

of water, only twice finding a drinkable supply during a fortnight of their journey. They separated again at Lal Khan Chah, Lockwood returning to India by the now well-known route passing through Chageh, Nashki, and Mastang; and MacGregor making his way through the Brahui country to Sohrab and the Mula Pass.

In 1878-79-80, Colonel MacGregor found congenial employment in Afghanistan. He was appointed Deputy-Quartermaster-General on the line of the Khaibar communication during the first phase of the Afghan campaign, and took his share in the operations in the Bazar and Jellalabad valleys. After the massacre of Cavagnari and his escort at Kabul, when Sir F. Roberts again took the field, MacGregor was with him, and shared in the success of Charasia and the rapid advance on Kabul. There was a day in December 1879 when his distinguished courage again brought him to the front. There had been an action near Kila Kazi in the Chardeh plain to the west of Kabul, the result of which had been to leave some British guns hard and fast, well wedged into certain inconvenient irrigation channels, which barred their progress as they were withdrawn towards Sherpur after the action was over. It was MacGregor who undertook to extricate them in face of the enemy, and he accomplished his purpose with his usual resolution. Soon after this, Sherpur was besieged, and never did MacGregor appear happier in all his life than during those ten uncertain days when we were awaiting the beacon to be lit on the Asmai Hills, which was to be the signal for the attack on Sherpur. At such times as those a confident soldier like MacGregor was indeed a tower of strength. When Sir F. Roberts made his march from Kabul to Kandahar, MacGregor obtained command of the 3rd Infantry brigade, and assisted at the action of the 18th September, when Ayub Khan's forces were finally dispersed. Subsequently he commanded the Mari field force and conducted a most successful little campaign of his own against the Maris. For his distinguished services as Chief of the Staff to Sir F. Roberts and Sir D. Stewart he was made C.B. in 1879 and K.C.B. in 1881, having been nominated C.S.I. in 1874 and C.I.E. in 1878. He was Quartermaster-General with the rank of Major-General in the East Indies from 1880 to 1885, when he was appointed to the command of the Punjab Frontier Force. He was the author of several works of a military character, besides his books on Khorassan and Baluchistan. To the end of his life he never ceased to preach the doctrine of "preparation," and his notes of warning will not soon die away. By his death England has lost one of her foremost soldiers, a leader whose name was as greatly respected as that of Sir Herbert Macpherson, his countryman, who passed away so shortly before him. The loss of two such men at such a time is indeed a bitter blow for India.

Colonel Sir J. U. Bateman Champain, R.E.*—Colonel Sir John Underwood Bateman Champain, who died at San Remo on the 1st February, was an officer of the Royal Engineers (Bengal), and son of Colonel Agnew Champain of the 9th (Norfolk) Regiment. At the period of his decease, he had been for some seventeen years Director-in-Chief of the Government Indo-European Telegraph. Born in London on the 22nd July, 1835, he received his early education at Cheltenham School, where he remained a pupil from 1846 to 1849. Entering subsequently the Military College at Addiscombe, he soon became one of its most distinguished cadets, and eventually passed out head of his term—a position he had held uninterruptedly from the day of entrance. His commission dates from the 11th June, 1853. Within four years after his arrival in India, the Mutiny broke out, and Champain's services at that critical epoch are such as to warrant recapitulation.

Early on the 12th May, 1857, a sowar rode into Rurki bringing the news of the

* By Major-General Sir Frederic Goldsmid, K.C.S.I.

outbreak at Meerut. Captain Fraser, commanding the Sappers and Miners there, that very day marched his regiment to the scene of disturbance; and Lieutenant Champain, then acting for Lieutenant Chesney as Assistant Principal of the Thomason College, with his Principal's approval, volunteered, and was permitted to accompany.

On the 16th May, at Meerut, a large proportion of these very Sappers mutinied, and Captain Fraser was shot dead at his own encampment. Champain assisted in carrying him to hospital, and the next day was appointed adjutant of the corps, *vice* Lieutenant Maunsell, who assumed command. Most of the men present in the lines when the mutiny took place ran off to Delhi; but from working parties absent at the time, and a few individuals who remained faithful in the midst of temptation, a body of some 300 sepoys was formed, which nucleus was afterwards reinforced from Rurki. The carbines of these men were taken from them; but when ten days afterwards General Wilson determined to march on Delhi, the native sappers were re-armed, and Lieutenant Champain testified that during his adjutancy their conduct was most exemplary, nor was there one deserter among them throughout the campaign.

Lieutenant Champain was present at both actions on the Hindun river under General Wilson, and at Badli-ke-Sarai and the capture of the heights before Delhi under General Barnard. Regimental adjutant during the whole siege, he further undertook the duties of field and assistant-field engineer, not having had probably, for three months, one whole night in bed. He was specially thanked in orders by General Barnard for rapidly constructing an urgently required battery, afterwards designated "Champain's," by written instructions of Colonel Baird Smith. Never absent for one hour from duty through sickness or any other cause, he was employed either to superintend or assist in the construction of, without exception, every single battery thrown up during the whole siege. On the 13th September he was wounded, but while on the sick-list, owing to the number of Engineer officers incapacitated, he volunteered for duty, and was present at the capture of the Palace.

Lieutenant Maunsell's wounds having necessitated his departure to the hills, Lieutenant Champain succeeded to the command of the Sappers, and was in that position on the march to Agra and seven or eight minor expeditions in the vicinity, including the capture of Fathpur Sikri. He further commanded a small force of nearly 2000 men, including Sappers, 21st Panjab Infantry, two guns, and a detachment of Hodson's Horse and 9th Lancers, on the march from Agra to Fathgarh, where he joined the Commander-in-Chief in November or December 1857. He continued to command the Sappers, numbering some 500, on the march to Cawnpore and the Alambagh, returning to his post of adjutant on the return of Lieutenant Maunsell in March 1858. He was present at the final capture of Lucknow, twice acting as Sir Robert Napier's orderly officer, with Lieutenant Elliot Brownlow, who was killed when associated with him in this duty.

Major Champain was thanked specially in orders by Sir Robert Napier for having, with Captain Medley and 100 sappers, held for a night the Shah Najif, an advanced post of great strength, abandoned by eight companies of the 53rd on account of its remoteness from the army. Assisting to prepare the plan of the siege for submission to the Commander-in-Chief, he was ordered by Sir Colin Campbell, after the capture of Lucknow, to erect fortified posts for outlying detachments of police and regular infantry. Of these he completed about twenty. He was present at fourteen or fifteen minor engagements under Colonel Walter and others, and was thanked in a despatch by Captain MacMullin for services rendered in a rather severe affair near Balia. He was the only Engineer officer employed at the capture of Jagdispur, where probably more than 10,000 troops were engaged under Sir John

Douglas ; and he was particularly recommended by that officer in his final despatch. He joined in pursuit of the rebels to the Kaimur hills, and when matters looked more quiet, he was appointed Executive Engineer of Gondah. Hence he was transferred to Lucknow, of which station he was Executive Engineer till ordered to Persia with Major Patrick Stewart in 1862 on special duty connected with the proposed telegraph to connect India with England.*

The story of the Indo-European Telegraph, divested of its "blue-bookishness" and official belongings, is full of interest and adventure, and in it are no two *dramatis personæ* more prominent than Stewart and Champain. Of their many brother-officers and friends, there are doubtless some living who remember them when associated in the preliminary organisation of this great enterprise: first in India, taking instructions in Calcutta and making inquiries at Karachi—then in Persia, travelling upward from Bushahr through the whole length of the country to certify the status—then in London, at home, but not at rest. Here indeed, now more than twenty-three years ago, in a small room on the ground-floor of a house in Lower Belgrave Street, the two young Engineers might have been found at a table covered with papers, deep in the consideration of contracts and estimates, charts and charter-parties, plans and specifications, together with the numerous and various questions involved in the vast undertaking committed to Stewart's charge by the Indian Government and Secretary of State for India. After some busy months in London, Lieutenant Champain left England again for Persia in September 1863, travelling via the Danube and Tiflis, and reaching Tehran on the 20th October. Quitting the Shah's capital on the 3rd November, he was at Bushahr on the 17th of the same month. At this place he met Captain Murdoch Smith and the non-commissioned officers of the Royal Engineers, with whom he returned to Tehran. Those acquainted with the local geography will admit the distances traversed to be considerable, to say nothing of the character of the country; and it is to be taken into account that Champain had before, in the previous year, performed the journey from Tehran to London, by Baghdad, Aleppo, and Alexandretta. While his assistant was engaged in constructing the coast-lines in Persia [and to the Turco-Persian frontier, Stewart had returned to Bombay and Karachi, and embarked from the latter port to lay down the line of submarine telegraph westward.

In January 1865, when the cable connecting Karachi with the little station at the head of the Persian Gulf had been for some months at work, and when the Turco-Persian link with the European system was within an ace of completion—Stewart, worn out with sickness and anxiety, died at Constantinople. For the next five years Champain remained the true and loyal colleague of the present writer, appointed to succeed his former chief; and it would be no easy matter to render justice to the zeal and ability which he displayed in seeking to remove the obstacles which daily and hourly presented themselves to successful organisation of Indo-European traffic. Not only was it necessary to set in working order the materials given over to the hands of British officers, but also to remedy the gross defects apparent in the many sections of the long overland line outside their control. To accomplish both these ends he stoutly and heartily laboured. He was an earnest advocate for securing the co-operation of the late Sir William Siemens, a satisfactory understanding with whose Company (the Indo-European) was brought about mainly by the exercise of his good common-sense and judgment. In 1870 he himself became the sole director of the whole Government section, comprising the Persian Land, and the Persian Gulf Submarine Line; and to his careful and energetic superintendence,

* The above outline of Sir John Champain's Indian services is obtained from the present writer's own volume of 'Telegraph and Travel' (Macmillan, 1874).

and the admirable arrangements of "the Indo-European Company," may be attributed the marked success which the combined Overland Telegraph to India has since achieved, and for which it has long been distinguished. Now that the inter-communication of East and West by electric wire is an accomplished fact of old date, and that the Overland Line has been supplemented by a Red Sea route, the widely-uttered complaint at the lack of such advantages—which naturally became a "bitter cry" during the Indian Mutinies—is a comparatively forgotten incident, and the labour which effected the desired object is regarded by the multitude as a mere mechanical operation, or at best confounded with the deposition of an ordinary ocean cable, and setting up posts and wires in the lands of civilised Europe. But the work was really one of the highest importance and magnitude, and the names of John Champain,* Murdoch Smith, Oliver St. John, William Henry Pierson, and others, will be honourably and lastingly connected with its record.

The deceased officer's last important outdoor duty was the submersion of a new guttapercha cable, more than 500 miles in length, from Jask to Bushahr—an operation which he personally superintended in 1885, proceeding to India on its completion, and returning to England in 1886, to receive the well-deserved honour of knighthood by admission into the order of St. Michael and St. George. Sixteen years before, he had performed a similar service in laying an indiarubber cable between the same two points, and under signally difficult circumstances. The steamer bearing him to India was wrecked in the Red Sea (the cable ship had already suffered from a serious collision in the Channel); and wind and weather offered strong but, happily, ineffectual opposition to the accomplishment of the work itself. There is no saying to what extent the many vicissitudes he underwent "by flood and field" contributed to break his originally fine constitution and physique, and to cause that fatal asthmatic affection which painfully characterised his later days.

Colonel Bateman Champain has been enrolled among the Fellows of the Royal Geographical Society since 1874, and was elected a member of its Council in 1883. His paper on the "Various means of communication between Central Persia and the Sea," read at the Evening Meeting of the 15th January, 1883, provoked an interesting discussion, and is a valuable contribution to vol. v. of the 'Proceedings' (New Series). Later in the same year, another paper of his, on "Trade Routes of Persia," was read before the Society of Arts and published in its Journal. In 1879 he filled the Presidential Chair of the Society of Telegraph Engineers, and delivered the opening address of the session. His official reports, as well as all his writings, are lucid and well expressed, and had he been less chary of anything like display, he might have become distinguished for literary power. Let it be added that he was an artist of no mean capacity, as many of his well-executed sketches and paintings would testify.

His many and long journeys, his interesting adventures, his diplomatic negotiations in Europe and Asia, his experience of men and nationalities, would alone have sufficed to make him socially popular; but his genial disposition, his keen appreciation of right and wrong, his kindness of heart and warmth of attachment, his sense of humour, but extreme consideration—these were Nature's qualities—qualities which he possessed in an eminent degree, and which, wherever exercised, could not fail to impart brightness and inspire affection. With a central figure such as this, it seems hard, in a worldly sense, to associate the gloom of sickness and death. But the picture has no uncommon features. Man's wishes are not the laws of Providence. "Work well done" is a conclusion in arriving at which human testimony has a certain value, and such has been readily and richly tendered in the present instance. How

* The name of "Bateman" was a prefix of recent years.

general has been the consensus in this respect may be inferred from the fact that the Shah of Persia, who had but two or three years ago left the path of stern Oriental precedent to confer a sword of honour on Champain, has now further deviated from that path by the despatch of a personal telegram of condolence to his family.

His remains were interred at San Remo, in the English cemetery, on the hill-side—a beautiful spot overhanging the Mediterranean shore, such as his fine taste would have once delighted to sketch on paper. Beloved in his domestic relations, and estimated by others as just described, what more may now be said regarding him in a brief obituary notice? Beyond the threshold reached, all else is too sacred for the pen of the writer.

A. W. Moore, C.B.*—Mr. Adolphus W. Moore, c.B., recently appointed Political and Secret Secretary at the India Office, died on February 2nd, aged forty-seven, at Monaco, where he had gone to recruit his health. Mr. Moore was the son of Major John Arthur Moore, some time a Director of the East India Company. He was brought up at Harrow, and went straight from school into the India Office when about seventeen. In 1874, he joined the Political Department. In 1875, he was appointed Assistant Secretary, and during the absence in India of his chief, Sir Owen Burne, from 1876 to 1878, acted as Political Secretary. In 1885 he retired from the office, but the Conservatives coming into power almost on the same day, he was invited simultaneously to become secretary to Lord Salisbury and to Lord Randolph Churchill. Lord Randolph Churchill was then Secretary of State for India, and Mr. Moore preferred the post which kept him in connection with his old work. He remained that statesman's official or private secretary, in or out of office, until Lord Randolph's recent resignation of the Chancellorship of the Exchequer, when Mr. Moore received the appointment which, so far as he had any personal ambition except for opportunities of useful work, had no doubt been the object of his life.

Mr. A. W. Moore had a vast store of departmental experience and information. But these are ordinary official qualities; and he was much more than an ordinary official. He had a rare faculty of marshalling facts, recognising their relative importance, and drawing from them statesmanlike conclusions. These conclusions he expressed in terms of admirable lucidity. His mind had something of a judicial quality, and his compositions had on the reader rather the effect of an exhaustive and impartial summing-up, than of an advocate's argument in favour of the line of policy they set out. His premature death may, without any exaggeration, be said to be a loss to the nation, as well as to his office and the Indian Council, the members of which fully appreciated his services.

But it is chiefly as a traveller that we have here to speak of Mr. Moore, and it was as a traveller that I first made his acquaintance. In 1867, I went to him with my plans for a journey in the heart of the Caucasian chain, and easily persuaded him to be one of my companions. In the following year we spent three months together, making the first ascents of Kazbek and Elbruz. In 1874, Mr. Moore returned to the Caucasus with three other members of the Alpine Club. In these two journeys, both sides of 120 miles of the snowy chain were visited, the chain itself crossed by many passes previously unknown to Englishmen, and, as a consequence, intelligible descriptions of its peaks, passes, and glaciers laid for the first time before English readers. Mr. Moore was an admirable travelling companion. His energy was equal to his endurance. He developed under difficulties a quaint

* By Mr. Douglas W. Freshfield.