

WHEN SHALL THEIR GLORY FADE?

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a lance when a rallying square was being formed against an attack by native lancers. The lancer who stabbed him was shot down by his drum. In another action he was hit in the calf of the right leg and had to go into hospital.

He went home with his regiment and landed at Anglesey Barracks. Of the North-umbrians, but 500 of the original strength reached home; they lost 1,150 men. During the Trent affair with the United States they were on duty night and day, each man being allowed but three nights' sleep a week. Owing to his wounds he was compelled to remain at home, and after sixteen years' service with the good old regiment he was born in, he retired, receiving a pension of ten pence a day.

Mr. Millet came to Canada twenty-six years ago, and after spending a year in Ontario moved to Victoria. He was one of those who were in the Point Ellice Bridge disaster on May 26, 1896, and rendered splendid service after his escape. He rescued himself and boy, Canon Paton, Mrs. Jackson, Mrs. Provost and another. For twelve years he served as gardener to Bishop Perrin, and since he has been gardener at the Provincial Royal Jubilee Hospital, where he is now employed.

GUNNER FRANCIS DUNN, R. A.

Gunner Francis Dunn, of the Royal Artillery, who served the Queen in the Crimea, was born in Scotland eighty-two years ago. When he was twenty years of age he joined the 1st Company of the 1st Battery of Royal Artillery at County Derry, Ireland, and went with his battery to the Crimea on one of the sailing ships which were used as transports in those days. They were crowded ships, what with horses, guns and munitions, and as many troops as could be crowded in the 'tween decks, and trooping was far from pleasant in the old days. The battery landed in the Crimea at the beginning of the war in 1853, and Gunner Dunn remained with his guns until the war ended in 1856. He was at the Battle of Inkerman, being discharged owing to his wounds at the close of the war in 1856. At Inkerman he was severely wounded in the leg.

WOUNDED AT INKERMEN

When fighting at Inkerman he was bayoneted in the upper hip during one of the many hand-to-hand encounters for which that "soldier's battle" was noted. When the Russian lunged and stabbed him with the bayonet he came to grips with his assailant and succeeded in killing him. At Inkerman the Russians came up under cover of darkness and mist by no more effort than driving in an outlying picket, and planted powerful artillery on Shell Hill. The Russians, 15,000 strong, were then thrown against General Pannetier's line, a column being sent to turn his left flank by way of a ravine. The Russians gained an initial advantage on the right, took three guns, and drove away a bewildered force of 400 foot. Meanwhile the flanking column was close to the British tents. The mist hid the Russian strength, and with the aid of some batteries, General Pannetier, with 3,300 men, gave battle to the 15,000 Russians and routed them. Lord Raglan reinforced the British to 7,464 infantry, 200 cavalry and 38 guns. The Russian losses were 10,729 killed, wounded and prisoners; the British losses, 2,357 killed and wounded, of whom 597 were killed. For a while the battle was fought in the dark, hardly an attempt being made to direct the Allies by any principles of scientific warfare; it was, in fact, a series of bitter hand-to-hand fights, in which the stubbornness of the British won the day.

CAPT. J. D. CURTIS, R. N.

"I cannot allow the launches of the line-of-battleships to return to their ships without requesting to bring to your notice the zeal and intelligence of the officers in command, and the excellent conduct and discipline of all employed in them, which has enabled them to render such important service in the Sea of Azov, and which—if I may be permitted to say so without presumption—reflects so much credit on the ships they serve to."

Royal Albert, first launch, Lieut. J. D. Curtis

James Dillen Curtis, Capt. R. N., retired 1880, is one of the naval veterans of the Crimea, enrolled in the British Campaigners' of Victoria. He is now in his 89th year. His father, Commander Thomas Curtis, of King's Lynn, served his country from 1793 to 1815, being a contemporary of Nelson. When he left the Bluecoat school Capt. Curtis made a trip on a brig laden with apples from Lynn to Sunderland, and he recalls how, as they neared Sunderland, in a gale, he was washed from his station at the main topgallant halliards by a high falling sea, which pooped the brig and landed him under the windlass. This only whetted his desire for the sea, and in 1842 he became a first-class volunteer in Her Majesty's Navy, on the Queen, a sailing line-of-battleship carrying 116 guns, and sailed in her to the Mediterranean. The three-decker reached Malta in ten days, crossing the Bay of Biscay under a reefed foresail and close-reefed main-top-sail. After this, he served as a draughtsman with the Xanthian Expedition, sent to collect marbles in Asia Minor for the British Museum, and passed his examination for midshipman on the paddle sloop Virago, lying off the River Xanthus. He rejoined the Queen as a midshipman, and was later transferred to the Formidable, eighty-four guns, built on the lines of the French ship Canopus, captured by Nelson at the Nile, and then went to the Calypso, an eighteen-gun corvette, and sailed in her to the Pacific.

The Calypso loaded treasure in Mexico and South America, having five million dollars in bullion on board. When she was at Manzanillo an epidemic of malarial fever broke out. Thirty of the crew died, and, when on the homeward voyage, Captain Worth also suc-

ceeded. On the return of the Calypso to be passed as a merchant. His first commission was on the Harlequin brig, twelve guns. Commander A. P. Barclay Wilmot, and two years later he went to the brig Waterwitch. Both vessels were engaged in the suppression of the slave trade on the West Coast of Africa.

A GRUESOME RELIC

Among his possessions brought from the West Coast of Africa was a relic in the shape of a skull, that of a victim of a savage chief, which he had taken from a stake—the birds had eaten the body of the victim—and marked on it, according to Chambers' Phreology, what he considered was the character of the one-time owner. He presented the skull to the museum of his home town at King's Lynn.

He was on the brig Harlequin then, in 1852, and assisted the master to survey the inland waters near Lagos, then a savage stronghold, now the capital of South Nigeria. Previous to being taken by the British under Commodore Bruce, of the African West Coast Squadron, the native chief, Kaseko, in an appeal to his fetish for victory over the British, sacrificed two young lovers. He had them impaled alive on a small island opposite his so-called palace—the surveying party named it Sacrifice Island—and when he landed there Lieutenant Curtis took the skull of the man, one of the victims of the negro chief's fiendish cruelty, the body having been destroyed by carrion birds. The island on which the lovers were impaled—a stake being driven through their bodies—is now the site of one of the bridge columns of the Northern Nigerian Railroad. Then the natives were clad in the garb of Eden. Today their descendants are cultured, several being known as doctors and professors. Captain Curtis remembers meeting the son of one of these savages he knew in 1852 in 1901 in London, a medical student at St. Bartholomew's Hospital, dressed in the height of fashion—but black as the ace of spades.

IN THE SEA OF AZOV

In June, 1854, Captain Curtis joined the screw line-of-battleship Royal Albert, flagship of Rear-Admiral Sir Edmund Lyons, Bart., G.C.B. He was a senior lieutenant on the large three-decker—she was 3,726 tons, and carried 121 guns—and he was actively engaged against the Russians in the Sea of Azov. He commanded one of the launches, and prizes the testimonial printed above, which tells of his good service. He was present at the capture of Kertch and Yenikale, and the reduction of Kinburn, at the mouth of the Dnieper. In his capacity as commander of the launch, Captain Curtis saw much of the naval side of the war, and, one December morning in 1855, when the Royal Albert was steaming through the Aegean Sea on her way to Malta from the Black Sea, she nearly foundered, Captain Curtis rendering good service in assisting to save the vessel. He prizes the following letter from her commander, Captain Mends:

"Dated in the Bosphorus.—This is to certify that Lieut. Curtis during the period he has served under my command (15th February, 1855, to March 16th, 1857), has conducted himself with sobriety and to my entire satisfaction. The service the ship has had to perform in the Black Sea called for the zeal, ability and energy of all officers, and they were conspicuous in Lieut. Curtis, who afforded me efficient support when H. M. ship was in danger of foundering. He was employed in the Sea of Azov in charge of the boats of this ship, acting against the enemy in successful operations."

Only Person Thomas A. Edison Obeys

THE following is an account of an interview with Mrs. Edison, the only person whose authority is recognized by the famous inventor, written by Zola Forrester for The New York World:

It was almost 4 by the clock on the mantel in the library. Mrs. Edison came down the wide staircase quickly, softly, and into the room, drawing on her gloves. She was dressed for outdoors, but not in motoring togs, although her electric runabout was waiting for her. Her whole costume carried out the tones and hues of the season, the delicate, shadowy greys and deep rose reds.

She is of medium height and rather plump. Her hair is brown and waves back from her face girlishly. Her complexion is clear and pink as if she faced the wind often, and she does. Her chin is rounded and she has the most understanding smile in the world. She doesn't have to say a word to make you feel that she knows everything you want to say, and her wide hazel eyes look clear away into your soul.

"How do we take care of Mr. Edison?" she repeats, looking at the clock on the mantel. "Well, first of all, he needs quiet. We all guard him against any noise or confusion or interruptions. When he is home here he needs perfect rest. Sometimes he stays down at the laboratory for twenty hours at a stretch and longer without sleep, but when he does come home he will lie down and fall asleep as easily as a child, and perhaps sleep straight through for twenty hours without waking. So the house must always be quiet for him."

"No, he has no regular habits." She answered this with a little smile and shook her head. "No regular habits at all. No regular time for rising, no regular diet, nothing like that. He has been called a vegetarian, but he eats wild game and beef and lamb—only they must be well cooked. Everything must be thoroughly cooked, he believes. No cereals, salads, or uncooked foods. He believes that boiling or bringing them up to 215 deg. destroys all germs and removes the danger from typhoid.

"Exercise? Not what other people call exercise. You see, he is on his feet down at the works all day. That is enough exercise,

NARROWLY ESCAPED FOUNDERING

It was about two o'clock in the morning when the Royal Albert was endangered. The metal collar, which makes watertight the hole in the sternpost through which the propeller shaft passes, broke into several pieces, and, falling off, allowed the water to freely enter the stern tube and thus into the ship, which, with the great influx of water, was soon in danger of foundering. This would doubtless have happened, had it not been for the ready resource of the captain and his officers in keeping the ship under way the remainder of the night, steaming up and down near the island of Zea, thus keeping the large bilge injection pumps at work on the leak; which pumps, in conjunction with the chain and other pumps, managed to keep the flow of water into the ship in check till daylight enabled the navigator to find a suitable beach. This was noticed in Port Nicole, on Zea Island, where the ship was beached and the leak stopped by a watertight bulkhead being constructed in the afterhold. The ship was then conveyed to Malta by the Princess Royal and Sphinx. When repairs were completed she went to Constantinople, and for nine months was anchored at Buyukdere, in the Bosphorus, and the officers had a hazy time with shooting parties in the country and entertainments at Constantinople. The last duty of the Royal Albert before she paid off in 1858 was to escort Queen Victoria to Cherbourg when she visited the Emperor and Empress of the French.

When he left the Royal Albert he became senior lieutenant of the screw line of battleship Brunswick, eighty-one guns, and served a commission on her in the Channel and Mediterranean, and in 1860 went to the Majestic, guard-ship in the Mersey for two years. His next ship was the depot ship Hibernia at Malta, an old line-of-battleship of Nelson's time, carrying 104 guns, the last flagship of Earl St. Vincent, who was on board the vessel in the blockade of Brest. Owing to the illness of the commander of the gunboat Growler, Lieutenant Curtis went from Malta in command of this vessel, and made a cruise in her to Tripoli and Bongazi in connection with the overland telegraph line to India. The Growler was one of the little gunboats built for the Crimean War, with two guns, the large gun carried forward being a 68-pounder, the heaviest gun carried afloat in those days. His next ship was the London, ninety guns, in the Mediterranean, and then he went to the Egmont, depot ship at Rio de Janeiro, being promoted to commander when in this vessel. On return to England, he went into the Coastguard, and took charge of the Carn division of Ireland, making his home at Moville until he retired from active service, in 1871. He has lived in Victoria since 1904, having come to British Columbia to visit his son, an architect at Vancouver. He has eight children, four sons, two of whom, the eldest and youngest, served in the South African War, James, the elder, being in Paget's Horse, and Thomas, the younger, in Baden-Powell's Police, being severely wounded during the war.

JOHN WILLIAMS, ABLE SEAMAN

John Williams, now 84 years of age, was a powder monkey on the line-of-battleship Nile in the Crimea. When he went to the Baltic on the Nile he was a civil servant, and was enrolled as a first-class boy. When the fleet anchored off Reval and parties were landed

from the large ships, young Williams was, to his disappointment, unable to get ashore, being powder monkey on the forward gun. While he was on the Nile one of the marines had his head blown off as a result of an accident. The captain, when showing some ladies over the ship, accidentally fired a gun which was always kept loaded, and the marine, who was coming up a hatchway, had his head blown away. His first year in the Baltic was spent on the Nile, and the second year on the Duke of Wellington, another two-decker, which carried ninety-one guns. After peace came in the Crimea he served a commission on H.M.S. Boscawen at the Cape, being on that station three and a half years. During this time the Indian Mutiny broke out, and he promptly volunteered, but was not accepted.

Mr. Williams was on H.M.S. Jason in his third commission on the West Indian station, and when at Tampico, where the warship loaded seventy tons of bullion, yellow fever broke out on board. The ship was ordered to Bermuda, where the sick were landed. The fever played havoc with the doctors, and he volunteered to nurse the sick, especially his bunkmate. He was not allowed to go on board, though, until more nurses were sent. Of the crew of 270 on the Jason, only 70 went home; the remainder died. He later joined his ship at Halifax.

SAVED HIS CAPTAIN

With his medals Mr. Williams should be wearing the bronze of the Royal Humane Society also. When his ship was at Devonport being stripped, the commander, Captain Munday, fell overboard. He jumped over from the bow and saved him. Captain Munday gave him a five-pound note, but he was not anxious to have much said of the accident, and, presumably, this was why the deed was not brought to the attention of the Humane Society. There were long accounts of the episode in the Devonport papers.

After spending two years on the Coastguard ship St. George at Falmouth, he volunteered for service on the line-of-battleship Rodney, flagship of Admiral Keppel, on the China station. He took part in the Chinese War, going up the Yangtze-Kiang, where a party of 300 men were landed, and they marched to the Chinese capital. Afterwards the Rodney went to Swatow, and he was in the landing party which took and destroyed the Chinese walled city.

ENGAGED IN PEARLING

After fifteen years' service, he took his discharge, at his own request, on the China Coast, and went to Australia to engage in the pearling trade. For three years he sailed from the pearling ports of West Australia in a lugger commanded by Captain Francis Cadie, being mate of the pearler. They had a crew of Malays, and they dived for pearl oysters on the grounds in the Southern ocean. Then, tiring of the life on the pearling grounds, he joined a coasting steamer, and, after some time in that service, thought he would like to see England again. He shipped on the bark Glen-gowan, of Greenock, bound to Portland, to load grain for the United Kingdom. The bark ran into heavy weather when off the North Pacific Coast, and was abandoned in a water-logged condition, afterwards foundering off Cape Flattery. With his shipmates, Williams rowed into Barkley Sound, arriving there on Christmas Day. It wasn't a very merry Christmas. They camped on a small island for a few weeks, having a very hard time, and

then made their way to the Cape Beale light-house, going later to the Indian village at Dodger's Cove, on Village Island, from where the shipwrecked company was brought to Victoria.

Mr. Williams decided then to make Victoria his home, but the sea lured him again, and he joined the U.S. revenue cutter Oliver Walker. He did not remain long, however, and, returning to Victoria, he went to work for the Albion Iron Works. He was married then, his bride being Miss Mary Woods, whose father was an engineer there. Two years later Mrs. Williams died. Then he went to sea again, and worked on many of the C. P. R. steamers, lastly on the Otter. Leaving that vessel, he went to Lakelse, where for fourteen years he was employed at the Dominion Government's fish hatchery. Now, in the Autumn of his life, he is an inmate of the Old Men's Home.

GEORGE EDWARD SMITH, SEAMAN

Now in his 77th year, George Edward Smith, seaman, who since he took his discharge in 1869 as a first-class petty officer at Esquimaux has been a resident of Victoria, joined the Royal Navy at the age of 14 years as a boy, being sent to H.M.S. Ocean at Sheerness in 1851, and in 1853 he went to the Baltic on H.M.S. Tribune. He served in the campaign in the Baltic, and was in every action there and of the Crimea, taking part with the British seamen in the attack on Sevastopol. At the close of the Crimean War he was transferred to H.M.S. Camilla, on which vessel he served in 1856-7-8, and from 1860 to 1863 was on H.M.S. Tartar, returning to his old vessel, H.M.S. Camilla, from which he took his discharge in 1869 at Esquimaux.

Mr. Smith wears the Crimean and Baltic medals, and has a clasp for the Siege of Sevastopol, and the medal given by the Sultan of Turkey for that campaign; also the medal for the China campaign of 1856-7-8, when the attack on Canton, Swatow and other cities took place, and he had his part in many stirring events. He was on the coast of Mexico in the Tartar in 1864 and 1865, and when the Bombardment of Shimonoski took place, in 1867, he was one of the crew of the Tartar.

The Siege of Sevastopol lasted nearly a year, and sometimes it was not quite certain which ought to have been called the besieged, the Russians in the city or the Allies in front of it. During some months the armies did little or nothing. The commissariat and the land transport systems were bad, and the armies suffered much from sickness; cholera raged. The roads were only deep irregular ruts filled with mud; the camp a marsh. On August 16, 1855, the Russians tried vainly to raise the siege, after the Winter and Spring had been spent in beleaguering the place, and there were great struggles in front of the Malakoff and Mamelon Batteries, the naval forces often being landed to take part, and here Mr. Smith won his clasp for the Siege of Sevastopol. In September the Malakoff was captured and the Redan stormed, and the Russians withdrew over a bridge of boats leaving a burning city for the victors to enter.

JOHN BARTLETT, ABLE SEAMAN

John Bartlett, another of the naval veterans of the Crimean campaign who is included amongst the British Campaigners of Victoria, is now in his 75th year. He was born at Shipton Gorge, in Dorsetshire, on December 27, 1838, and at the age of 15 joined H. M. S. Victoria as a boy. He served on H. M. S. Geysler in the Baltic during the war with Russia in 1854, and was at the Bombardment of Sveborg. He also served on H. M. S. Blenheim, St. Jean d'Arc, Phantom, Scout, Sutlej and Malacca, and was discharged on his 28th birthday when captain of the main top.

Mr. John Bartlett recalls the Bombardment of Sveborg in the Baltic very well. It was an affair of small gunboats, of the type of H. M. S. Boxer, which afterward came to Esquimaux, and mortar boats, and the firing took place at a range of from 700 to 800 yards away from the city. The gunboats were in front, the mortar boats behind. They circled around, and as they came on, fired their bow gun and when leaving fired the stern gun. They only carried the two big guns fore and aft. They bombarded all day, and in the evening the large ships sent off boats and rockets were fired into the town in the darkness.

Mr. Bartlett trained as a boy in Nelson's flagship, the Victory, and prizes the parchment issued from that historic vessel. It was as a second-class boy that he joined the Geysler and went to the Baltic when the war with Russia was on.

He cruised in the Blenheim, off the Cape of Good Hope, in the Phaeton when the naval demonstration was made off Mexico at the time of Maximilian, and in 1866 he took his discharge as a first-class petty officer from H. M. S. Scout at Esquimaux, completing his time in the harbor there on H. M. S. Sutlej and H. M. S. Malacca. After leaving the navy he mined in the Cariboo for eight or nine years, and has since resided here.

JAMES LEWIS, ABLE SEAMAN

James Lewis, able seaman, who is now a resident of Nanaimo, wears both the Baltic and Crimean medals. He joined the Royal Navy in 1853, going to the St. Jean d'Arc, then commanded by Lord Keppel, and was on that vessel during the battle of the Baltic, and later took part in the Siege of Sevastopol.

LIEUT. GORDON

Lieut. Gordon of the 63rd Regiment is another of those who saw service in the Crimea. He was educated at Sandhurst Military School, and when he received his commission in the 63rd Regiment was ordered with it to the Crimea. He came to Halifax many years ago, still serving with the colors, and later went to Montreal, where he resigned and returned to England. In 1861 he came to Canada. His kit was being sent out to him on the steamer Indian, which was aboard at Sable Island, and his medals and all his possessions were lost with that vessel.

This one is told by Father Bernard Vaughan, who recently returned to his home in England after a long visit to this country. A visitor from South Africa, on being asked for his opinion of Niagara Falls, asked his American friend, in turn, "What do you think of Victoria Falls compared with Niagara?"

"Victoria Falls, compared with Niagara?—a mere frontal perspiration!"—Brooklyn Eagle.

Definition of a boarding-house strawberry short-cake:

"A circular solid, every point in whose perimeter is equidistant from the strawberry."

—Everybody's Magazine.