

B.—To Young Men about to enter a Profession.

I will give a watchword to you men who are on the threshold of your career—the watchword of that almost unexampled military genius and hero whose life and character you can study with the greatest advantage—the American General, Stonewall Jackson: the watchword—“*Press forward.*”

You have all most likely read the stories of Mr. Rudyard Kipling, and some of you may remember his story of the soldier of some years' standing who, after going through years of what had seemed to him tiresome work on barrack parade-ground and peace exercises, and finding himself for the first time in action with bullets flying and men falling, confessed that what it had taught him was that he was to go forward and not back.

Think of John Nicholson, that matchless hero, with honour, courage, integrity of purpose, unsullied by any worldly consideration—think of his words when lying mortally wounded in that narrow street that was leading to the capture of Delhi and the safety to England of the Indian Empire: “*Forward, men, forward.*” And when for one dreadful moment it seemed as if even his dauntless spirit was insufficient to inspire those under him with that exalted ideal, he ordered, “*Officers to the front!*”

Press forward—not to the hindrance of your neighbour, but to the attainment of the highest object of your profession. Do *your* best for the general good. Don't think that your influence with others is so slight that it can have no effect, but do your best whatever it is you do and it will be for the general good. Press forward—not to obtain the prize, but to overcome the obstacle. You may not quite understand that distinction for the moment, but if you consider it you soon will; so I repeat and emphasize it: *Press forward, press forward*, not to obtain the prize, but to overcome the obstacle.

C.—Discipline.

“Considering, therefore, the power of the State against which we are marching, and the greatness of the reputation which, according to the event, we shall win or lose for our ancestors and ourselves, remember, as you follow where you may be led, to regard discipline and vigilance as of the first importance, and to obey with alacrity the orders transmitted to you, as nothing contributes so much to the credit and safety of an army as the union of large bodies by a single discipline.”—(*Thucydides*, “Peloponnesian War”—Book II, chapter VI.)

1. The Englishman is, on an average, naturally disciplined. He inherits this characteristic, and accustoms himself to it from his earliest days.

Those unaccustomed to control and discipline do not, as a rule, see the necessity for it. To be accustomed to control is, however, necessary in order to obtain discipline. The difficulty of maintaining discipline is increased where those to be subjected to discipline are discontented, or, in other words, think they have cause for complaint.

Life on board ship is and must be subject to strict discipline, and this can be achieved more easily if, in addition to a natural realization of the value of discipline, the conditions of life under which men are made to live are made as smooth and free from cause for just complaint as circumstances permit.

2. It is considered that the following are some of the causes of complaint which may arise against life on board a man-of-war:—

- (i.) Living-quarters not very comfortable.
- (ii.) General discomfort.
- (iii.) Separation of men from their homes.
- (iv.) Lack of opportunity for advancement.

Contributing causes to discontent are also,—

- (v.) Labour unrest.
- (vi.) Trades-unions and politics.
- (vii.) Reaction after the war.
- (viii.) High wages on shore.

3. *General Remarks.* Some of the causes given above are inherent in ship life, and cannot be altogether eliminated, but it should be possible by arrangement to make them less arduous.

For instance, living-quarters could be made more comfortable, and better facilities provided for washing, stowing kits, reading, playing games, amusements, canteens, barbers' shops, &c. (the U.S. Navy has superior accommodation in some of these respects to that of our modern ships). Married men might be given facilities for having their wives and families quartered in the neighbourhood of their ship's base. Better water-transport arrangements could be provided at the various home ports. The pay should be such as will compensate men, in comparison with their neighbours on shore, for the disadvantages of ship life.

Other causes, such as labour unrest, political interference, &c., can be neutralized in time by a strengthened sense of discipline.

In regard to *promotion* from the lower deck the position is more difficult. It is obvious that the number of officers is strictly limited by the requirements. All officers' service is long service, therefore the wastage is small, and the entry correspondingly so. It must be realized, therefore, that all men cannot enter the Navy with the promise of becoming officers; a percentage only may reach this rank, although all start with equal chances, in the same way that only a percentage of the boys entering as Cadets can hope to reach the higher ranks.