, but they are all held by the owners for the use of the Admiralty. Besides these there are numerous others of our ocean steamers which have fulfilled the requirements of the Admiralty as regards construction fitting them to carry effective armaments, though they are not under contract.

Indeed the demands of the Admiralty as regards speed, have within the last few months been made more stringent, their Lordships having decided that all new vessels open to be subsidised must, to obtain subvention, possess speed of not less than 20 knots per hour, so as to be able to cope with the swift cruisers of any

enemy. For example, the new vessel "Gothic," recently in Wellington, although strongly built and fitted for warlike purposes, is by the new rule not included in the Merchant Auxiliary Reserve list, because her speed does not reach the requisite twenty knots per hour. So I was informed by one of the owners of the "Gothic."

PERMANENT AND VOLUNTEER FORCES OF NEW ZEALAND.

(Compiled from the Official Report of Lieutenant-Colonel Fox, Commandant New Zealand Defence Force.)

PERMANENT ARTILLERY.

Distribution of the Force.				GUNNERS.			Total.
				1st Class.	2nd Class.	3rd Class.	
Auckland	...	...	...	8	3	11	29
Wellington	...	...	...	9	4	35	56
Lyttelton	...	...	...	3	3	8	21
Dunedin	...	...	...	5	3	12	27
				—	—	—	
				25	13	66	133

The total includes 3 majors, 1 captain, 1 lieutenant, 3 sergeants-major, 2 corporals, 2 bombardiers, and 12 artificers.

SUBMARINE MINING CORPS.

Distribution.				TORPEDO MEN.			Total.
				Artificers and			
				1st Class.	2nd Class.	3rd Class.	
Auckland	...	...	...	6	4	3	15
Wellington	...	...	...	4	4	19	33
Lyttelton	...	...	...	2	0	3	6
Dunedin	...	...	...	1	1	0	8
				—	—	—	
				17	9	25	63

The totals include 2 captains, 4 petty officers, 1 corporal, and 4 second corporals. Attached to this corps are the torpedo-instructor and one sergeant-major instructor of the Royal Engineers.

NEW ZEALAND VOLUNTEERS.

Districts.	Naval Artillery and Batteries.	Cavalry and Mounted Rifles.	Infantry.	Total of all Ranks.
Wellington	300	351	642	1293
Napier (sub-dist.)	117	46	133	296
Auckland	256	167	422	845
North Canterbury	204	119	590	913
South Canterbury	112	...	251	363
Dunedin	305	56	571	932
Southland	134	...	220	354
Oamaru	109	63	216	388
Westland	57	...	245	302
Nelson	128	...	161	289
Marlborough	...	49	125	174
Total				6149
Permanent Artillery, as above				133
Submarine Mining Corps, as above				63
Total strength				6343

There are thirty-nine cadet corps in the colony, numbering in all 2,153 cadets. "They vary in value," says Colonel Fox, "from very great efficiency to absolute inefficiency," a condition of things arising from a lack of "system or guidance in the management," an official hint which will doubtless be productive of improvement in the drill and training of our youth to familiarity with arms.

OBLIGATIONS OF THE BRITISH NAVY.

These obligations are becoming more arduous and extensive every year. They are, speaking generally, first to be prepared to blockade, or to meet and defeat on the high seas the fleets of the European Power or Powers opposed to us; and, secondly, to keep open our trade routes and lines of communication with our colonies and dependencies, and to guard our merchant vessels from the deprivations of hostile cruisers.—*Lord Roberts's address to the Lincolnshire Artillery Volunteers.*

SCARCITY OF ENGINEERS FOR THE NAVY.

In its present condition the navy is very short of engineers. In 1882 the indicated horse power of the navy was about 500,000, and there were 700 engineer officers. It is now 1,500,000 and there are 750 officers, so that in 1882 there was one engineer officer for about 700 horse power, while then there is now one engineer officer for 2000 horse power. This is without considering the enormously increased amount of machinery other than propelling machinery, with the maintenance of which the engineers are charged.—*Mr John Penn, M.P., of the engineering firm of John Penn and Sons, Greenwich.*

EXPENDITURE FOR NAVAL CONSTRUCTION IN BRITAIN FRANCE AND RUSSIA IN 1894.

The actual figures for naval construction for the current year are Britain, £2,982,000; France, £2,918,000; Russia, £2,692,000. Our sea-borne commerce enormously exceeds that of any other Power. That of France and Russia is comparatively insignificant, their colonial possessions are of very minor importance, yet each of them is spending nearly as much as Britain is on naval construction. Why should our European neighbours, whose maritime interests are in no way menaced by the naval superiority of this country, endeavour to wrest from us that command of the sea which is so necessary to our national life and independence?—*Speech of Lord Roberts, in London, December 15th.*

COALING STATIONS FOR WARSHIPS PROTECTING TRADE ROUTES.

The only requirement in a coaling station for a warship was smooth water to coal in, because the effective protection of commerce necessitated the assumption that our naval force on every trade route would be so far superior to that of a possible enemy as to restrict his operations to attacks on merchant vessels on the principles of evasion and surprise, and to forbid the idea of open warfare. The defensive power of coaling stations themselves need not, on this theory, be greater than would be sufficient to protect them against a *coup de main* by a small force.—*Admiral Sir John Colomb, in a lecture before the Aldershot Military Society.*

LORD ROBERTS ON SYMPATHETIC RELATIONS WITH THE COLONIES.

At a meeting of the Court of the London Scottish Corporation, at which £3760 was subscribed for the purposes of the charity, General Lord Roberts, of Khandahar and Waterford, who possesses the Victoria Cross for Valour, is a Knight of the Grand Cross of the Bath, Companion of the Order of the Indian Empire, Knight

Grand Cross of the Star of India, and a Doctor of Laws, Cambridge—in proposing the toast “The Scottish Corporation,” after referring to the beneficent character of the charity, spoke as follows:—“The history of the Scottish Corporation appeared to him to be characteristic of the Scottish race. It illustrated their power of cohesion as well as their pride in their nationality—a power and pride which had made them equally illustrious in war and successful in peace. He had observed in Scottish regiments that almost every soldier looked, not only to his individual interest, but to the credit of his corps and the honour of his country, and, similarly, in the pursuits of civil life, the Scotchman showed the same patriotic feeling, resulting in an active desire to serve his fellow-countrymen. (Cheers). If the component parts of the Empire were determined and prepared to hold together in matters of Imperial policy, we might rely on British interests being maintained and British influence extended to the great advantage, not only of ourselves, but of the less civilised races with which we were brought in contact. He had no intention to express an opinion on any of the political questions of the day, but he might venture to remind them that in the excitement and turmoil of domestic affairs *they were sometimes apt to forget the necessity for cultivating close and sympathetic relations with that Greater Britain beyond the seas which was one of the principal sources of our national wealth, and an essential element of our national greatness.* (Cheers.) The industry, enterprise, and self-reliance which distinguished men of British descent would, he trusted, do as much in the future as they had in the past to increase the prosperity of all classes in the United Kingdom. But not less conducive to such prosperity was the peaceful and uninterrupted development of the resources of the whole Empire; and this could not be secured unless the mother country and its several colonies and dependencies were determined to defend Imperial interests whenever and wherever they were seriously endangered. (Cheers). He had no hesitation in expressing his conviction that, whether morally or physically, the British race was certainly inferior to none on the face of the globe, and that the maintenance of our rule over less civilized and less enlightened races was beneficial, not only to our colonists and the home population, but to humanity as a whole.” (Cheers.)

A PROMINENT FRENCH STATESMAN PROPHECIES WAR.

A cable message from Paris, of 30th March, states that “M. Ste. Hilaire says that war between France and Germany is inevitable, and every day France’s opportunity for revenge draws nearer.”

When a veteran savaun, statesman, and historian such as the aged and highly-cultured M. Barthélemy Sainte Hilaire (one of the most prominent living Frenchmen of the century) gives expression to an opinion so grave in its predictions as that just quoted the situation presents even more disturbing aspects. M. Ste. Hilaire has been a spectator of, and intimately connected with all the varied political phases and movements in France during the last sixty years. Notwithstanding his great age his mental faculties appear unimpaired, as is evidenced by his two most recent works, which the Press highly eulogised—“Philosophy in its Relation to the Sciences and Religion,” published in 1889, and “Francis Bacon,” in 1890, both works of a profound and erudite character. M. Ste. Hilaire’s history, political and literary, embraces a wide experience and keen observation, and a ripe knowledge of affairs. He occupied the Chair of Greek and Roman Philosophy in 1838, and next year was made a member of the French Academy, and for some years was Minister of Finance. After the Revolution of 1848 he entered the Republican Assembly, where he was one of the leaders of the Moderate Party. On the occurrence of the *coup d’etat* in December, 1851, he was among those representatives who were arrested and imprisoned, and when Napoleon III. made himself Emperor, M. Ste. Hilaire refused to take the oath of allegiance to Napoleon, and resigned his appointments. After the Franco-Prussian War, and the restoration of the Republic, he was, in 1871, returned to the Assembly, where he was a steadfast supporter of President Thiers. Five years later he was made a life Senator, and in 1880-81 he held the portfolio of Minister for Foreign Affairs in the Cabinet of M. Jules Ferry. From all this it follows, that,—coming from a statesman of his qualifications and experience in the history and troubles of France, and of the conflicts of Europe

since the early days of Louis Phillipe's reign—an opinion like that with which he is now accredited as having published gives cause for disquietude. That impression may be abated to some extent if it is argued that the opinion of the philosopher and statesman may arise from exaggerated alarm, a not uncommon accompaniment of extreme old age. But if so then the utility of transmitting the intelligence is not sufficiently apparent.

PROGRESS OF THE NEW BRITISH WARSHIP².

THE LATEST ORDERS FOR 120 VESSELS.

At a public gathering at Cardiff, on 27th January last, Mr. W. H. White, Director of Naval Construction, said that of the 70 ships authorised by the Naval Defence Act five years ago, 61 would be completed and ready for service by the end of March next (last month), and the remaining nine, which were only small vessels would be very far advanced.

Later cable messages from London state that the British Admiralty has issued orders for 120 new warships, to be constructed within the next six years. These include ten first-class and three second-class battle-ships, six first-class and 27 second-class cruisers, and 64 torpedo-destroyers. This does not appear to warrant the existence of assured confidence in any project of general disarmament—at least on the western side of the "Silver streak" of sea, while on the other side the Continental Powers seem so afraid of each other that instead of lessening they are increasing their forces.

IS A GENERAL DISARMAMENT PROBABLE ?

Late intelligence from Europe announces that an opinion is current that the commercial treaties between Russia, Germany and Austria indicate the approach of "a general disarmament, or the definite suspension of military preparations." The latter idea is not a very reassuring alternative considering the gigantic proportions which these preparations have already reached; and seeing also that the British Admiralty, according to latest advices, has almost adopted the whole defensive navy programme of Lord Charles Beresford, narrated in page 31 of this Appendix hereto.

Russia declines to be a party to consider general disarmament. She proposes to borrow three millions sterling for "railway purposes"—doubtless strategetic lines as usual.

POSTSCRIPT.

The latest cablegram that can be noticed here (dated Paris, 16th April) supplies the unexpected information from the French Assembly that the state of the French Navy displays inexcusable negligence in its administration, and eminent disorder; that it is unprepared for war mobilisation; that its torpedo vessels are unseaworthy, the naval stores depleted (as the French Commissariat was in 1870), and that a specially-constructed ironclad is "liable to capsize at the first impact." And further, it is declared, by the same authority, that all the great battle-ships of France are in a similar predicament.

“THE ANGEL OF THE REVOLUTION.”

A TALE OF THE COMING TERROR.

UNDER the caption of “A Tale of the Coming Terror,” that excellent and cheap weekly, *The Sketch*, gives an effective review and concise epitome of Mr. George Griffith’s, “The Angel of the Revolution,” which, dealing as it does, with warfare in the twentieth century, and descriptive of air-borne battle-ships, forms a not-inadequate addendum to this booklet, and I have taken the liberty of transferring the letter-press from *The Sketch* without permission of the publishers, as follows:—

“In the presence of Edward Bellamy, Ignatius Donnelly, and, last but not least, the Rev. W. Baxter,* no one would think of denying that the gift of prophecy is highly developed at the close of this century as ever it was in the world’s history. But as Alexander Dumas said to the Judge, when he accused him of being a dramatist, “*Il y a des degres.*” In the days of, let us say, Elijah, the Prophets—that is to say the true Prophets—were of one mind concerning the things they predicted. With our latter-day seers it is otherwise, and the result is a trifle mystifying to the plain man. Can it be that there is a lion in the way for a few of these nimble fore-tellers? If so I trust it will not get wind of Mr. George Griffith, for he is far more entertaining than his compeers. He gives his predictions to humanity wrapped in the ‘embroidered casuistry’ of fiction. Nay, more, for he seasons the evil of his prophecy by the presence of a heroine of surpassing beauty. She is a sort of ‘Vierge Rouge’ in her *premiere jeunesse*, and her name is ‘Natasha.’ The first chapters of the book, however, belong to the hero Richard Arnold, who has the reputation of being a ‘crank.’ Like a second Pallisy he brings his invention to perfection just as he is on the eve of starvation. Chance throws him in the way of a member of the great secret society known to the initiated as the Brotherhood of Freedom, and to the world as the Terrorists. At the persuasion of this friend in need, Richard Arnold joins their ranks, and places his marvellous air-ship at the disposal of its chief, Notas, a mysterious being who is known to his subjects principally as the father of Natasha. Shortly after, Arnold is dispatched on a secret mission to Russia in the company of this damsel and Anna Ormovski, a princess with Nihilist leanings. The two women fall into the hands of the Russian police, and are sentenced to Siberia. They are rescued by Arnold on the trial trip of his air-ship, and the fortress of Cronstadt is destroyed at the same time, for in the twentieth century, which is the date of this story, projectiles are in use which, as agents of destruction, transcend a millionfold the power of our present Woolwich pogguns.

“But the Brotherhood of Freedom is not entirely recruited from the recalcitrant subjects of the Czar. Mr. George Griffith does not forget that ‘it’s greatly to his credit that he is an Englishman.’ To make a peer of Albion the right-hand man of the Terrorist chief may seem at first sight rather an obscure manifestation of the patriotic spirit. Lord Alanmere supplies the missing link between the old civilisation and the new regeneration, and his presence in the story enables its author to

[* Rev. Mr. Baxter, some forty years ago, was the author of “The Coming Struggle,” in which he predicted the end of the world about the seventies, with Napoleon the Third as the great Ruler of Europe—so much for prophecy.—D.M.L.]

associate the ultimate destiny of the British Empire with the conquering forces of the Revolution. At the period when the action of the narrative takes place Queen Victoria has abdicated in favour of the present Prince of Wales, and is living in comparative retirement. The parliamentary parties range themselves under the leadership of Mr. Balfour and Mr. John Morley. On the very eve of the last Titanic struggle of the nations, England is discovered in the throes of a General Election, and the day after the Conservative Ministry returns to power France declares war. Russia, who has nominally been at war with Britain for over a month, suddenly takes the offensive, and pours her Asiatic troops into the passes of the Hindu Kush. At the same moment Italy secedes from the Triple Alliance.

"Thenceforward the new warfare progresses without Terrorist intervention. They hold a watching brief for Liberty, Equality, and Fraternity, and occupy themselves in the construction of a fleet of air-ships. Meanwhile the Czar, with his war balloons, carries everything before him. After devastating the European Continent, the Muscovite forces decide to beard the British Lion in his own den. Aberdeen is bombarded and falls, coincident with the surrender of the German Emperor and the occupation of Berlin by the armies of the Czar. It is not, however, till the Russian troops are at the gates of London that the Terrorists abandon their neutral position. By their agency the secret alliance which the Czar sought to conclude with America is brought to naught. The battles of Dover and Warwick had placed the English Metropolis practically at the Muscovite's mercy. But ere the downfall of the city could be consummated the Brotherhood, with its aerial fleet, looms in sight. The armageddon of the western world is fought, and the spoil is to the irresistible artillery of the air. The first shot is fired by the 'Angel of the Revolution,' and after that the Terrorist token is to slay and spare not. These are somewhat sanguinary tactics for the inaugurators of international amity; but Nihilists will be Nihilists to the end of the chapter. The Czar himself is taken prisoner, and this lurid prophecy closes with the picture of his Imperial Majesty on his way to the Siberian mines, while the Angel of the Revolution bestows her hand on the Admiral of the aerial fleet."

ENGLAND'S FRIENDS IN THE MEDITERRANEAN.

UNDER the above title is an admirably instructive article in the London *Graphic* of 17th March, in which is narrated the condition of the fleets of the various Mediterranean Powers, whose interest and welfare naturally make them the friends of Great Britain. The writer specifies the coastal and geographical coigns of vantage which each of these Powers possesses, and narrates the diplomatic and political "reasons for friendship" with England, which must actuate each of them in the event of war. Greece, and her fleet and naval stations and harbours; Turkey, and her fleet and her various naval bases of operations; Spain, and the Spanish fleet; Austria and Italy, with their naval forces and coast advantages, all these are succinctly and graphically described, with sketches, which amply illustrate the printed descriptions. This article, and its accompanying engravings, form a valuable and timely contribution to the discussion of the war problem. Reference is made to the recently completed Italian fort of Maddalena, in the Straits of Bonifacio, between Sardinia and Corsica, now fully armed, and consequently an almost impregnable *place forte* for harbouring a fleet. Maddalena was occupied by Nelson in 1803 as a *point d'appui*, and its value in that respect is declared to be vastly greater to-day than it was then.

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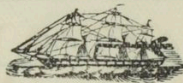
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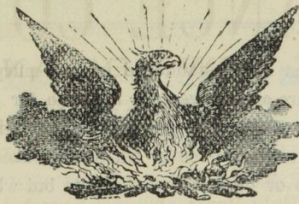
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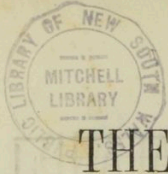
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THE Public Trust Office has been established for the purpose of affording at low rates of commission a secure and convenient recourse for persons resident as well abroad as in New Zealand, who may desire to form trusts in the colony, and may be in doubt or difficulty as to the choice of trustees or executors; and for persons also who are appointed to or have accepted trusts but who may be unwilling for various reasons to undertake or continue the administration.

ITS CONSTITUTION AND OBJECTS.

The Public Trust Office was constituted by "The Public Trust Office Act, 1872," and its functions have since been much enlarged by amending Acts, necessary to enable the office to meet the growing requirements of the public and of the business. The Amendment Acts of 1891 and 1893 present many new and important features. They facilitate the administration of properties placed in the office; provide for the administration by the Public Trustee of intestate estates of a value not exceeding £250 without the expense of an order of the Court; provide for the notification to the Public Trustee of the money and property of deceased persons, by persons, etc., having the custody of such property and knowing it to be vested in the Public Trustee; authorise a more prompt distribution of the residue of testate and intestate estates; provide absolute security from loss to properties of the funds arising from them which may be invested at the discretion of the Public Trustee in mortgages of real estate within the colony, or in General Government securities of the colony; insure the regular and punctual payment of interest on such funds; and, by rendering practicable a more efficient conduct of the office and of the arrangement of the accounts, have raised the office in the estimation of the public.

ITS SECURITY.—CAPITAL FUNDS AND INTEREST GUARANTEED.

The security and fidelity of the administration of the Public Trustee must undoubtedly afford a great attraction to any person who may contemplate the appointment of a trustee. The Public Trust Office is a Government department. The fidelity of its administration is guaranteed by statute; and, by "The Public Trust Office Acts Amendment Act, 1891," *the colony guarantees the integrity of the capital funds of properties placed in the Public Trust Office where there is no direction for the investment of such funds, or where there is no direction for such investment other than generally that the funds are to be invested at the option of the Public Trustee, in General Government securities of New Zealand or in mortgage of real estate within the colony.*

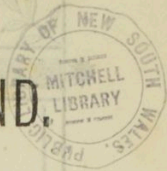
The colony also guarantees on such capital funds for investment a common rate of interest, to be determined from time to time by Order in Council, and to be credited quarterly, FREE OF ALL OFFICE CHARGES OF THE PUBLIC TRUST OFFICE, to the properties from which the funds arise.

A person making a will or arranging a trust must always be seriously concerned as to the security of the capital funds; and the larger the capital funds the greater will be the concern for security, and the less for a high rate of interest.

The Public Trustee, in his official capacity, never dies, never leaves the country, and never becomes disqualified or involved in private difficulties, or distrusted. It will thus, be evident that, by his appointment as trustee, the preparation of the numerous deeds, and the consequent expense, which might become necessary in the case of a private trustee are altogether obviated. These advantages will be readily appreciated by all who have any knowledge of the incidents of trusteeships.



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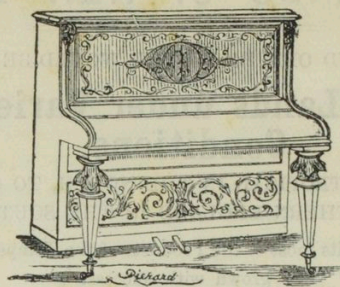
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THE HOT SPRINGS OF NEW ZEALAND.

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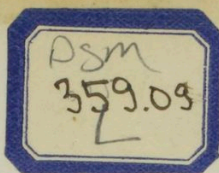
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