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AIDS TO SCOUTING

FOR

N.-C.Os. & MEN.

BY

Lieut.-Gen. Sir R. S. S. BADEN-POWELL, C.B., F.R.G.S.

REVISED AND ENLARGED EDITION.

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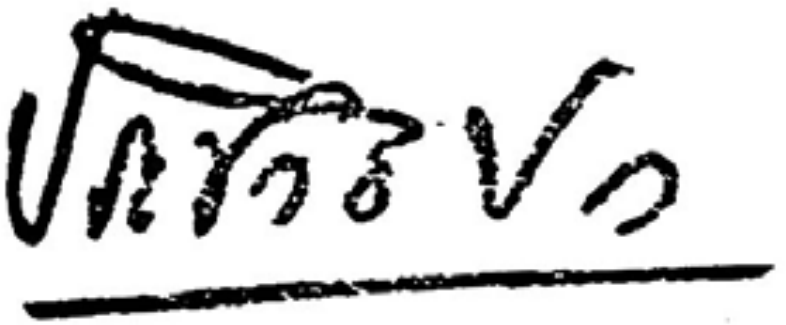

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Men who want to make successful scouts cannot fail to profit by the hints which Colonel Baden-Powell gives them in this book, and even those who may be already familiar with the duties, will derive considerable advantage from them. The book is both handy in size and popular in price, and might conveniently be made the companion of every soldier on active service. All classes, too, besides soldiers, will find in it a great deal to interest and entertain them.

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INTRODUCTION TO SECOND EDITION.

It is very gratifying to find that this little book has been considered worthy of translation into several languages, and that a further edition is now needed.

Since it was first written scouting has been put on a recognised footing in our Army, but I hope that its teachings will still be found to apply none the less reasonably.

Although the book was written before the war in South Africa, I have found little to alter, but I have added a few confirmatory examples from that campaign.

I have endeavoured to bring it up to date, and have added two new chapters; on Spying, since that is becoming of increased importance in modern war, and on Despatch Riding and Horsemastership, since the successful results of scouting depend so much on efficiency in these points.

Otherwise, I have, as far as possible, avoided adding to the length of the book.

I hope that the reader will find that the new headings to pages will enable him the more readily to find any subject or point that he may wish to refer to.

Several very useful little handbooks on scouting have been written since the commencement of the war in South Africa. They are :—

"Scouting," by Colonel G. A. Furse, C.B.

"Notes on Reconnoitring in South Africa," by Colonel Chester-Masters.

"Active Service Pocket Book," by Second-Lieutenant Bertram Stewart.

"Patrolling in South Africa with Hints on Training Scouts at Home," by Captain C. F. Vander Byl, 16th Lancers.

"Scouts Trainer's Course," in sheet form, by Major Cordeaux, 21st Lancers.

R. S. S. BADEN-POWELL.

Cape Town,

9th January, 1906.

DEDICATED

TO

MAJ.-GEN. SIR E. LOCKE-ELLIOT,

K.C.B., D.S.O.,

LATE INSPECTOR-GENERAL OF CAVALRY

IN INDIA.

NOTE TO INSTRUCTORS.

The following is a collection of hints which are intended to assist you in your instruction, by putting into the hands of the men themselves a few points so that they can study them the better in their leisure time; because, as I point out in the book, Scouting is a thing that can be learnt but cannot be taught. A man must pick up much of it for himself by his own effort.

Tommy Atkins is not the childish boy that the British Public are too apt to think him, to be ignored in peace and petted in war. He is, on the contrary, a man who reads and thinks for himself, and he is keen on any instruction in really practical soldiering, especially if it promises a spice of that dash and adventure which is so dear to a Briton.

I have found that men taught Scouting not only take to it with the greatest keenness, but also that many of them become really good at it, and quite equal to many of the colonial scouts bred and trained on the prairie.

If you read through the lectures, you will, perhaps, find some points that will have their second meaning when looked at from your own point of view as Officer in charge of Scouts. One particularly

important one, to my mind, is that where I tell the men to be sure that they understand their orders before starting on a reconnoitring expedition : an Officer will, I hope, deduce from this that on his part these orders should be so clearly given that there is no chance of any misunderstanding. *The secret of getting successful work out of your trained men lies in one nutshell—in the clearness of the instructions they receive.*

AIDS

TO

SCOUTING.

For a brief summary of this book see Appendix A. Page 157.

A summary of the teaching will be found on Page 141.

See also "Cavalry Training," Chapter VI., Sections 136 to 140.

IMPORTANCE OF THE SCOUT

The importance of scouting and reconnaissance cannot be over-rated, ~~although it is as yet, only partially recognised in our Army~~.*

It has been said that "there is scarcely a battle in history which has not been lost or won in proportion to the value of the previous reconnaissance." Either the winners have won through knowing all about the numbers

*I am glad to delete the last part of this sentence as it stood in the first edition of the book.

and position of their adversaries, and have thus been able to direct their moves so as to ensure success; or the loser, through ignorance on these points, has been unable to save himself.

The great Duke of Marlborough was a good scout himself, and was so impressed with the value of skilful reconnaissance, that even when he was a general commanding a large force he frequently went out on his own account as a scout to secretly reconnoitre the enemy's moves, etc.

Cromwell, too, one of the greatest and most practical of all cavalry leaders, had officers styled "scout masters," whose business it was to collect all possible information regarding the enemy, through scouts and spies, etc., and much of his success in war was traceable to the previous knowledge of the enemy's moves thus gained.

That has been the value of reconnaissance in the past. But it is probable that in the future its value will be still greater, because when acting against enemies armed with long-range weapons and smokeless powders that render his position invisible, we should

be exposing our troops to absolute destruction were we to blunder them boldly against an enemy without knowing exactly how and in what strength he was posted, etc.

In the Russian Cavalry, since the war with Japan, it has been laid down that "it is *indispensable* that *every* Cavalryman must now be trained to scouting."

If this is the case with a numerically strong cavalry, how much more is it so with us, who have to make up our weakness in numbers by extra efficiency of the men.

It is for this high and most important duty—reconnaissance—that Cavalry is kept up.

Fights and charges of Cavalry against Cavalry are merely used to clear the way for efficient reconnaissance.

Reconnaissance is not carried out by large masses, but by means of small parties, and even individual men specially adapted for the work. These are the scouts. Scouts can go unseen where parties would attract attention. One pair of trained eyes is as good as a dozen pairs untrained. Scouts have the most

important duties that can fall to individual men in war time, and they have the best chances of distinguishing themselves in the field.

They are the detectives who seize upon and follow up every slightest clue till they have tracked down the hostile gang. From their information the police, as a main body, are able to take their measures with certainty to rush and capture the gang.

Instances of important results from one scout's work are innumerable in history. Perhaps the most notable was the battle of Sadowa, where a single scout of the German Army discovered the whole of the enemy's (Austrian) army in a quite unexpected place. The German Army was turned that night into the new direction, and next day a battle was fought, which decided the whole campaign.

Again, in the Franco-German War, 1870, another German scout discovered an Army Corps of the French in an unexpected place, unsupported by other troops. Acting on his information the Germans were able to surround this force and to destroy it.

But to carry out their work successfully the scouts have to undergo continual risks and privations, unostentatiously, and without the applause of their comrades and officers to give them heart.

It is comparatively easy for a man in the heat and excitement of battle, where everyone is striving to be first, to dash out before the rest and do some gallant deed; but it is another thing for a man to take his life in his hand to carry out some extra dangerous bit of scouting on his own account, where there is no one by to applaud, and it might be just as easy for him to go back; that is a true bit of hero's work, and yet it is what a scout does continually as "all in the day's work." It is his own pluck and ability that enable him to carry out his work with success.

For these reasons the scout on service is looked up to with the greatest respect and admiration by his comrades.

The very name "scout" carries with it, even among civilians, a romantic idea of a man of exceptional courage and resource, while among soldiers the title is so much

sought after, that small bodies of mounted Volunteers and companies of Light Infantry skirmishers have within recent years demanded to be called "scouts."

A scout is, nevertheless, a special man, selected for his "grit," and trained for one class of work only, and that is reconnaissance. His work is not only fighting, but getting information about the country and the enemy.

The British scout has, too, to be good beyond all nationalities in every branch of his art, because he is called upon to act not only against civilised enemies in civilised countries, like Russia, France and Germany, but he has to take on the crafty Afghan in his mountains, or the Zulu in the open South African downs, the Burmese in his forests, the Soudanese on the Egyptian desert—all requiring different methods of working, but their efficiency depending in every case on the same factor, the pluck and ability of the scout himself.

It is natural that when a force goes on service, numbers of the men are eager to be employed as scouts, but they make the

mistake of thinking that because they would like the work, they are, therefore, bound to be good at it. As a matter of fact, there are very few really good scouts in the service, though there are hundreds who think they are good, and thousands who would like to be.

The following hints are intended to help some of them, at least, to attain their wish:—

QUALIFICATIONS FOR A SCOUT.

A man, before being trained as a scout, is selected for having the following points:—

Specially smart, active, intelligent, and trustworthy soldier.

Good eyesight and hearing.

Healthy and sound. A man who drinks or who is liable to recurrence of certain diseases is useless for a scout.

Willing and able to turn his hand to any kind of job.

Good rider and able to swim.

Good, practical horsemaster, and long-distance rider.

Able to semaphore, and, of course, able to read and write.

He must then be taught:—.

The duties of reconnoitring and combat patrols, which are given in detail in the Regulations for Cavalry Training.

Map reading.

Sketching and reporting.

These are very simple, and easily learnt.

After which the man must pick up the following points which alone can make a scout of him. And they are points which, although they can be learnt, are difficult to teach; that is to say, that though I can tell you what they are you must work at them of your own accord, and very much in your own time, to get them thoroughly mastered. That is why many men never turn out any use as scouts; because they only learn what is actually shown to them as a lesson, and do not try to practise themselves at other times.

It is just like training a man for a race or a football match. The trainer can tell him what he ought to eat, and what to avoid, and how much daily exercise to take, but if the

man does not carry out these instructions for himself he might as well stop at home and eat dumplings as try to be a runner.

Well, I will tell you now the main points in which you ought to practise yourself in order to shine as a scout. Here is a list of them, and later on I will go through the list more fully, showing you how you can pick up and practise each one of them for yourself without much difficulty:—

Pluck and self-reliance.
Finding your way in a strange country.
Using your eyes and ears.
Keeping yourself hidden.
Tracking.
Getting across country.
Taking care of yourself and your horse.
Sketching and reporting information.

Chapter I.

PLUCK, SELF-RELIANCE, AND DISCRETION.

The main key to success in scouting is to have pluck and self-reliance. I will show you what these are, and how to get them.

Pluck.—Many people will tell you that *pluck* is not a thing that can be taught a man; it is either born in him or he has not got it at all.

But I think that, like many other things, it is almost always in a man, though, in some cases, it wants developing and bringing out. The pluck required of a scout is of a very high order.

A man who takes part in a Balaclava Charge is talked of as a hero, but he goes in with his comrades all round him and officers directing; he cannot well turn back.

How much higher, then, is the pluck of the single scout who goes on some risky enterprise alone, on his own account, taking his life in

his hand, when it is quite possible for him to go back without anybody being the wiser; but he carries it out because he thinks the result to his side will be worth the risk he runs.

Such pluck is very much the result of confidence in himself—which I will explain directly.

SELF-RELIANCE.—Akin to pluck is *self-reliance*. This is the ability to act "on your own hook"—to be able to see what is the right line to take according to circumstances, without wanting an officer or non-commissioned officer at your elbow to tell you exactly what to do. Use your own intelligence and act on it. Some men are like their troop-horses—they are all right in the ranks, with exact words of command given them, and doing exactly the same as their neighbours; but take them away from the ranks, and try and get any other kind of work out of them, or expect them to think for themselves, and they don't know where they are; they are bewildered.

Well, as a scout, you must, in addition to being plucky, be able to act for yourself.

CONFIDENCE.—The secret of these two qualifications is *confidence* in yourself. And confidence in yourself you can only have when you know that by training and practice you are thoroughly up to the work that you have to do, and that you are a better man than your adversaries.

The great American, General Grant, said that the first few times he went into action he felt very frightened of the enemy, but one day he happened to see some of them dodging behind trees and rocks, and he cried, "By George! they are frightened too!" and he went at them and made them run. He never felt frightened again; his pluck had come to him. It had not occurred to him before that the enemy were but men, and just as frightened of him as he of them. So if you know that you are not going to lose your way, that you have a good horse under you, that you can sit him over the country, that your eyesight and hearing will give you ample warning of an enemy's approach, and that you are as good a man all round as your enemy—probably better, you get all the confidence that gives you pluck and self-

reliance to go anywhere. But you won't get these qualities by sitting down and waiting for them to come to you; you must put your mind into it, and learn them up in peace time.

DISCRETION.—Then pluck must not be confused with rashness and foolhardiness. You see a landsman get into a boat and start off to sail when a sailor says it is too squally to be safe. You don't call that landsman plucky; he is a fool, doing a rash act from ignorance of the danger he is running.

Coupled with your pluck and self-reliance, you must have discretion. Some people mean by discretion a readiness to back out of a job if they see there is any danger in it. I DON'T mean that. I mean by discretion sufficient cool-headedness to see how, by using your pluck and self-reliance, you can go into the danger and get through it all right.

One so often finds men full of pluck who would scout into the mouth of hell if you asked them—they would go slap-dash, bang in; but what one wants is a man, who besides having the pluck to go there, has the

discretion to see how he is going to get back again with the information of what it is like.

From what I have said above you will understand that *pluck*, coupled with *discretion* and *self-reliance*, are necessary qualifications for a scout, and that they come from confidence in himself. This confidence is the result of the scout having perfected himself in peace-time in the points which I will now touch upon.

Chapter II.

FINDING YOUR WAY IN A STRANGE COUNTRY.

A scout must never lose his way by day or night.

Map Reading.—In most countries that you can go to now on service there are maps of the country to be had. In a civilised country, therefore, a man can find his way entirely by map—if he is sufficiently well up in map reading. This seems very simple to a man who knows how to draw a map, yet it is astonishing what mistakes men can make in map-reading if they have not practised it. It is a thing that a man can and ought to practise for himself, by riding, walking, or cycling out with a map of the neighbourhood in his hand, and comparing branch roads, buildings, villages, hills, streams, etc., as he comes to them, with those on his map. In this way he will get to understand from looking at a map, what the general lie of the country is, and if some of the minor details,

such as a road or two, are left out of the map, he sees the mistake at once, and is not misled by it.

It often happens that a map is a good many years old, and does not show roads, buildings, etc., that have been made since it was printed. Such omissions will at once mislead a man not practised at map-reading. Then in less civilised countries, the maps are not so accurate, nor so full of detail, as those of civilised countries. The man who has accustomed himself, as above suggested, in getting to understand the general lie of the country, can find his way all right with these less detailed maps, where an unpractised man would be all at sea.

The worst map-readers I have come across are the Italians. They have very good maps of their country, but the troops at manœuvres are continually losing their way, simply through the officers and scouts not being able to read their maps.

LANGUAGE.—Then in civilised countries you find your way a good deal by asking the way from inhabitants—if you know the language. Therefore, try and pick up sufficient

of the language of the country to ask your way. Write down and learn the equivalent for such questions as "Which is the way to —?" "Where does this road lead to?" "Have you seen any soldiers?" "How many hours is it to —?" "Where is —?" "What is the name of that place?" and such questions as will not produce a long reply in the unknown language.

Remember, also, in comparing their replies with your map, that the names of villages in India and Africa, and doubtless in many other countries, are frequently changed in the course of a few years.

And the names of mountains in all countries vary. You will see a name given to a mountain in the map, and the people where you are say, "Yes, that is the name of that mountain," but go round to the other side of it, and the people there have quite a different name for it.

Then people are sometimes apt to tell you lies either intentionally or otherwise. Thus in India it very often happens that if you ask a native, "Does this road lead to Lucknow?" he will say "Yes, that's right"

—and hurriedly get away from you. The road may lead to some other place altogether, but he is frightened of a white man, and merely says "yes" to get the conversation ended. It is best not to suggest the place to him, but merely to ask, "Where does this road lead to?" and let him collect his thoughts and tell you.

Points of Compass.—The most reliable and necessary assistance in finding your way, whether you have got a map or not, is the direction of the points of the compass. If you know these you can scarcely lose your way—and you have plenty of means available for telling them. A compass is of course, the best and simplest, but in places like South Africa, where there is much iron-stone in the ground, a compass becomes very unreliable. You have to look out for that.

The sun by day gives you the East in his rising, and West in his setting, and North or South at noon—as you happen to be South or North respectively of the equator. In Europe or India you are North of the Equator, therefore at noon the sun is South of you.

And your instructor will tell you how to find the North by the hands of your watch with the sun; also how to find it at night by the moon, North star, or Southern cross.

Then in some countries you will find that there is a "prevailing wind," that is, the wind blows from a certain direction every day between certain hours. You get it in the hot weather in India blowing from the West. On the West Coast of Africa it blows all day from the sea, and all night from the land. The trees grow to be permanently bent by the wind. In some places trees have moss growing on one side of their trunks and never on the other. In Kashmir woods grow on the Northern and Western slopes of the hills, while the Southern and Eastern are generally bare. The direction of the flow of rivers and streams is often a guide.

These and similar points are all aids to knowing the compass direction *if you take notice of them.*

But that is the point where amateur scouts are so apt to fail. They forget to *notice the direction by compass or sun, etc., they start in, and what changes of direction they make afterwards.*

I have known innumerable instances of men losing their way and several instances of their losing their lives from omission of this most important detail.

In wide, open country, without conspicuous landmarks to guide one, it is very easy indeed to lose yourself if you do not constantly watch the compass. In the Egyptian desert, the open South African "veldt," even the plains of India, where every village is like another, in winding valleys among the mountains, and in jungles and forests, and in all night work, you must constantly keep note of your direction by the compass or whatever you are using instead of it. This seems so simple as scarcely to require explanation, yet the first thing that an inexperienced scout does on service is to lose his way.

This comes from not practising in peace time to work, or, at any rate, to keep note of his direction by the sun. In your ordinary reconnaissance practices over ground that is pretty well known to you, of course, it seems unnecessary to take your direction by the sun or stars, but at the same time you should always practise it without fail, so that it will

gradually become a habit with you on all occasions to notice which way you are going at first starting, and what changes of direction you make afterwards.

Acting in this manner, you will presently find that you do not lose your way, and you can go confidently into a strange country or town, or network of ravines, etc., and will always know where you are, and which way to turn to get out again.

Landmarks.—A great assistance to you in finding your way in a strange country, are landmarks or prominent features of any kind, such as distant hills, towers, conspicuous trees, the course of railways, rivers, etc.

Thus, on starting on a reconnaissance, if you see a mountain, say, to the northward of you, it will serve as a guide to you without your referring to your compass or to the sun. If you start from near a church, the steeple will be a guide or landmark to you for making your way back again later on. Similarly, when you pass any conspicuous object, like a withered tree, a broken gate, a strangely shaped rock, etc., try and keep it in your mind, so that should you have to return that

way, or want to send instructions to others how to find their way along that route, you can do so by following the chain of landmarks.

On passing such landmarks do not omit to look back, and see what their appearance is from the other side. This careful noting of small landmarks is the secret of never getting lost by night or by day, and is of great value if you find yourself driven back and pursued by the enemy.

In difficult country, such as forest, broken mountains and ravines, it is a useful thing to make your own landmarks for finding your way by breaking small branches off bushes, "blazing" or cutting slices of bark off trees, piling up a few stones, scratching a line across any cross-roads or paths that you did *not* follow. Such marks also serve as guides to any others coming along your track.

Many and many a man has been lost by neglecting—

1st. To notice by compass or distant landmark what direction he originally started in.

2nd. To note and remember small landmarks along his path.

3rd. By getting excited and tearing about at a gallop to find his way, when his best course would have been to go back along his own tracks, or get on a high spot and look for known landmarks, or to sit quiet, light a smoke-fire and wait till his friends tracked him up.

To practise in peace-time the art of finding your way, first get into the habit, as I have above said, of always noting the original direction in which you start, whether it be for a march, or exercise, or manœuvre, till it becomes a regular custom with you. Secondly, in the same way, get into the habit of noticing small landmarks along your line of advance. Thirdly, when you get a chance, go out into strange country, get a man to show you the way to some place, and then find your own way back from it. Fourthly, while you are out, ask yourself frequently, "which is the

nearest way back to my starting point?" "Which is north?" and so on.

Practise making your own landmarks as I have suggested above. "Blazing" trees is especially useful for night work as well as for daylight.

Chapter III.

QUICKNESS OF EYE.

Quickness of eye and ear give a scout immense advantages. It is one of the secrets of successful scouting. Once you know that you are a little sharper at it than most men, and are not likely to be caught napping by an enemy, you can work with the greatest confidence and certainty against him.

Quickness of eye is greatly a matter of training and practice in peace time, provided that a man has fairly good eyesight to begin with.

A savage almost invariably has very quick and distant eyesight, simply from continual practice.

Quickness of eye means ability to see an object the moment it is within possibility of being seen, whether before or behind you, far away or near. It should be a point of honour with a scout that nobody sees any object that he has not already seen for himself. For this

your eyes must be never resting, continually glancing round in every direction, and trained to see objects in the far distance. A scout must have eyes at the back of his head.

Riding with a really trained scout, such as Buffalo Bill or Burnham, you will notice that while he talks with you, his eyes scarcely look you in the face for a moment, they keep glancing from point to point of the country round from sheer force of habit.

As you move along, say, in a hostile country, your eyes should be looking afar for the enemy or any signs of him; figures, dust rising, birds getting up, glitter of arms, etc.

A moving enemy is easy to see, but one who stands still, or who is of the same colour as the ground around him, is very hard to see by the unpractised eye.

Common sense and a little reflection will often suggest to you the most likely points to look at to find him.

Thus, once I was having a match with a Shikari in Kashmir as to which of us could see farthest.

He pointed out a hillside some distance off, and asked me if I could see how many cattle

there were grazing on it. It was only with difficulty that I could see any cattle at all, but presently I capped him by asking him if he could see the man in charge of the cattle. Now, I could not actually see this myself, but knowing that there must be a man with the herd, and that he would probably be up-hill above them somewhere, and as there was a solitary tree above them (and it was a hot sunny day), I guessed he would be under this tree. A look through the glasses showed this surmise to be correct.

Often, when passing through successive ranges of mountains in search of the enemy, a thin little wisp of smoke, the glisten in the sun of a single assegai blade or rifle barrel has caught my eye high up on the mountain-side, and revealed to me the enemy's whereabouts—but were the eye not alert and continually on the look-out, this one priceless flash might have escaped notice.

And one point to remember, by the way, is that when you see a distant head bob down behind shelter, or any other suspicious sign, do not stop and look at it, but go on with your movement and occupation so as not to

rouse suspicion that you have seen anything, and probably more signs will soon be forthcoming—encouraged by not having been spotted, the enemy will continue to watch you more boldly or to move about thinking he is still unseen.

A man who has not trained himself at looking at distant objects is very apt to mistake such objects for what they are not. I have often known cattle reported as horses, walls as troops, cavalry as a hedge, carts as artillery, cavalry as infantry, some red waggons as infantry, and so on. Troops of brood mares running loose; and, in the mirage, buck, oxen, or even ostriches were frequently reported as Boers in the South African campaign. I won a bet once when riding with the staff at the Berkshire Manœuvres: it was a misty day and on a neighbouring hill we saw four parties which one officer said were squadrons of cavalry, and another offered to bet were guns. For myself I saw one individual cross over from one party to the next, which made me willing to bet that they were sheep. An orderly was sent to see, and sheep they proved to be.

So, on seeing distant signs, don't jump to conclusions altogether as to what they are, but watch carefully for the movements of individuals or other unmistakeable explanation.

In dry countries dust clouds often denote enemy moving, then again, often they do not, being merely raised by the wind. Locusts are very frequently mistaken by beginners for dust.

When looking out for distant enemy, think where he would be likely to come—say over a bridge, or over a certain bit of exposed road, etc. By watching such points you can often see an enemy four or five miles away without the aid of glasses.

Besides looking far afield, your eyes should miss nothing close by that is likely to mean anything with regard to an enemy; the ground under your feet may have its foot-marks, hoof-prints, wheel-ruts, trampled grass, ashes of fire, empty meat tins, scraps of food, regimental buttons, ammunition, etc., etc., such as will tell their tale like a book. These form a study in themselves, which I will further explain to you when speaking about tracking.

Meantime I will give you one or two instances to show what I mean by the value of small signs.

I was once acting as scout for a party in a desert country where we were getting done up from want of water. I had gone out two or three miles ahead to where I thought the ground seemed to slope slightly downwards, but except a very shallow dry watercourse, there was no sign of water. As I was making my way slowly back again, I noticed a scratching in the sand, evidently recently made by a buck, and the sand thrown up was of a darker colour, therefore, damper, than that on the surface. I dismounted and scooped up more with my hands, and found the under-soil quite moist, so water was evidently near, and could probably be got by digging. But at that moment two pigeons sprang up, and flew away from under a rock near by; full of hope, I went to the spot, and found there a small pool of water, which yielded sufficient for the immediate requirements of the party.

Had I not noticed the buck-scratching, or the pigeons flying up, we should have had a

painful toil of many miles more before we struck on the river which we eventually did come to.

I remember, too, on one occasion, when riding to head-quarters' camp with despatches in the night, I had guided myself by the stars, and had ridden, as I calculated, a distance such as should have brought me to the camp, but I could see nothing of it. Rather than overshoot it, I had proposed to myself to dismount and sit tight till dawn, when a distant spark caught my eye for a moment. I remounted, and made my way to where I had seen it, and there found a sentry and the camp I was in search of.

The sentry was smoking, and it was the glow of his pipe that had caught my eye.

This one little spark thus saved three or four hours in the delivery of my despatches, and also, by the way, saved me from a drenching, for I was no sooner under cover in camp than a heavy rainstorm swept over the country.

Ashes of fires always afford valuable information regarding enemy's moves, and should be carefully examined whenever met

with on service. You can learn whether the fire has been a small temporary one, or of some duration, whether for working purposes, or for warning, or as a signal; the amount of heat in the under ashes will tell you how old it is; and the remnants of food round about will tell you how the enemy were off for supplies, etc. A great deal of the meaning to be gathered from a fire depends on the customs of the enemy who used it. In South Africa the natives light up their fires early in the morning to warm themselves; if they have a big feed on hand they will cook and eat it for a good part of the night; in the hills north-west of India they light up just after dark; in Europe cooking goes on as soon as the day's march is ended. In every case it is necessary to know the habits and ways of your enemy in reading the meaning of his fires.

And it is the same in reading all signs of him and his moves—you must first carefully study the ways and habits of the enemy himself.

For instance, you come across three fresh paths trodden in the grass on the South

African veldt, all running parallel to each other at a few yards distance; by having studied the habits of your enemy you will know at once that this means three companies have passed that way on the march, as generally they march in single file, each company some 80 or 100 men strong—following its own leader. If the footmarks show that the men were wearing saudals it means they were on a "long march"; if bare-footed they were not going far.

Hunting an enemy is like hunting game. Those of you who, in India, have done much buck-shooting or bird-shooting, know that to be successful at it you must know something of the ways and habits of the animal you are after; how when you are trying to get near your buck you must keep down-wind of him, and either stalk him or loiter unconcernedly nearer and nearer to him; and if looking for hares, quail, or partridges, you know that in the early morning or evening you will find them out in the open, feeding, while at mid-day they will be squatting in the shade of tufts of grass, etc.

Similarly, to have success in scouting

against an enemy, you should take every opportunity of first finding out his particular ways of working, according as he is an Afghan, a Russian, a Zulu, or an Arab.

Thus, knowing that it is the custom of Zulu scouts to lie along the crest of a hill watching your moves, your eye gets into the habit of noticing any suspicious object looking like a stick or stone along a ridge, where an unthinking stranger would notice nothing. Presently you see that the stone has disappeared; you know at once that you are being watched.

In approaching a place, such as a farm, hill, or copse, etc., where you think an enemy may be in wait for you, it may sometimes be as well to act as if you saw something of him; for instance, stop suddenly, use your glasses, point him out to your companions, and gallop away. The enemy, if he is there, will very probably show himself, or fire a shot or two after you, and so disclose his presence. If no sign is given, it may then be well to gallop up to or round the place, which will cause the enemy, if there, either to shift or to fire, and he is not likely to hit

you if you are moving fast and on a zig-zag course.

It is often a useful thing, after passing a place where you suspect an enemy to be hiding, to turn very suddenly, and look for him. You may thus catch him looking out less carefully.

So far I have only spoken of your using your eyes, but there are other senses as well as sight that must be employed by the scout. At night, especially, your sense of hearing, of smell, and of touch, will often be found invaluable.

At night, when there is a stillness in the air, the beat of a horse's hoof, or the ordinary tone of a man's voice, carry a long distance, as compared with the same sounds by day. And if you apply your ear to the ground, or place it against a stick which is touching the ground, you can often hear the stroke of a horse's hoof, or the thump of a man's footfall for a still greater distance. I have known the slight rattle of a Zulu's wooden necklet to be the first notice one had of his presence close by, and I have frequently passed to and fro through outposts after having found

the exact position of piquets or cossack posts by the low talking of their men. Dogs barking suddenly and violently means someone is on the move near them.

The sense of smell will often come in useful at night, and though you may be able to see or hear nothing, the smell will often tell you that you are near a farm yard, or a cooking place, or horses, or natives, etc. It is a common practice, when you are looking for a road in the dark, to take up and smell a handful of earth to see if it is clean field, or soiled with the droppings of animals passing along the road.

For being able to smell, a man who does not habitually smoke has an advantage over a smoker. In smelling out an enemy at night keep to leeward or down-wind of any spot where you expect he may be, and keep sniffing the air till you find the ordinary scent of the dew is interrupted. A man who carries tobacco on him can be smelt a long way off—and so can natives, or men who have been campaigning some days without the opportunity of bathing. The Guachos, of South America, can find their way at night by

smelling and tasting the grass from time to time, and Monat says that the Andamanese have also the same power. Arabs also are said to find their way by smelling the sand. The "Evening Standard" lately stated that the leader of Pellow's caravan, though blind, had crossed the desert fifty-nine times, trusting to his nose. He always carried a packet of sand from the last camping place. Some of the party once played a trick on him, and substituted some of the previous day's sand: on smelling it he was greatly distressed, saying that by some mischance he had led them back to their previous camp—but laughed when he recognised the trick.

Also the sense of touch will help you much in tracking by night. I have followed up tracks by feeling them with my bare feet. Burnham, the American scout, who made his way back to the main body when Wilson's party were massacred on the Shangani in Matabeleland, did so during the night by feeling his way along the track made by the party in coming.

Now, with regard to teaching yourself these points in peace-time. To develop long sight,

I find it useful to get on to some good look-out place with a pair of field glasses or a telescope, and to look at very distant objects, people, or animals, and see what I can make of them, and then correct myself by studying them through the glass. Also it is a most useful practice to find with the glass some such object in the far distance, and then to gaze at it until you can see it with the naked eye. Afterwards try and find objects at a similar distance, without the aid of glasses. In this way you will find that you gradually become able to see men or animals at extreme distances, where they are scarcely visible to untrained eyes.

When riding as one of a party to practise quickness of eye, it is a useful practice for the leader to ask questions to test the men as to whether they have seen some figure in the distance or any small points near by. It should become a constant practice with you to notice everything, whether it is a broken cart-wheel at the roadside, a bent weather-cock on a steeple, the colour of the wool which an old woman is knitting in an upstairs window; let nothing be too small to

escape your notice. Always try to be the first to see any new object. It should be a point of honour with a scout that nobody sees anything, either near or far, that he has not already seen for himself; and it should be a matter of shame for him if he passes by a man without seeing him, even if he be to a certain extent hidden.

Walk out at night and practise by listening for sounds and finding their meaning, as well as using your eyes and your sense of smell in the dark. You will thus find yourself relying on your hearing, which, although it is the common-sense way to get information, is very generally neglected by us from want of practice in peace-time.

Chapter IV.

KEEPING YOURSELF HIDDEN AND DODGING THE ENEMY.

While using your eyes, as I have just been showing you, it is most necessary that you should at the same time keep yourself hidden as much as possible from the enemy, else he will take measures to stop, capture, or kill you. You can probably see twice as much of his doings if he does not know that he is being watched.

It is often useful, if an enemy happens nevertheless to see you, to pretend that you have not seen him. Or it may sometimes be useful to pretend that you have other men with you. I did this once in the Boer war, when, having crept up a donga to look at a Boer fort, I was seen by the enemy, and they came out to capture me. I at once signalled to imaginary friends in the donga below me, and the Boers ran back into their fort.

All your movements should be carried out, as far as possible, under cover, keeping along under hedges, banks, water-courses, low lying ground, etc. If in open country you should make your way quickly from one clump of bushes to another (or rocks, or hollows, or such other kind of cover as exists) moving rapidly while on the open ground, halting under cover while you look about. If you dawdle across the open you are much more likely to be seen by the enemy. If you are one of a patrol, the patrol should in open country keep together, with one or two scouts out to guard against surprise. If you have to be in the open, when within view of the enemy, remember two things, 1st, to choose an object or ground behind you of the same colour as your own kit; 2nd, to remain still, without a move, so long as the enemy is likely to see you. These two principles should be remembered whenever you are hiding, whether by day or by night.

In choosing your background, consider the colour of your clothes; thus, if you are dressed in khaki, don't go and stand in front of a white-washed wall, or in front of a dark-

shaded bush, but go where there is khaki coloured sand or grass or rocks behind you—and remain perfectly still. It will be very difficult for an enemy to distinguish you even at a short distance.

If you are in dark clothes, get among dark bushes, or in the shadow of trees, or rocks, but be careful that the ground beyond you is also dark—if there is light-coloured ground beyond the trees under which you are standing, for instance, you will stand out clearly defined against it.

If you are in red, try and get against red brick buildings, or red earth or rocks, and so on.

For a long time I used to sit dressed in khaki among rocks of the same colour and watch the enemy, and I was not noticed so long as I kept still; but on two days I went with a red cummerbund round my waist, and each time this bit of colour caught their eye, and I was seen.

Wild animals, such as elephant, bison, boar, etc., seldom notice a man provided he keeps perfectly motionless, unless they get the scent of him; and a man in the same

way fails to see anyone who remains still, and having no power of smell, is, therefore, not likely to discover him in any other way.

You must, of course, be careful to have no bright or glistening accoutrements about you, such as pouch belt, buckles, bright buttons, etc., as one flash would betray you in a moment. Similarly, at night, be careful to wear nothing that jingles or rattles, or shines. A lighted match can be seen 900 yards at night, or a cigarette nearly 300 yards. Wear soft shoes in preference to boots that crash among twigs and stones.

In looking out through a bush, break off a leafy branch and hold it in front of your face.

It is difficult to hide your horse, as he is a large object, continually moving, and his saddlery glistening; and that is where the art of making your horse lie down comes in useful—if he will lie down he is at once effectually concealed; therefore it is well to teach him the art, which can be done in a very few lessons.

If he will not lie down choose a shady spot, a hollow in the ground, or clump of bushes,

etc., and stand him with his head towards the enemy, so that the flapping of his tail is least visible.

It is often best when watching an enemy, to hide your horse in some well concealed cover, and then go yourself into a better place for looking out.

When hiding your horse, cover your saddle with your coat, etc., to prevent the seat from glistening in the sun or moon. I was once unable to find with my glasses the position of a concealed gun, with which the Boers were shelling us, until I saw the gleam from the saddle of one of the detachment among the bushes.

In selecting your look-out place always be careful to see that there is more than one way out of it, so that if an enemy cuts you off at one you can escape at another. Thus a tower is a tempting place to look out from, but if an enemy comes and stands guard at the foot of it you cannot get away, whereas the roof of a house will give you an almost equally good view, and possibly several different ways of getting to the ground again.

Trees, for the same reason as towers, must be used with caution. They make excellent look-out places, and afford good hiding places. Remember that men are very apt to forget to look up in trees for you—unless they see your footmarks on the ground leading to a tree. So in using a tree take care to leave no footmarks, and when up in it either lie close along a branch or stand close alongside the trunk, so that your body looks like part of it. I have stood under a tree with an enemy up in it and never noticed him till he fired down at me—he was standing on a branch with his body close against the tree trunk, and had to fire down between his feet at me.

I once used a small rocky hill as a look-out place. There was only one path up to it, but I could also get down by another way. On this other way I left my horse. After a time the enemy saw me, and creeping down under cover, they made a rush and got on to the path, intending to cut me off there. They seemed considerably annoyed when I went down the other way and jumped on to my horse and was away before they could touch me.

Don't always select as a good look-out place the first one that strikes you, because probably that would be the first one to strike an enemy as the likely place to find you. Choose rather some unlikely spot not so conspicuous, and yet affording concealment, good look-out, and a "back door," or second way of escape.

In making use of hills as look-out places, be very careful not to show yourself on the top or sky-line. This is a fault that is continually being made, not only at all manœuvres, but also on service in the field.

Time after time it has happened in recent campaigns, and the enemy have had full warning of our presence by our men showing themselves up on the sky-line. On reaching a high place it is a great temptation to get on to the top of it and to take a good look round, especially when you see no signs of an enemy beyond. But this is the mistake generally made by beginners, viz., that because they do not *see* an enemy, they jump to the conclusion that there is no enemy about. But most of the enemies we have to encounter are trained soldiers from their boyhood, and they habitually keep themselves

hidden, unless they see good reason to come out into the open; whereas we, on the other hand, are too apt to disdain concealment, unless we see a special reason for availing ourselves of it. This, particularly in the case of a scout, is an absurd course of action. In war, always keep yourself and your intentions as much concealed from the enemy as possible.

It is generally best, when on distant reconnaissance, to time your movements so that you march by night and reach the neighbourhood of the enemy by dawn.

If you meet the enemy on the move by day, and cannot make headway through his advanced patrols, retire before them, keeping hidden as much as possible, until they halt for their night camp. Watch how they post themselves, and pay your visit to him through his outposts during darkness. Often it will thus pay you to remain till daylight near the main body to see more of them, and escape to a flank when you have seen all that you can.

The thing is to go nearly to the top of the hill, and then merely look over, so that no more than your head appears above the crest.

It is quite a lesson to watch a Zulu scout making use of a hill-top or rising ground as a look-out place. He will crawl up on all fours, lying flat in the grass; on reaching the top, he will very slowly raise his head, inch by inch, till he can see the view. If he sees the enemy on beyond, he will have a good look, and if he thinks they are watching him, will keep his head perfectly steady for an immense time, hoping that he will be mistaken for a stump or a stone. If he is not detected he will very gradually lower his head, inch by inch, into the grass again, and crawl quietly away. Any quick or sudden movement of the head on the sky-line would be very liable to attract attention, even at a considerable distance.

At night keep as much as possible in low ground, ditches, etc., so that you are down in the dark while any enemy who comes near will be visible to you outlined against the stars on higher ground.

At night the enemy will expect you along roads and paths, etc., as these are good guides to you in finding your way. If, however, in peace time you have accustomed yourself to finding your way across country by night,

independently of roads, etc., you will find yourself able to pass his outposts and patrols who are watching the roads. Usually the best way is to use the road till it brings you near to him, then leave your horse in safe concealment near some good landmark (so that you will be able to find him again) and proceed on foot across country to do your scouting. A scout on foot at night has every advantage over a mounted man. Felt or indiarubber soled shoes are most useful for night work, and a light staff for feeling the way—this should not be shod with iron, as it is apt to knock noisily against stones, etc.

The Boers used to make their night attacks on the railway when the moon was to set about two hours before dawn. In this way they got light by which to travel to the point they desired, then a short spell of darkness in which to break the line and to get away again from its immediate vicinity, with daylight before them to help their escape.

Use deep shadows of bushes, trees, and banks as much as possible. In danger lie close to the ground so that you can see anyone moving against the stars. Use your ears as much as your eyes.

By squatting low in the shadow of a bush, and keeping quite still, I have let an enemy's scout come and stand within three feet of me, so that when he turned his back towards me I was able to stand up where I was and fling my arms round him.

Practice in Peace Time.

It is a useful practice to learn the art of concealing yourself in peace-time, when a failure or two at first will not cost you your life, as it might easily do on service. After one or two attempts you will see how easily you can place yourself so as to be unnoticed by passers-by, or can pass over a country unseen. Take, for instance, some well-frequented road and imagine that the people passing along it are enemies whose numbers you wish to count, or whose talk you want to overhear.

1. Select a spot where they are not likely to look for you and which has a line of escape from it.
2. Select such part of it and such background as matches your clothes in colour.

3. Hide your horse, and keep quite still yourself.
4. Note how many passers-by notice you.

Try similarly without concealing yourself, but by merely sitting still. I tried this experiment myself the other day, and took up my position amongst some rocks overhanging a path, and so close to it that with a fishing rod I could have touched anyone passing by. I was about eight feet above the ground, just above the height of a man's eye. I did not hide myself, but merely sat still. Of the 54 men who walked past me in the space of two hours, only 11 looked up and saw me.

Practise the same at night, riding your horse in bridoon only—the bit jingles too much—on soft ground, and see how close you can come to people without their noticing you. Also, especially, practise moving on foot past people, and also sitting in trees, or near a path, and letting them come close past you.

If at any time you are discovered, try and see what point attracted attention to you, and correct it for the next attempt.

Chapter V.

TRACKING.

Tracking means following up footmarks. It is called "spooring" in South Africa. It is so useful an accomplishment for a scout, that one may say that scouting without tracking is like bread and butter without the bread.

Sportsmen, in looking for game in a wild country, rely entirely upon tracking; first, to see whether there is any game in the country, and secondly, to find out whereabouts the game is hidden; and after they have wounded the animal, they follow his tracks till they have killed him, and then often have to follow their own tracks to find their way back to their camp. Without tracking they would do very little. Similarly, on active service, we can read a great amount of information about the enemy from the ground at our feet. We can see by the absence or presence of tracks whether an enemy is about in the country we are in, and

we can follow him up whether he is a large force or merely a patrol, and so find out how he is posted, and so on; after a fight we can follow him up in pursuit, and can ourselves avoid running into ambushes, or being cut off. All our uncivilised enemies make continual use of tracking when campaigning against us.

We British make very little use of the art, either in our training or manœuvres; consequently, when we go on service, not being accustomed to tracking habitually, we are not very good at it, and, indeed, very often neglect to use it at all when the ground is lying like a book before us—full of information.

There is very little that one can teach by rules, etc., in tracking, but there is an immense amount to be learnt by individual practice at it.

The first thing to learn is to distinguish the pace at which a horse or man was moving when he made the track. It will be seen that a horse walking leaves pairs of foot-marks, each hind foot coming close to the impression of the fore-foot. At a trot the track is somewhat similar, but each pair of

footmarks is at a greater distance from the next and the ground is more forcibly struck, the toe more deeply indented in the ground than at the walk. At a canter there are two single footmarks and then a pair, at a gallop single footmarks deeply indented. Note that the hind feet are longer and narrower than the fore feet as a rule.

With a man walking the whole flat of the foot comes equally on the ground, the feet a little under one yard apart. Running, the toes are more deeply indented in the ground, and the feet are much more than a yard apart.

Note the difference between soldiers' boots, ordinary shoes, natives' shoes, etc., in their track.

With a little practice you will be able to recognize the track of one man, or one horse, from another by the different shape of feet, length of stride, etc.

Native trackers boast that not only can they tell a person's sex and age by their tracks, but also their characters. They say that people who turn out their toes much are generally "liars."

It was a trick with highwaymen of old, and with horse stealers more recently, to put their horses' shoes on wrong way round in order to deceive trackers who might try to follow them up, but a good tracker would not be taken in. Similarly, thieves often walk backwards for the same reason, but a clever tracker will very soon recognise the deception.

Wheel tracks should also be studied till you can tell the difference between the track of a gun, a carriage, a country cart, a bicycle, and the direction they were going in.

In addition to learning to recognise the pace of tracks, you must get to know how old they are. This is a most important point, and requires a very great amount of practice and experience before you can judge it really well.

So much depends on the state of the ground and weather and its effects on the "spoor." If you follow one track, say on a dry, windy day, over varying ground, you will find that when it is on light, sandy soil it will look old in a very short time, because any damp earth that it may kick up from under the surface will dry very rapidly to the same

colour as the surface dust, and the sharp edges of the footmark will soon be rounded off by the breeze playing over the dry dust in which they are formed. When it gets into damp ground, the same track will look much fresher, because the sun will have only partially dried up the upturned soil, and the wind will not, therefore, have bevelled off the sharp edges of the impression, and if it gets into damp clay, under shade of trees, etc., where the sun does not get at it, the same track, which may have looked a day old in the sand, will here look quite fresh.

Of course, a great clue to the age of tracks will often be found in spots of rain having fallen on them since they were made (if you know at what time the rain fell), dust or grass seeds blown into them, or the crossing of other tracks over the original ones, or where grass has been trodden down, the extent to which it has since dried or withered. In following a horse, the length of time since it passed can also be judged by the freshness or otherwise of the droppings—due allowance being made for the effect of sun, rain, or birds, etc., upon them.

The Pampas Indians are described by Professor Darwin as being able to tell the strength of force of some thousand mounted men from the tracks. They reckon the strength by the proportion of horses that were cantering, and can see how many were carrying packs, and how many were tired (by their irregularity).

Having learnt to distinguish the pace and age of spoor, you must next learn to follow it over all kinds of ground. This is an accomplishment that you can practise all your life, and you will still find yourself learning at the end of it—you will find yourself continually improving at it.

In some parts of India every village has one or two trained trackers in it. When a robbery occurs anywhere, the trackers in that village track the thief till he gets into the country belonging to another village; the trackers of the new village then take up the spoor, and if they fail to follow it out of their country, their village has to pay for the stolen property. Thus the trackers are very highly trained, and can follow up a spoor over every kind of ground, and by such

slight signs that an ordinary person would altogether fail to see at all. It is all a matter of practice and experience.

Some trackers of Scinde followed up a stolen camel from Karachi to Sehwan, 150 miles over sand and bare rock. The thieves, to escape detection, drove the camel up and down a crowded street, in order to get the trail mixed up with others—but the trackers foresaw this, and made a "cast" round the town, and hit on the outgoing spoor on the far side, which they successfully followed up.

In tracking where the spoor is difficult to see, such as on hard ground, or in grass, note the direction of the last foot-print that you can see, then look on in the same direction, but well ahead of you, say 20 or 30 yards, and in grass you will generally see the blades bent or trodden, and on hard ground, possibly stones displaced or scratched, and so on, small signs which, seen in a line one behind the other, give a kind of track that otherwise would not be noticed. I once tracked a bicycle on a hard macadam road where it really made no impression at all, but by looking along the surface of the road for a

long distance ahead of me, under the rising sun as it happened, the line it had taken was quite visible through the almost invisible coating of dew upon the ground. Standing on the track and looking down upon it close to my feet I could not see the slightest sign of it.

If you lose sight of the track you must make a "cast" to find it again. To do this put your handkerchief, sword, or other mark at the last footmark that you noticed, then work round it in a wide circle, say 30, 50 or 100 yards away from it as a centre,—choosing the most favourable ground, soft ground if possible, to find signs of the onward track. If you are with a patrol it is generally best for the patrol to halt while one or perhaps two men make the cast. If everybody starts trying to find the spoor they very soon defeat their object by treading it out or confusing it with their own footmarks—too many cooks easily spoil the broth in such a case.

In making a cast use your common sense as to which direction the enemy has probably taken, and try it there.

I remember an instance of tracking a boar which illustrates what I mean. The boar

had been running through some muddy inundated fields, and was easy enough to follow until he turned off over some very hard and stony ground, where after a little while not a sign of his spoor was to be seen. A cast had accordingly to be made. The last footmark was marked, and the tracker moved round in a wide circle, examining the ground most carefully, but not a sign was found. Then the tracker took a look round the country, and putting himself in place of the pig, said "Now which direction would I have gone in?" Some distance to the front of him, as the original track led, stood a long hedge of prickly cactus; in it were one or two gaps. The tracker went to one of these as being the line the boar would probably take. Here the ground was still very hard, and no footmark was visible, but on a leaf of the cactus in the gap was a little pellet of wet mud; and this gave the desired clue; there was no mud on this hard ground, but the pig had evidently brought some on his feet from the wet ground he had been travelling through. This one little sign enabled the tracker to work on in the right direction to another and another, until eventually he got on to the spoor again

in favourable ground, and was able to follow up the boar to his resting place.

So, if you lose your enemy's spoor altogether, look round the country, imagine to yourself what you would be doing had you been the enemy, and then take that direction and look out for his tracks in soft ground.

Similarly, when you are in a country where you have not so far come upon the enemy, but are expecting to, think for yourself where he is likely to have been, and there look for his tracks. That is to say, examine any roads or paths, mountain passes, river crossings, gaps in fences, etc., and, if in a waterless country, any springs or watering places. I have known troops march through a country teeming with enemy, and from not noticing the spoor that existed at all watering places and on all paths, etc., they did not believe that there was an enemy within a hundred miles of them.

How to Practise in Peace Time.

Set before yourself the main points that you want to learn, viz.:—

1. How to judge the pace and number of the enemy from his tracks.

2. Also to judge how long since the tracks were made.
3. To follow them over difficult ground.

For 1 and 2 it is well to get a piece of ground about 30 yards square flooded and softened, and on this to make tracks alongside each other of a horse at a walk, trot, canter, and gallop, also that of a man walking and running. Learn the appearance of these. Next day make similar tracks alongside the first ones, and then notice the difference in appearance that 24 hours makes in them. Make another set of tracks six hours later, and note the difference between the fresh, the six hours old, and the 30 hours old tracks; and reduce it again further to tracks two and three hours old. Some of these foot-marks should be protected from the sun and wind, so that you can compare them with the exposed ones, and see how fresh the shaded ones look compared with the others.

Then make some tracks on ordinary ground, such as ploughed land, grass, sand, etc., and practise following them up.

And, finally, get a party of two or three to go for a ride, and follow them by tracking

them; or find a track of some one who has gone out riding and follow it up.

You will find it difficult work at first, and rather disheartening when you first get to work on hard ground, but the great thing is not to attempt too much when beginning. You will soon get into it if you stick to it, and in a few days will find you are steadily improving.

Above all things, get the habit into you of always seeing any tracks that are on the ground. When you are out walking, or at exercise, and especially at manœuvres, notice what tracks are on the ground before you, and examine with your eyes all cross-roads and paths to see what tracks are on them.

Often and often I have seen men following up a party come to a cross-road and not know which road to take. They look about for somebody to ask; nobody happens to be about, and they toss up, or agree to follow one road till they shall meet some one who will tell them whether the party has already gone that way or not. When you are accustomed to reading tracks you can hardly believe that it would not occur to men to look at the ground, and see for themselves which road was the one that had been used.

Chapter VI.

READING THE SPOOR.

Being able to track is of little use unless you can also read the meanings of the tracks. In tracking you find a lot of small signs, and then comes in the art of "putting this and that together," and so getting information from them.

It is exactly like learning to read.

An uneducated man seeing another reading information from a book will ask "How do you do it?" and you point out to him that a number of small signs on the page are letters; these letters form words; the words form sentences; and the sentences give information. Similarly, a trained scout will note little signs and tracks, he puts them together in his mind, and quickly reads a meaning from them, such as an untrained man would never arrive at. And from frequent practice he gets to read the meaning at a glance, just as you do a book, without the delay of spelling out each word letter by letter.

And a white man, although he is seldom so clever at tracking as a native (who has been at it all his life), is generally much better than the native in reading the meaning of the tracks.

Now I will give you an incident to illustrate what I mean when I talk of reading the "spoor."

I was riding one day across an open grass plain in Matabeleland, with one native, scouting.

Suddenly we noticed the grass had been recently trodden down; following up the track for a short distance, it got on to a patch of sandy ground, and we then saw that it was the spoor of several women and boys walking towards some hills about five miles distant, where we believed the enemy to be hiding. Then we saw a leaf lying about ten yards off the track—there were no trees for miles, but there were, we knew, trees of this kind at a village 15 miles distant, in the direction from which the tracks led. Probably, then, these women had come from that village, bringing the leaf with them, and had gone to the hills.

On picking up the leaf, it was damp and smelled of native beer. So we guessed that according to the custom of these people [remember, as I said before, to study the habits and customs of your enemy] they had been carrying pots of native beer on their heads, the mouths of the pots being stopped with bunches of leaves. One of these leaves had fallen out; but we found it ten yards off the track, which showed that at the time it fell a wind had been blowing.

There was no wind now, but there had been at about five a.m., and it was now nearly seven.

So we read from these signs that a party of women had brought beer during the night from the village 15 miles distant, and had taken it to the enemy on the hills, arriving there about six o'clock.

The men would probably start to drink the beer at once (as it goes sour if kept for long), and would, by the time we could get there, be getting sleepy from it, so we should have a favourable chance of reconnoitring their position.

We accordingly followed the women's tracks, found the enemy, made our observations, and got away with our information without any difficulty.

This is merely an every-day incident out of hundreds, but I quote it as an example to explain to you the use of reading the meaning of tracks and signs when you have found them.

I will quote just one more to show the amount of information you can get out of one little sign.

We were camped near a high hill in the enemy's country, and we believed that he knew nothing of our being there. So taking a few men with me I started in the night to go and reconnoitre the enemy's position some six or eight miles away. Passing round the hill at the back of our camp I suddenly saw, high up on the hill-side, a quick flash and a short flicker of light evidently given by a match being struck, and then all was darkness again. But this one sign gave me much important information. It showed that the enemy knew of our presence, and had a party up on the hill, alert and watching our camp.

This I gathered because the hill was not generally occupied by people, so if anyone were there they would be there for some special purpose; also these natives fear going about in the dark by themselves, so if there were one there must be a party of them up there; and a light being struck by one of them in the middle of the night showed that they were awake, which was unusual with them unless on some specially important duty.

Our plan had been to reconnoitre the enemy's main position secretly, and then to make a night march and a surprise on it, but with a party of the enemy thus watching our camp such a course of action would be useless, as they would signal our move (by means of an alarm fire) so soon as it began.

So on the strength of this one flash of a match our whole plan of action was altered.

General Sir Harry Smith, in marching his column through the Orange River Colony, in 1848, noticed a herd of buck running about, evidently afraid to go over some low hills to his right front, so he sent forward some scouts of the Cape Mounted Rifles to reconnoitre, and these found the Boer forces in

concealment there. This began the battle of Boomplats, in which the enemy were heavily defeated, and the Orange River Colony was in consequence annexed for the first time to England.

Thus you see how important it is not to let the smallest sign escape your notice; then, having noticed it, think out what it may mean as regards the moves or intentions of the enemy.

How to Practise in Peace Time.

I would strongly recommend you to read the "Memoirs of Sherlock Holmes," by Conan Doyle, and see how, by noticing a number of small signs, he "puts this and that together" and gathers important information.

For instance, he sees a total stranger in the street, and at once guesses from his appearance that he is a retired sergeant of Marines, a widower, with two young children, and recently returned from foreign service. He guesses these points from the fact that the man is upright, smart, and soldierly in his bearing, well-to-do, with rather a rolling sailor-like gait and tattoo marks on his hands,

dressed in new civilian clothing with mourning band, carrying toys for children, face sunburnt, etc.

It is first rate practice to carry out similar guesswork for yourself with regard to people you may meet in the train, etc.; notice everything about them, guess what they are, and so on, and then get into conversation and see how near you may have been to the truth.

This is the first step in detective work, and a detective's work is very much like that of the scout, who has to notice every little sign with regard to an enemy and then to read their meanings.

Then it is most useful practice to follow up any tracks you may find when you are out for a walk and try to make out their story from them.

I will give you a few examples taken from one morning's home practice of my own which will show you how to carry it out for yourself any day even in a civilised place.

Example I.

Ground: A well-frequented road in an Indian hill station—dry—gravel, grit, and sand.

Atmosphere: Bright and dry, no wind.
Time: 6 a.m. to 8 a.m.
Signs: *Fresh Wheelmarks.* [Fresh because the tracks were clearly defined with sharp edges in the sand; they overrode all other tracks.]

[This must mean a "rickshaw" (hand-carriage) had passed this morning—no other carriages are used at this station.]

Going Forward. [Because there are tracks of bare feet, some ridden over, others over-riding the wheel track, but always keeping along it, *i.e.*, two men pulling in front, two pushing behind.]

[Had they been independent wayfarers they would have walked on the smooth beaten part of the road.]

The men were going at a walk: (Because the impression of the fore part of the foot is no deeper than that of the heel, and the length of pace not long enough for running.)

One man wore shoes, the remaining three were barefooted.

One wheel was a little wobbly.

Deduction.

The track was that of a rickshaw conveying an invalid in comparatively humble circumstances, for a constitutional.

Because it went at a slow pace, along a circular road which led nowhere in particular (it had passed the cemetery and the only house along that road), at an early hour of the morning, the rickshaw being in a groggy state, and the men not uniformly dressed.

NOTE.—This deduction proved correct. On returning from my walk I struck the same track (*i.e.*, the wobbly wheel and the one shod man) on another road, going ahead of me. I soon overtook them, and found an old invalid lady being driven in a hired bazaar rickshaw.

EXAMPLE II.—TRACKING.

Continuation of No. 1.

While following the tracks of the above rickshaw, I noticed fresh tracks of two horses coming towards me, followed by a big dog.

They had passed since the rickshaw (overriding its tracks).

They were cantering (two single hoof-prints, and then two near together).

A quarter of a mile further on they were walking for a quarter of a mile. (Hoof-prints in pairs a yard apart). Here, the dog dropped behind, and had to make up lost ground by galloping up to them. (Deep impression of his claws, and dirt kicked up).

They had finished the walk about a quarter-of-an-hour before I came there: (Because the horse's droppings at this point were quite fresh; covered with flies; not dried outside by the sun).

They had been cantering up to the point where they began the walk, but one horse had shied violently on passing the invalid in the rickshaw: (Because there was a great kick up of gravel and divergence from its track just where the rickshaw track bent into the side of the road, and afterwards over-rode the horse's tracks).

NOTE.—I might have inferred from this that the invalid was carrying an umbrella which frightened the horse, and was, there-

fore, a lady. But I did not think of it at the time and had rather supposed from the earliness of the hour that the invalid was a man. Invalid ladies don't, as a rule, get up so early.

Deduction.

The tracks were those of a lady and gentleman out for a ride, followed by her dog.

Because had the horses been only out exercising with grooms they would have been going at a walk in single file (or possibly at a tearing gallop).

They were therefore ridden by white people, one of whom was a lady; because, 1st, a man would not take a big, heavy dog to pound along after his horse (it had pounded along long after the horses were walking); 2nd, a man would not pull up to walk because his horse had shied at a rickshaw; but a lady might, especially if urged to do so by a man who was anxious about her safety, and that is why I put them down as a man and a lady. Had they been two ladies, the one who had been shied with would have continued to canter out of bravado. And the

man, probably, either a very affectionate husband or no husband at all.

NOTE.—I admit that the above deductions hinge on very little—one link might just be wrong and so break the whole chain. This is often, indeed generally, the case, and corroborative evidence should always be sought for.

In the present instance my deductions proved pretty correct. I saw the couple later on, followed by their collie dog, riding along a lower road, but I could not determine their relationship to one another.

Note on Examples I. and II.

Incidentally, the horse-tracks of No. 2 gave me a clue to the hour at which the invalid in the rickshaw had passed that way. Thus: I came on the droppings at 7.14.

Assuming that they were actually 15 minutes old and the horses had walked ¼-mile since passing the rickshaw, 19 minutes must have elapsed since the passing; *i.e.*, they passed each other at 6.55.

On my arrival at the point where they had passed, the rickshaw would now be 23 minutes ahead of me, or about 1¼ miles.

Example III.

Same time and ground as above. I. and II.

Track of a man in tennis shoes walking forward, and later on returning. The forward tracks much obliterated by subsequent traffic.

Tracks halt for a minute or two (several prints on the same ground).

Met by tracks of a nailed boot coming from opposite direction. (Probably a soldier, the track is like that of an "ammunition boot," and the only house along this road is occupied by a Regimental band).

They turn and walk together.

They go to a seat and remain a long time sitting, (numerous footmarks overlying each other).

The man in tennis shoes carried a stick. (Much marking of the ground with strokes and dots near his footmarks).

They move from the seat together towards town, then stand at one spot for some minutes.

The soldier turns back alone, and "Tennis Shoes" returns to town before the rickshaw went out (his track over-ridden by it), *i.e.*, before 6.45.

Deduction.

A civilian walked out early in the morning by appointment to meet a soldier (say about 6 a.m.) to talk over some matter with him. They talked it out, and parted again.

The meeting had been previously arranged, as it was at a non-busy hour of the morning. Had the civilian been going for a long walk he would have worn stouter shoes on that pebbly ground. Had the soldier been on his way in to town he would have walked back with the civilian. I infer that "Tennis Shoes" was a civilian because he wore shoes, came from the town, and carried a walking stick.

NOTE.—There is no special interest in the above case, and I did not get any proof as to my surmise being correct. But I am quoting without distinction the different exercises which I carried out this morning.

Example IV.

Same ground and time as above.

On returning from my walk I found that a *perambulator had come out* since I had passed along. (Its tracks over-rode mine.)

Had stopped near a seat: (Wheel-marks came to an abrupt end; dents in the ground showed where the two upright supports—it was evidently a "go-cart" perambulator—had rested).

The nurse who wheeled it was a young native woman: (Small bare feet).

Another native walked alongside, in shoes. (Native, probably an Ayah, with a small baby. Shoes, square soles, and iron shod heels).

They had sat for some time on the seat (numerous footmarks overlaying each other).

And had recently turned and gone back: (The earth turned up by the wheels being pulled round showed damper than the surface dust).

In a short time I overtook them. The Ayah walking alongside the perambulator, as it happened, was not carrying a child; and the native wheeling it was a boy not a woman. (Generally a woman takes shorter strides, but in this case he too did so, going slowly). The Ayah was a Madrasee. The two children in the perambulator were aged respectively about four and two years.

After passing them, I still kept an eye on their outward track, and presently passed the house from which they had come out. A man's voice was singing in the house, and he broke off to shout "Minnie, how about breakfast?" and a lady's voice answered "All ready, Kenneth, whenever you are." There was a Scotch name on the gate post.

Deduction.

It did not require much inductive reasoning power to guess that here was a Scotchman, happily married for the past five years; had been living in Madras, and was in easy circumstances, etc., etc.

EXAMPLE OF DEDUCTIONS FROM SIGNS.

Locality: A mountain path in Kashmir.

Weather: Dry and fine. There had been heavy rain two days before, but the ground had dried the same night.

Signs observed: Passing a tree stump, I noticed a stone lying on it about the size of a cocoanut. I wondered for the moment how it came to be there, and soon discovered the reason.

On the stump, and also sticking to the stone were some bits of bruised walnut rind, green, but dried up. Bits of shell of about four walnuts were lying about the ground near a leaning rock about 30 yards away south of the stump. The only walnut tree in sight was 150 yards north of the stump.

At the foot of the stump, just where a man would stand to use the stone on it, was a cake of hardened mud that had evidently fallen from the sole of a grass sandal.

Deduction.

That a man was carrying a load: Had it

been anyone not carrying a load he or she would have sat down on the stump or close to it; instead of that he had gone 30 yards away to where a slanting rock was; this would support his load while he leant back against it to rest and eat his walnuts (whose shells were lying there). Women do not carry loads on their backs.

He was on a long journey: As he wore sandals instead of bare feet.

Towards the south: He had got the walnuts 150 yards north of the stump, had stopped there to break them with a stone, and had gone 30 yards further on his road, to the rock, to eat them.

He had passed there two days ago: The cake of mud off his sandals showed that when he was there the ground was wet, and the dried husk of the walnuts corroborated this deduction.

Total information: A man had passed here two days ago, on a long journey, carrying a load southward.

Chapter VII.

GETTING ACROSS COUNTRY.

A scout must be accustomed to making his way by the best line across a strange country, if necessary at a rapid pace, so that on receiving orders to reconnoitre some distant spot for the enemy he may get there with least possible delay, or so that he may be able to bring in information rapidly or ride with despatches from one force to another.

Unless a man has practised himself in peace time he is never able to do it very rapidly, and often gets stopped altogether by difficulties of ground, loss of direction, etc.

In the Peninsular War the British scouting officers won the admiration of our enemies, the French, by the way in which they rode across difficult country, so that they came in view of the enemy from most unexpected directions, and having got all the information they wanted, they rode away again over fences and bad ground where the French cavalry

were unable to follow them. Our officers of those days had picked up their excellence in riding across country when hunting in England. To-day they would be equally good at the work, and those non-commissioned officers and men who have practised making their way across strange country will be able similarly to score off their enemies on service.

On getting your orders as to where you are to go, have a good study of your map to see where your route lies, and try and get it thoroughly into your head. In this way the country, instead of being entirely new to you when you come to ride over it, will be to a certain extent familiar to you.

Then notice which way your line will be according to the sun, or, if at night, according to the stars. Observe what villages, bridges, roads, hills, valleys, streams, etc., come in your course. If possible, get on to rising ground or height from which you can see over your country, and try and pick out a line for yourself that will afford you concealment as well as good going for your horse, and where, also, you can get a good look-out yourself.

The use of small rising grounds is much neglected by beginners, but is of the greatest value for getting an idea of the lie of the country over which you are travelling, and for getting first sight of an enemy. Don't forget to make use of every knoll when sketching country.

When working among mountains, even when dismounted, the same idea holds good. It may be best travelling to keep along the bottom of valleys or ravines, but you will see your way much better by occasionally ascending a spur of a mountain and taking a look round, as it is only from a height that you can look into the valleys and side nullahs in which enemy would probably be hiding.

Keep note in your mind of all landmarks that you pass because they may be of great value to you in finding your way back. It may very likely happen that you will not want to return by exactly the same path as you went out, because the enemy may be cutting you off from it; but if you know your landmarks you can take a line running in a similar direction such as will in the end bring you back to your starting point.

After crossing a difficult place, such as a ford over a river, or through a bad ravine, over a difficult ridge, etc., always have a look back at the place and note any landmarks that will bring you to the crossing without any difficulty, in case you have to make for it in a hurry. It is always well, if you have the time, to look for a second crossing over the obstacle in case you find the enemy cutting you off at the first; neglect of this little precaution has cost many a man his life.

Fords in big rivers are often risky, owing to quicksands or deep channels running through them which make them take a zig-zag direction. A ford is generally found by noticing where a path or track runs down into the river *and comes out* on the far side, but still you must be careful lest it should zig-zag between those two points. In crossing a rapid river *keep your eye fixed on the spot where you want to come out*, otherwise you are very apt to move down stream deluded by the run of the water, and so to get off the proper ford and possibly into deep water or quicksands. That is how a number of the 10th Hussars got drowned in crossing the Kabul River in Afghanistan.

It is very necessary that you and your horse should be able to swim, else you will be stopped by every canal you come to if the enemy happens to hold the bridges. An ordinary corn-sack or kit-bag stuffed with straw and securely tied up makes a very good float, on which you can float yourself across a river or torrent. Three or four of them tied together with lances or poles, or an Indian charpoy, form a very good raft with which a patrol can convey themselves and kit across while towing their horses. A man on each bank pulls the raft across or back with a long cord.

Before starting to swim across make sure that there is a good landing place or two down stream from where you start, as it is very difficult to get a horse to swim against the current; in a strongly-running river you are bound to be carried a good way down before you get across.

In riding down steep places, especially if they are at all slippery, like a wet railway embankment, etc., it is better to make your horse go straight down rather than sideways, as then, if his feet slip, he merely sits down

and slides, otherwise he falls on his side, and may give you a bad fall.

Remember in going at a jump to ride fast at anything wide, slow at anything high.

The secret of getting over a long distance rapidly is not to tire your horse out by over-riding him. An easy canter over good ground, going slow over heavy ground, dismounting and leading over steep and rocky bits, save a horse's strength; whereas if you start galloping from first to last he will not be able to hold out for many miles and will then give in altogether. "The more haste the less speed."

How to Practise in Peace Time.

Practise your horse at getting over every kind of obstacle. The first time you take a horse at some strange kind of fence, although it is no bigger than what he is accustomed to, you will often find that he shies off or blunders over it—through not being accustomed to it. And it is the same in the matter of getting him to plunge into and out of small canals and rivers, to jump wire fences, and to scrambling over dykes and embank-

ments, or making his way over rocky mountain sides and passes; horses reared in countries where such features are common, get over them cleverly enough. It is want of practice that makes them shy off or blunder. Therefore, in peace time, practise your horse over every kind of fence, obstacle, and difficult ground that you can find.

And practise him by night as well as by day.

Swimming is a most important thing to practise, and after a few days' trial it comes quite easy to both man and horse. Practise also your horse at towing alongside a boat in which you sit with your saddlery and kit.

If you can get a good bit of country, select a few landmarks, such as steeples, trees, hills, etc., and ride a line straight from one to the other, taking all obstacles as they come.

Practise yourself also, at judging the distance that you have come, and correct it by reference to mile-stones if riding along a road, or by the map. It is often useful on service to be able to judge how far you have ridden, as your orders may often tell you to ride so many miles in a certain direction to find the

object you are to reconnoitre, or you may want to report how far you went before finding the enemy, and so on.

If you have a watch you can easily estimate the distance by the time taken in riding it, taking into consideration all halts, and the pace at which you are going, whether five or eight or ten miles an hour, etc.

[Remember a horse walks four miles an hour, trots nine, canters ten, gallops 15—usual marching pace—walking and trotting, six miles an hour.]

Chapter VIII.

SKETCHING.

Complete, accurately drawn maps are not, as a rule, required on service. What is wanted is a rough illustration on paper, rapidly drawn, to make the meaning of your report more clear. But in order to be able to draw such sketch so that it should be really reliable, and of use to the officer commanding, you must first learn, in peace time, to draw sketch-maps neatly and correctly to scale.

A rough plan drawn in the sand with a stick is often a good illustration of something you are trying to explain—and a service sketch is nothing more than the same sort of thing put on paper.

A Boer, so uneducated that he could not write his own name, once drew for me with a stump of lead-pencil on a piece of brown packing paper, a rough sketch of the enemy's position—but, though so roughly done, it was of the greatest use for the information it conveyed that I gave him five pounds for it. This sketch he made from memory.

So, when you have been taught (as you will have been in first part of your scout's course), how to draw a map to scale, you should afterwards practise doing it *rapidly*, and only roughly to scale.

Personally, I generally use one joint of my finger, which I know to be one inch long, as my scale; and if I want my sketch to be on a scale of two inches to a mile I know that my finger joint represents half-a-mile. If the sketch is to be at four inches to a mile my finger joint will represent a quarter of a mile, or 440 yards.

The North point must always be put in; even if you have no compass you can tell by the sun, etc., roughly where the North is and show it accordingly on the sketch.

The general direction of the North and the general scale of the sketch are most valuable aids to anyone reading your map, so don't forget to put them in.

Generally you will have but little time for taking angles and pacing distances and measuring heights, etc., in making a sketch on service, so you should practise what is

called "eye-sketching," that is in making your sketch as nearly as possible like the country, but guessing the distances, angles, heights, etc., without accurately measuring them. This will save you a great deal of time, and if you have practised the art, your sketch will be quite accurate enough for practical purposes.

Then, very often—more often than not—you will not have time to make an "eye sketch"; you may be under fire, or pursued by the enemy, etc., and all you can do is to *look* at the ground and then get away. The thing to do then is to get all the principal features photographed into your mind, so that when you have got away in safety, you can sit down and draw what is called a "memory sketch" of it, like that which, as I said above, the Boer made for me.

How to Practise Rapid Memory or Eye Sketching in Peace Time.

First of all, practise judging distance from 50 yards up to a mile by eye. The monthly musketry judging distance practice gives a

very good opportunity; but more of it is necessary. You can check your guesses by pacing.

Longer distances will be practised by the time taken in getting over them, or by the map, as a check. Distances seem much longer by night than by day.

Learn to judge heights. The heights of big mountains will be seen marked on the maps and should be noted and compared with their appearance, so that you will soon be able to judge for yourself whether a hill is 1,000 or 5,000 feet high, and so on.

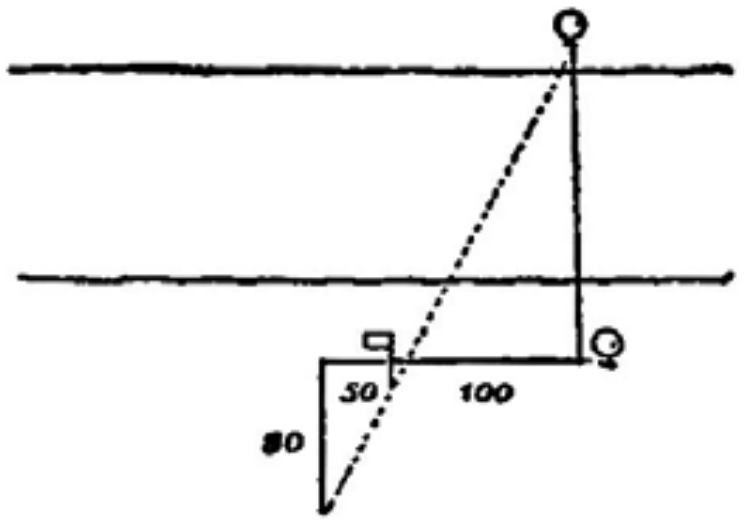
For judging heights of buildings, towers, trees, etc., plant a stick or lance upright in the ground where it is level, at, say, 50 or 60 yards distance from the building. Then move away until by putting your head to the ground you bring the top of your lance in line with the top of the building. Call that spot *x*. Then pace from *x* to the foot of the building, noticing how many paces of it bring you to the lance. Then as the distance *x* to the lance compares with the whole distance of *x* to the building, so does the total height of the lance compare with the height of the

building. That is to say, supposing x to the lance is ten yards, and x to the building is 70 yards (that is seven times as much), and the height of the lance is eight feet, the building will be seven times the height of the lance, or $8 \times 7 = 56$ feet.

Practise also judging the height of obstacles that a horse or man would have to get over, or the depth of dykes, ditches, etc.

It is also useful to learn how to measure the distance across a river. If hurried, you can always guess it by feet or yards, but if you have leisure to measure it, or want to check your guess, the following is the way to measure the width of a river. Select a tree or other object on the opposite bank, and one where you stand. Then move off at a right (square) angle to these, and pace a distance, say, 100 yards; plant a mark (your sword will do) and go on half as much again, another 50 yards. Then turn at right angles to your original line, and walk away from the river, counting your paces until you bring the sword in line with the tree on the opposite bank. The distance you have paced

since turning will be one-half of the distance across the river. Thus, if you find you have paced 90 yards, the river is 180 yards wide.



Take your sketching paper and pencil. Get on to a rising ground and sketch a piece of country, or a position, judging for yourself the distances apart of the various objects.

After completing it write what you consider the scale to be roughly, and whereabouts, generally, is the North. Afterwards correct this eye-sketch with the real map of the country.

When, by dint of practice, you have become pretty good at eye-sketching, try going out and looking at a bit of country or a position, etc., and then coming in and making a

memory sketch of it. Correct your sketch by afterwards going over the ground with it. As you become proficient at this practice, time yourself in drawing; that is, allow yourself, say, half-an-hour at first, and gradually reduce it to ten minutes or less. In this way you will become competent to make a useful sketch with the greatest rapidity, which, without a little practice, you would never do.

Memory sketching is very useful for night work—where you go and view the place by night, and return to camp or some place where you can use a light to put the sketch on paper.

Also a rough outline picture of the country or position is often most useful, either in place of or in addition to a sketch-map.

Chapter IX.

REPORTING.

A little information brought in quickly is worth volumes of writing sent in too late.

Therefore you want to get your information quickly, to write it down as shortly as possible, and get it rapidly in to the Commanding Officer.

1. In making your report, whether in writing or by word of mouth, keep to the points that you have been ordered to report on.

2. Word it just as you would a telegram.

3. Write clearly, because the officer receiving your message may have to read it by the light of a match, etc.

4. Remember that you are reporting to an officer who has never seen the country you are working over; so don't assume that he knows all that you know about it.

5. Don't cut down your report to the extent of leaving out any information that applied to what you have been told to reconnoitre.

6. Only report facts, not fancies. That is to say, in describing say a river, don't call it a "large river," that may mean anything, but give its apparent width and depth in yards and feet as nearly as you can judge; similarly "a large body of the enemy" conveys no meaning; it might mean a squadron or it might mean a division.

Also, you may fancy that the enemy are badly off for supplies, because there was very little remains of food about their bivouac ground, but do not, therefore, report "Enemy are short of food," but "Saw no remains of food about enemy's bivouac ground; they are probably short of supplies." If you hear a report from villagers of enemy's moves, do not say "Enemy have gone away North-West," but "Villagers at D—— report enemy gone away N.W.," etc.

7. Always give the hour of sending off your message, as well as the date.

Reports from a distance, that is to say, over five miles, have to be few, therefore, must include full amount of important information, and not trifling details. Thus, unless you are ordered to, it is no use reporting

meeting enemy's scouts, etc., but you should wait till you find out the position and strength of his main body, and then make out and send in report.

Though you are told only to report on the points ordered, this should not prevent you from reporting any special things that you may notice, which you may think the Commander would desire to know. For instance, you are ordered to go and reconnoitre the enemy's camp, to give particulars as to its position for defence, the number of troops in it, the best line for attacking it by night. These are your special points. But, while making your way there, you have to cross a big river by a ferry. When doing so, you find that about a mile down-stream there is a good ford through the river; this you should report as an extra, although you have no orders about it, but it might be of great value to your side.

Very often a negative report is useful, that is one which says "No enemy found at so-and-so." For instance, if you and other scouts have reported a screen of enemy on a certain line of country, and you find certain

villages, etc., without any enemy, it may mean either a gap has occurred in his screen, or that you have reached the extreme flank of his screen, either of which would be useful things for your Commanding Officer to know.

The disaster at Maiwand was, to a certain extent, the result of a negative report being sent in, but it was a false one; in this way: The enemy were expected to be advancing across a desert bit of country towards Maiwand; there was a road across the desert by which they would come and a village was on this road about 15 miles away from our force. A cavalry patrol was sent to reconnoitre the village, and they reported it as all clear. The general, therefore, considered that there was no immediate danger of the enemy turning up. But early next morning the enemy attacked him. The patrol had either gone to the wrong village or had not troubled to go out so far as the one they were intended to visit, and then sent in a negative report saying "No enemy were there." The Brigade was consequently surprised and cut up.

As a rule, if you make a sketch, you should put most of your information on the sketch

and its margin, instead of writing a separate report. This is easier for you, and also for the officer who reads your report. In any case write clearly and use a good sharp black pencil (or stylographic pen), not a thick stump of lightly-marking pencil.

Always remember that your report may have to be read at night by the light of a match, so must be clearly written.

Here are instances of three ways of reporting the same thing. You can see for yourself which is the best:—

I.

I have discovered the enemy in position near X. The position is on rising ground extending for nearly a mile, lying East and West and facing North. It has open ground to the front and right flank, with trees, gardens, and houses, affording cover to an attacker on the left (West) flank. His strength is four battalions of Infantry (three of which are in the front line), four squadrons of Cavalry, and six guns.

II.

Enemy in position near X on rise, 1,500 yards long, facing N. Front and E. flank open. Line for attack on W. flank, through houses, gardens, etc. Enemy's strength, 4 battalions (3 in front line), 4 squadrons, 6 guns.

III.

(A rough eye sketch. showing position, troops, line for attack, etc.)

Much can be described in a short report. Remember that one of our great Naval victories was thus reported by the Admiral to his Commander-in-Chief:—

"Sir,—I have to report that we destroyed the enemy's fleet at this place yesterday. Numbers as per margin. I am, your obedient servant, ———."

Reporting by word of mouth is used when your main body is pretty near to the enemy, or to the place about which your Commanding Officer requires information.

If you are then one of a combat patrol or a scout specially sent out, you should occasionally look back, and see how much the Commanding Officer can see for himself; the position of affairs keeps changing every minute after your leaving the main body; the cloud of dust which you see may also be visible to the Commanding Officer. Similarly, the squadrons emerging from it may be visible to the officer with his field glasses —so it will be of no use to go back and tell him of this. *The thing is to find out something that he cannot see for himself.* To do this, work to the flank of the on-coming line

of the enemy, see where his guns are going, whether there is a good line of attack by which a squadron might get at them unseen; or see whether his front line is being backed up by others; or whether any other parties are being sent round by him to gain the flank, or rear, or guns, of your own side.

Keep your eyes open for any change of position of your own force, so that when you have any real news to bring in you can gallop straight to your Commanding Officer without loss of time or ground.

When giving your message, speak coolly, and without hurry or excitement, because again, it is a case of "the more haste the less speed"—if you speak excitedly you are apt to get confused and to confuse your hearer. If you want to cool your excitement while riding back with your message you can whistle "Wait till the clouds roll by," or some equally soothing tune, and you will feel all the better for it.

It is while out on near scouting like this that signalling comes in useful. Often you will come on the enemy halted or moving behind cover of rising ground, trees, villages,

in ravines, etc., or you may be prevented by bad ground from getting to your main body. In either case it will save time and horseflesh if you signal (semaphore or flag) your information to the commanding officer.

(Scouts will be provided with special hand-flags of regimental colours, to distinguish them from ordinary signallers. A special signaller would be with the Commanding Officer, whose business it would be to look out for scout's signals.)

In difficult ground, like mountains, where you and the enemy are acting, dismounted, you can do most important work by climbing into a good look-out place, from which you can see the movements of the enemy. Here you would remain hidden among the rocks, etc., and when you have any information signal it to your Commanding Officer. But in doing so be careful to avoid showing yourself to the enemy, else he will send up to drive you out of your position, or cut you off. Generally you can keep yourself hidden while signalling by retiring a little down the back of the hill.

With a few good scouts, posted like this, on neighbouring peaks, a Commanding Officer can keep himself well informed of all the moves being made by the enemy, and so can guard against all attempts at surprises, etc.

But do not forget, in taking up such a position, to see that you have a second line of escape should the enemy try and cut you off on your original path.

Practice in Peace Time.

Keep up practice of signalling with other scouts. You can communicate so much more easily with one another if you are accustomed to each other's ways of signalling. And in the field, especially in bad country, scouts can do so much to help each other, and to pass on each other's messages by signalling.

If you do not keep up your practice, even though you may have learned signalling thoroughly well in the first instance, you will become sticky and slow at it, and find it difficult to understand what is being signalled to you, and thus, when out in the presence of the enemy, this might be fatal for you.

Also you ought, in peace time, to study the way that all troops have of manœuvring in the field, or of posting themselves for reconnaissance, for outposts, and for defence of positions, etc. In this way, when you come to see a portion of them moving or posted, you will at once know where to look for the remainder, acting as supports and reserves, etc. You can find out much by watching the other troops in the field, and by talking with them about it, and by reading their books of instruction, and so on.

Chapter X.

HEADINGS FOR REPORTS.

Ambushes.—Nature of cover (whether bush, wall, rock, etc.), how near enemy's line of approach, way out, etc.

Bivouac.—Water, how sheltered or concealed. Surrounding ground, defensibility, way out.

Bridge.—Material, length, width, height above water, parapet (its height, material, etc.), nature of banks, bottom, etc., nearest repairing material.

Buildings.—Height, length, material, roof, water supply, surrounding ground, fences, command of view, etc., out-houses.

Bush.—Extent, height, nature, thickness (how far you can see in it).

Canal.—See River.

Camp Ground.—Extent of open ground, whether flat or sloping, water, nature of soil, surrounding country.

COUNTRY.—Whether flat, undulating, hilly, open or enclosed, cultivated or not, thickly or thinly inhabited, surface.

DEFILE.—Nature, whether commanded by neighbouring ground, length, width, ground on near and far side, ground for flanking parties, etc.

ENEMY.—Numbers, how far off, which direction, what arm, what doing.

FERRY.—Number and size of boats, how worked, how far across, approaches, facilities for loading.

FORDS.—Depth, bottom, distance across, whether straight or zig-zag, banks, surrounding ground, nearest materials for destroying, etc.

FOREST.—Extent, height and nature of trees, paths, thickness (how far you can see).

FORTS.—Extent, situation, material, how armed, height of rampart, depth of ditch and width, surrounding ground, neighbouring heights, best line of approach, water, garrison.

HILLS.—Height, steepness, surface (whether rocky, grassy, wooded, rideable, etc.), what view.

LAKE.—Extent (*i.e.*, length and breadth), depth, banks, boats, surrounding ground.

LOOK-OUT PLACES. — Height, nature (whether trees, towers, hill, etc.), what other points visible (for signalling).

MARSH.—Extent, where passable, ways round, etc.

NULLAH.—See RAVINE.

MOUNTAIN.—See HILL.

POSITION.—Nature (whether ridge, fort, village, wood, etc.), extent, nature of ground in front and on flanks, any heights near, how occupied, best line of approach for attacking force, position of water.

RAILWAY.—Gauge between rails, number of tracks, sleepers (wood, iron, or pans), embankment, cuttings, tunnels, bridges (their length, height, width, etc.), telegraph.

RAVINE.—Depth, width, nature of banks. bushy or rocky.

REDOUBT.—See FORT.

RIVER.—Depth, width, current, nature of banks, bottom, watering places, crossings, boats, materials for rafts.

ROAD.—Nature (made or unmade), width, height above surrounding country, fences alongside, repairing material.

STATION.—See BUILDINGS; also state number of platforms and their length and width, number of entrances to them, amount of coal, spare rolling-stock, rails, etc., sleepers, water-tanks, telegraphs.

SUPPLIES.—Amount of food for men, such as meat (living or dead), flour, vegetables, groceries, fuel, etc.; and forage, such as oats, mealies, grain, barley, hay, grass, etc.

TELEGRAPH.—Number of wires, height of poles and their material, direction in which line runs.

TOWN.—Extent, *i.e.*, length and width, number of inhabitants or houses, material, etc. (describe as in BUILDINGS), situation (as for POSITION), and its sources of water and gas supply, also its SUPPLIES (as above).

TRANSPORT.—Number of waggons, carts, mules, horses, camels, oxen-boats, trucks, etc., or carriers.

VILLAGE —See TOWNS.

WATER.—Whether good for drinking, flowing or stagnant, whether stream, pool, or well,

and size and depth, how many horses can drink at a time, or whether buckets required.

WELLS.—Depth to bottom, depth of water.

WOODS.—See FOREST.

WHAT TO PRACTISE IN PEACE TIME FOR REPORTING.

You should try and get into your mind the "heads" given above for reports. So that if you are told to go out and report, for instance, on a bridge, you know at once what points you are expected to get information on, and if you have them thoroughly at your fingers' ends you will not omit any of them. Thus, you would at once note down its length, breadth, material, height above water, number of arches, nature of parapet (whether open or affording cover), nature of approaches and country round, what materials at hand for its repair in case of its being broken down for war purposes, etc.

It will save much time and ensure completeness to know these headings; and it would be well to write them down in your note-book for use in case you forget any of them.

In peace time, therefore, write down reports on any features you may come across in your walks, such as a village, a road, a mountain, a wood, a river, a railway station, etc., etc., filling it in from what you remember of the points that you should report on, and afterwards compare with your note-book, and see what headings you may have omitted.

Near Reporting: When within five miles of the enemy—or of an object about which the commander requires information—you would obtain your information, and then ride in yourself to report by word of mouth, instead of writing it down and sending it in by messenger. This you would do either when acting as a combat patrol or when specially sent out. This you should do in order to save time, which is an important consideration when your main body is so near.

Therefore, you must go out with all speed, use your eyes to get in all the information you can, and come back as quickly as possible.

On your way back, make up in your own mind what you are going to tell the Commanding Officer. You want to put your information as clearly as possible, and in as few words as possible.

Now, I'll tell you what is the usual mistake made by scouts sent out in this way, to see and report what the enemy are doing. They gallop out across a plain—they see a cloud of dust moving in front of them, they stop and examine it, and wait for the enemy to emerge from it to see how strong he is, then as he comes on they drop back a bit, in front of him, and get another look until they are sure whether he has got seven squadrons or eight, and so on. Then they gallop back to where they came from, and on arrival there they find their main body has moved off somewhere else. They ask any other scouts that they meet "Where is the main body?" Presently they see a double extra cloud of dust in the direction of the enemy, and find that their own main body has worked round to a flank and has attacked the enemy without any information from themselves. That is what continually happens at manœuvres and equally on service with indifferent scouts. You must try and see what your officer cannot from his position see—and at the same time keep an occasional eye to the moves of your own main body. But don't be long away from it.

Chapter XI.

DESPATCH RIDERS.

All the work of the scouts in collecting information is not of much use until the results have been placed in the hands of the commander of the main force to which it applies, therefore it is necessary to have very efficient methods of conveying information to him from the scouts.

This is done on service by various means, such as despatch-riders (on bicycles or horses), telegraph, signalling, native runners, etc.

It is enough here to consider despatch-riders.

If the reconnaissance is carried out at a great distance from the main body and the state of the country admits, relays of despatch-riders will with advantage be employed; this means posts of three or four despatch-riders are dropped at certain intervals by a contact squadron, or support to scouts, as they go out to the front. Each post has to

rest and feed itself, and at the same time look out for its own safety. This system came to be very regularly employed in Manchuria, but it was found that the stages have to be very short, say about three or four miles, when horses are used, as otherwise they will get overworked with frequent messages and return journeys. It is necessary for each messenger, on handing over his letter, to return to his own post for further duty. Relay posts must, as a rule, be concealed near the road followed by the despatch-rider, but a private sign must be made on the road, or its trees, etc., to show where the post is established. A bunch of grass, or broken branch, or a rag, or a scratch on the ground are sufficient indications.

The man or non-commissioned officer in charge of the post must be responsible that the next rider is at all times ready with his horse to take over a message the moment that it arrives, and that the old messenger, after a brief rest, returns to his own post. He must keep a record of all despatches received, or passed on, and at what hours. It may also frequently be necessary for one

man to carry despatches for long distances in an enemy's country, for which reason the despatch-rider must be as highly trained as a scout in finding his way, in keeping himself concealed, and in saving his horse for fast riding on a long journey.

Also it frequently happens that messages have to be carried from moving scouts to a main body which is also on the move, and it therefore behoves non-commissioned officers in charge of relay posts, and despatch-riders themselves, to be able to compute what moves and changes of line they must make in order to hit off the main body, according to the time available, and distance and rate of marching of both bodies and themselves. These are points which require careful study in peace time, both by working out problems on paper and by actual practice over the country.

Despatch riding is, as a rule, best done by cyclists, as they can go further and faster than horsemen, they can go silently, can conceal themselves in ditches or under culverts when there is danger, and are independent of forage and water, etc., and their use requires

fewer relay posts; also there are very few countries where cyclists cannot get about by footpaths, etc., even if good roads do not exist. For these reasons bicycles are now supplied to regiments of cavalry.

In the Matabele campaign, 1896, excellent work was done by cyclist despatch-riders over long stretches of enemy's country, when there were no roads worthy of the name.

In the Boer War, Colonel Plumer's column possessed a very useful corps of cyclist despatch-riders under Captain Duly. This officer and his men were mentioned in despatches by Lord Roberts for their good work in getting despatches through to him at Pretoria at a time when his communications had been cut by the enemy. They rode some 150 miles, passing through the enemy during the night; duplicate messages were sent by two different routes, but both were successfully taken through.

Every despatch-rider, when carrying a despatch should have it so that he can either destroy it or hide it if captured by the enemy. Innumerable ways of doing this will occur to a clever man, but one point is to have a

dummy despatch hidden about you, say, in your hat, which the enemy may find when he searches you, and he may then be content to search no further. Sergeant Weston, Royal Dragoons, says that he found it best in the Boer War to carry his despatches in the bowl of a spare pipe, hidden in the tobacco with which it was ready charged. If captured, the enemy would be sure to take such pipe and smoke it, and thus destroy the despatch.

A usual way is to slit open the hem of your coat collar or sole of your boot, etc., insert the despatch, and stitch it up again.

The first news I got of the Boers coming against Mafeking, just when war broke out, was from a scrap of paper rolled into the size of a pea, and stuffed into a small hole bored in the dirty end of a stick and plugged up with soap, which a native then walked with into Mafeking.

Our method of sending letters out of Mafeking would be useful for despatch-riders. We used to crumple them up into a little ball, and enclose it in a bit of sheet-lead, such as tea is packed in. This a native runner would carry in his hand until he saw Boers coming

for him. He would then drop the ball and notice landmarks in two or three directions, so that he would know the exact spot to come back to for them. The ball looked exactly like an ordinary stone on the ground, and when caught, the native was found to have nothing concealed about him, and so was allowed to go free.

Quick Despatch Riding.

In addition to riding long distances with despatches, a very important duty is also that of riding short distances with verbal messages when the enemy are close and there is no time for writing down the information.

You will often be taken by an officer to watch the moves of the enemy when they are almost within fighting distance. He will then give a message in words to take to the Commanding Officer, and you must, of course, be extremely careful to remember each word as he says it, and not to forget it as you ride in, for everything may depend on one word being wrongly stated.

Or you may be sent out instead of an officer to look, and bring back news.

Chapter XII.

CARE OF MAN AND HORSE.

On reconnaissance you may often have to be away from your main body for several days and nights together. Often with one or two others, sometimes by yourself. Therefore it is very necessary that you should know how to look after yourself, your horse, and your comrade, supposing he gets sick or wounded.

Care of Yourself.—Let's begin with the most important one of the three—that is yourself.

Never think of going out, even for an hour's work, on service, without taking food of some sort with you. You never know how long you may have to be out.

The saying that "a stitch in time saves nine" is a very sound one—especially as regards your health. If you want to do useful scouting you *must* be in good health, and the best way of ensuring that is to keep yourself in good, fit condition in peace time;

and on service to feed yourself well, to clothe yourself well, and to be very careful of what water you drink.

A man who has lived "fatly" without being hard with exercise in peace time, and who has never learnt to light fires and to cook food for himself, goes to pieces very quickly when he tries roughing it on service. I have seen such a man look almost horrified, with a "what-am-I-to-do-with-this-lot?" look on his face, when given a live sheep and helmet-ful of flour as his ration for the next four days. A scout getting the same would have thought himself in clover indeed.

You have to travel very light when scouting, and have not, therefore, much room for kit. The most useful article to take is a second flannel shirt, either as a change when wet or to put on extra for warmth.

In your water bottle cold tea in hot climates is a very useful drink, as it puts more strength into you than cold water, and ensures the water having been boiled, which is the best preventive against enteric and other sickness.

Sleep, whenever you can get the chance in safety, because there is no work that is more trying than the continual alertness required in scouting. But, when you sleep, be careful not to be caught napping. I believe it to be a matter of practice that a man can not only wake himself at any hour he may wish to, but also that he can sleep so lightly as to be awakened by the slightest sound, or by the movement of anyone near him. It is a habit with me; as is also that of taking ten minutes sleep, here and there, and waking up as refreshed as if I had a couple of hours' rest.

When sleeping be careful to have your revolver fastened to you by its lanyard. Many men sleep with it under their head or pillow, and as that is where a thief would naturally look for it, a better place is under or behind your knees, where it is safe and ready to your hand.

It may be a relief to unlace your boots while sleeping, but do not take them off unless you have shoes to put on in their place.

If you have used a fire for cooking your supper, it is generally safest to move some

way from it to find a sleeping place, in case of an enemy having marked your position by means of your fire.

It is generally safest for a patrol to scatter widely to sleep, so that an enemy cannot surround and capture the whole lot.

Useful articles of equipment for scouts are: A whistle for each man, a megaphone (for listening with, as well as for talking); a small electric flash light; a hatchet, with spike on back, with which it can be used for climbing telegraph poles, etc.

Care of your Horse.—I have before pointed out the necessity of saving your horse from all unnecessary fatigue when riding him. You must also keep up his strength just as much as your own, by watering and feeding him whenever you can. "Little and often" is better than big feeds at rare intervals. Remember that if left to himself a horse will go on grazing for nearly 22 hours out of the 24. So whenever you get a chance to rest him let him graze, or have food too. A horse will not be able to do *fast* work immediately after a big drink, but will go all the better for a few gulps of water if he is thirsting.

Give him water before, but not for an hour after, feeding with grain.

The amount of food that a horse can eat with advantage is about 1lb. per hour. You should take this in consideration during long-distance patrolling, etc., and if you succeed in getting a pound of food into him every hour that you are out, you will have a good mount.

If his legs get puffy or hot, or he becomes leg-weary, or strained from over-work, cold-water bandages will relieve him and freshen him up.

If he goes lame, and you are in doubt as to which leg it is, trot him and watch his head; he will jerk it up as the lame leg touches the ground.

It is only carelessness on the part of the rider that produces a sore back, girth gall, or other rub on a horse. If the saddle has been properly fitted to suit the horse's shape it cannot rub him of itself. But men, especially turning out in the dark, or in a hurry, are apt to sling the saddle on carelessly; the usual fault is that they put it on too far forward, instead of in the "centre of the horse's back." The result of putting it

too far forward is that the girth comes close against his elbow, and causes a girth-gall from the loose skin there working against it; the front part of the saddle is on the horse's shoulder-blades, and ties them in and causes the horse to stumble, especially when jumping; the front of the saddle is usually cocked up and the rear fans are pressed down into the horse's back, thereby causing rubs.

If the saddle is too far forward it throws much of your weight on to the horse's forelegs, which thus get an undue strain, and the horse tires, and his forelegs get unsound. Many horses carry too much of their own weight on their forelegs by carrying their head low, and so on. It is always well, therefore, in selecting your horse for long distance work, to choose one who carries his head high, and has good shoulders, and has his hind legs well under him, to take their share of his weight. This is called a "balanced horse."

For this reason, whenever you are riding or training a horse, teach him to keep his head up to the proper position—that is, with his nostrils on a level with his withers—and his legs "collected" under him.

You should, therefore, be careful in putting on your saddle to put it well back, and also, whenever you halt for a few minutes' rest, have a careful look round to see that nothing is rubbing.

Sore backs are much helped by the skin becoming softened and pulpy from continual sweating, and being deadened by the stoppage of its proper flow of blood in the smaller veins, through pressure of the saddle, and the man's weight on it. Therefore, when you dismount, slack your girths, and lift the saddle to let a current of air through and to relieve the pressure occasionally; and when you off-saddle smack the back for a minute or two with your hands to bring back the circulation of the blood in the skin.

Always ride your horse on the bridoon as much as on the bit, and with a light and easy hand; continual riding on the bit or holding on to his mouth, not only deadens the feeling in his mouth, so that he pulls more and more, but it also tries his jaws and neck and shoulders, and so helps to tire the horse, which is just what you want to avoid.

When he is tired it is a good thing to let

your horse have a roll in water, mud, or sand. It refreshes him as much as a bathe would refresh you. You can often persuade a horse to roll if you are in a sandy spot by throwing a few handfuls of sand over his back. It is a good way of drying him if he is hot.

You should know how to fix a loose shoe, or to pull it off and put on a new one.

If a stone gets fixed in the horse's foot you can often loosen it by tapping his toe, *from the front*, with another stone.

It is a most useful thing to teach your horse in peace time to stand by himself. To teach him, tie a cord to his bit, let it hang to the ground; then tie a piece of sacking, old coat, or blanket on to it, to lie on the ground, so that if the horse walks forward he treads on it and jerks himself on the bit. To tether a horse pass the top of the reins through between the girth and the horse's side, say, on the near side; draw the near rein tight, so as to bring the horse's head round to the near side; pass the stirrup and leather down through the loop behind the girth, pull the loop tight by drawing the off rein forward. Leave this rein hanging loose over the horse's

neck. He is now tethered, and if he moves he will only turn round and round in the same spot.

Care of Comrade.—A great step towards winning the Victoria Cross is knowing how to pick up and to carry, single-handed, a wounded or insensible man; and how to doctor him till you can get him to where medical assistance is available.

For a wound, to stop bleeding, make a pad of a handkerchief or a bit of shirt folded, bind it tight on to the wound, and bandage with a puttie above the wound, that is, between it and the body or heart. When bleeding has been stopped the bandage should be loosened so as not to stop circulation of other veins, etc. Spirits, coffee, or soup to give strength. Matter should be cleaned out frequently, with washing.

For a broken limb; set the ends of the bones together at the break, and bind the limb to a plank, sword scabbard, carbine, or other article that will keep it from getting twisted or bent. Stimulants as above.

For sunstroke or heat apoplexy: loosen all belts, braces, etc., and throw cold water over

head, chest, and shoulders. Raise the head; give no spirits or other stimulants.

For dysentery or diarrhœa: burn some bread (powdered charcoal does equally well), and give half a handful in a cup of coffee several times a day.

To raise and carry an insensible man; lay him on his face, kneel down in front of him facing across him, raise his head and chest on to your own back, pass your arm through his fork and hoist him across your shoulder. You can then rise and carry him with one arm clear to use your revolver, etc.

To carry insensible or dead man on a horse; lay him flat on his face on the ground. Get two head ropes, tie one round his body below his shoulders, stretch both his arms out to the front, and with the same rope tie his wrists together, having the tail of the rope free. Tie the second rope round his waist, and continue it round his ankles with a tail free. Cross the stirrups over the saddle of the horse on which you are going to carry him. Lift him on to the horse so that he lies face downwards across the saddle—head to the off-side of the horse. Pass the tail of the rope from

the wrists under the horse's belly and tie it to the stirrup which hangs over the near side; similarly pass the tail of the rope from his ankles under the horse's belly and tie it to the stirrup that hangs over the off-side.

You can then lead his horse at a gallop, if necessary, to get him away from danger.

In the Matabele War, 1898, two scouts were reconnoitring the enemy, who were beginning to cut them off from the main body. Just then one of them got badly wounded. The other at once stopped, hoisted him up on to his horse and got away with him in another direction. For two nights and a day he stuck to his comrade, hiding and evading the enemy as best he could, and finally succeeded in getting in to Buluwayo with him. The poor chap who was wounded died soon after arrival at Hospital. The scout who brought him in deservedly got the Victoria Cross.

How to Practise in Peace-time the Care of Man and Horse.

Get a few lessons in your own cookhouse in lighting a fire, cutting up and cooking meat, in making bread and "chupatties" (un-

leavened dough cakes), coffee, etc. Don't only be shown how it should be done, but do it all for yourself until it all comes quite easy and simple, and you can cook food for yourself that is eatable—and only use such implements as you would have on service, your mess-tin or a "billy," your coat turned inside out for mixing dough on instead of a table, three stones instead of a cooking range, and so on.

At the forge get instruction in shoeing, so that you will be able to pull off a broken or loose shoe and replace it. Here again you should not be satisfied with being shown how it ought to be done, but do it for yourself a few times.

Long distance patrols of not less than 100 miles by scouts in pairs or alone, are the best way of getting practical experience in the care of the horse.

Practise also lifting an insensible man and tying him on to a horse.

Chapter XIII.

SPYING.

We English are rather inclined to look down upon spying as something underhand, but at the same time other nations do not consider it so, and have all adopted it as a part of their intelligence system. We ourselves use spies freely in war, but from not practising the work in peace time, we have no trained spies, and consequently on service we have to get together a lot of shady, unreliable characters at a high rate of pay, whose information—owing to their want of training in military detail—is seldom all that we require. The paid spy is never so good as one who carries out the work from a spirit of patriotism, and this is a point which lends honour to the profession.

In the matter of spying we are, therefore, behind other nations. Spying is in reality merely reconnaissance in disguise. Its effects are so far-reaching that most nations, in order to deter their enemies from employing spies, threaten them

with death if caught. They realise that disaster may follow if their plans and preparations get known, and at the same time they cannot easily find men sufficiently clever and sufficiently brave to undertake on their behalf the extreme risks incidental to the pursuit.

The Japanese rightly say that spying is the most honourable duty that a soldier can perform, because it means doing invaluable work for his side at the greatest personal risk to himself.

A spy* is now more useful than he formerly was, and at the same time has more chances of carrying out important work. Spying is more feasible than formerly; in peace time more tourists go on motor cars or bicycles, poking about sight-seeing, or shooting into every corner of every foreign country; and in war, owing to the wider distribution of forces and consequent necessity for intelligent individual co-operation, the rank and file have to be informed what plans, etc., are being carried out or pro-

*If you do not still like the term spy, please substitute for it in these pages the words "Intelligence agent."

posed, and thus there is much more information for spies to pick up in camp than used to be the case.

Our non-commissioned officers and men do not as yet sufficiently realise this, and it is only when they have done a bit of spying themselves or have given the whole show away to a spy or his sympathisers that they see how careful they must be not to let out the information that they possess.

I once had to issue an order to my column in the Boer War to this effect:—"If anyone wants to know who is the biggest fool in this force it is Sergeant —— of the ——. He gave away to an apparently friendly stationmaster (who is in reality a Boer spy), at Nylstrom Station, the total strength of this column." I had fortunately tapped the telegraph wire which the stationmaster was using to communicate with the Boers. As a rule, we are much too unsuspicious.

One Boer spy confessed after the war that he frequently rode into Johannesburg in the uniform of a British major, whose body he had stripped on the battlefield. Wearing the badges of rank and medal-ribbons, and

riding an English horse, and talking English perfectly, he never had any difficulty in passing through our outposts, and hearing all the news.

To a smart scout of sporting instincts, spying offers the greatest attractions, and success in it is to a very great extent the result of careful training and of experience in peace.

I will merely indicate here some of the chief characteristics of the work, but there is enough matter in the subject to form a whole book.

Spying is carried out in various ways.

The spy may do his work by getting into a certain set of people, or into the enemy's employment, and living among them openly, and picking up all the information he can without their suspecting it; or he may go about temporarily among the enemy on special missions to their country or camps, or employ more or less innocent people to do so for him. In this temporary work he will have to assume and frequently to change disguises to avoid attracting attention or being traced by detectives, etc.

To be successful as a spy you must therefore

be at once a clever actor and a quick observer of detail. You must be an adept in the art of "making up," that is, in completely altering your personality, both in personal appearance, in speech, in character, and in apparent knowledge, etc.

For this purpose you must notice what distinguishing peculiarities you may have, such as tricks of speech, habit of moving your head or hands, etc., manner of walking, etc., etc., and you must get rid of these or assume others.

In altering your face, you must remember that "improved" eyebrows alter the expression of the face more than any beards, shaving, etc. Tattoo marks can be painted on the hands or arms, to be washed off when you change your disguise. But however much you may alter your face and appearance in the looking-glass, it may all be of no avail if you neglect to alter your appearance from behind. The back view of anyone you know is almost as recognisable to you as his front. If you saw a friend of yours walking down the street in front of you, and, on overtaking him, you found he was wearing a beard, you would none the less recognise him.

Disguising by beginners is almost invariably overdone in front and not enough behind.

Before attempting to be a spy, first set yourself to catch a spy, and you will then learn what faults to avoid, and what sort of traps may be laid to catch you when spying.

To catch a spy you must have become a practised hand at noticing and remembering small peculiarities and details of passers-by, and at deducing from these their character and business. Even as a scout you should learn this, in order to be able to recognise spies, and to avoid being drawn into giving away information to them.

Get to know the view and action from behind of anyone you suspect—then if you come across the same back a few days later with an entirely different face you may consider him worth further attention.

I have had the pleasure of arresting four foreign European spies at different times in peace time in England, and have casually detected others abroad—one an officer passing as an hotel waiter, another as a tourist, the third was a lady, and so on.

If you want practice at detecting spies of these kinds they are not uncommon, and you need not go out of England to find them. Certain foreign governesses could tell you a good deal about our Army.

Women have many good qualifications for spying, and would doubtless be again used in war time as they have been in the past, and as they still are in peace time. But they have weak points, and they can seldom disguise their cleverness, whereas the apparently stupid man is the one that finds out things.

All soldiers should avoid being beguiled by women into giving away any military information whatever.

No rules can be laid down as to the methods of spying to be adopted. They vary according to the information that you have to get, and the people you have to get it from, so that everything depends on your own ingenuity.

You must have a secret code by which you can telegraph your information to your own people. We caught a spy just before the war in South Africa who had a code in which different kinds of timber, joists, planks, deals, etc., represented units or arms of the service.

One thing certain is that you must make no notes and take no incriminating papers with you. When it is necessary to make notes, say, of forts, you can pose as a botanist drawing sketches in your notebook of leaves of trees, the veins of these leaves may have a similarity to the outlines of certain forts and the numbers giving their dimensions might also give the number and calibre of the guns, etc., etc.

How to Practise in Peace Time.

It is essential to get into the habit of noting every detail about the appearance (from behind as well as in front), dress, and peculiarities of movement, or speech, or eyes, or eyebrows of people.

At first it is well to learn it when travelling by train or tramcar, etc., when you get plenty of time to take in particulars of fellow-passengers. Then try it with passers-by in the street till you can remember the characteristics of several people in fairly quick succession.

Try and deduce from their appearance their circumstances and occupation, etc.

Make up secret code for telegraphing information re moves of troops, etc., to your own people.

Get instruction from detectives if you can, and incidents of their own experience as regards clues to crimes, etc.

Practise disguising yourself and going about amongst strangers in a different character from yourself. When you are pretty good in one character try several changes in the course of a few hours, and go among the same people. I once lived as a plumber in S.E. London, and I have figured as a sailor, and the experiment was a very good education in each case.

It is then a useful practice to deduce the character and business of some passer-by or casual acquaintance, and then, by astutely questioning him, ascertain how nearly your surmise is correct without letting him find out much about yourself.

At manœuvres it will often be useful practice to employ a few scouts in disguise, but it is not desirable that they should ever be dressed as women.

Chapter XIV.

SCOUTING.

Now I propose, in conclusion, to run over the main points of what I have been telling you in the foregoing lectures, and show how they are to be applied in actual scouting, at manœuvres, and on service.

If you are to be any good as a scout you *must* learn these points in peace-time. It is no use going on service untrained, and thinking they will come to you fast enough then. Many lives have been lost at that game. In fact, it is quite remarkable what a number of good men have been killed in getting their first experience of war—simply through ignorance.

Men who have been taught to draw maps beautifully, and to make excellent reports in peace-time, go out on service to scout, and promptly lose their way, or forget to keep hidden, and from want of quickness of eye they neglect to see the enemy stalking them—

and they never turn up again. Others, from not being accustomed to read tracks, go mooning about in a country full of enemy concealed among rocks or bush, and report it all clear. Many, from not having a "back-door" or second line of escape, get cut off. And most of all, from want of confidence in their own ability as scouts—due to want of practice—don't shove ahead with that push and enterprise that are absolutely necessary for successful scouting.

The usual course taken for distant reconnaissance is for a patrol to be sent out consisting of an officer and a few trained scouts, with a few cyclists or mounted despatch riders to bring in their information. The patrol makes its way out to the enemy's neighbourhood, which may be fifty or a hundred miles away from your own main body; relays of despatch riders or cyclists are dropped every few miles. When the patrol arrives within a few miles of the enemy, spies may be sent out, or the scouts are sent out in pairs to reconnoitre and bring in their reports to the patrol leader at a given spot. These reports he sends on to the main body.

Such patrol is least likely to attract notice if it marches with its men all together, but always with a scout well to the front, and in close country to each flank, and, if necessary, to the rear, to guard against ambuscades and surprises; but it is generally safer for a patrol to keep widely scattered, so that it cannot fall into an ambuscade, or come under sudden fire completely. If one or two men do the others can get away. See Appendix C.

Every man in the patrol should notice for himself the direction taken, and all landmarks passed. The patrol would move on the same principles as that which I have explained for a single scout, going quickly over open ground, and pausing when under cover again. The advanced scout would hasten on to the next bit of cover ahead, and see that it is all clear before the patrol comes into it.

It is very often best—but especially at night—that the advanced scout should be a cyclist.

A short halt should be made every hour to examine saddlery, relieve scouts, etc., and to have a real, careful look round for distant or

near signs of the enemy, and to question inhabitants, etc.

If a patrol is suddenly attacked or surprised by a superior force, either when on the march or in bivouac, etc., the men should at once scatter in all directions, and eventually make their way independently by roundabout ways to the last place where a halt was made, or to any other rendezvous (meeting-place) that may have been ordered. If no special orders have been issued, the last halting-place will be understood to be the rendezvous.

It is useful to have some whistle signals—a slow succession of long blasts meaning "Disperse," a rapid succession of short sharp blasts meaning "Rally."

For men and parties meeting in the dark, some pre-arranged whistle is useful for recognising each other; or if a password is thought best the squadron or patrol leader's name should be used. But a whistle is the best (say, for instance, the old "March at ease" call) because a man who cannot find his party can whistle the call till answered by his friends.

If an enemy's patrol is seen it is generally best to hide and let it go by, and afterwards look out for and capture any messenger coming back from it with despatches for their main body. When sent back with despatches yourself be careful that the enemy are not playing this same trick on you; always go with your eyes open.

On being sent out from your patrol or main body for distant reconnaissance see that you have your map, compass, watch, note book, and rations. That your horse is sound; shoes and saddlery all right.

See that you thoroughly understand your instructions, *i.e.*: (1) What you are expected to find out; (2) About how far you are to go (it may be five miles, or it may be fifty, and in what direction); (3) To what place you are to bring or send your information; (4) Where and in what strength are the enemy.

The officer who gives you your orders should at the same time tell you all that is known up to date about the enemy. This will be for your guidance, and to save you unnecessary work in reporting what is already known. He should also tell you the probable moves of your own side. If you get

verbal orders write them down in your note book so that there will be no mistake. You should then get these orders thoroughly off by heart, and then destroy the written memorandum of them, so that in the event of your being shot or captured this will not fall into the enemy's hands. Study your map until you know pretty well all about the country you are going to work over.

Having got your general direction choose your line of advance, and note what will be your chief landmarks.

Very often, especially if you suspect that enemy's scouts are watching, it will be preferable to start out in a different direction to that which you will eventually take, and get round to it when you can gain a concealed route.

At starting note your direction by the sun (or stars) and keep note of its changes of position as time goes on, so that you do not change your direction.

On getting into enemy's country keep hidden—fast over open ground, slow under cover.

Take advantage of all points of high ground, taking care not to show yourself on

the top, to look out for enemy, and to get a more comprehensive view of the country.

By night keep your ears, as well as your eyes open for every sound, distant or near.

Keep a continual look out, both near and afar, for tracks or signs of the enemy, and if important ones are seen, enter them in your report, and try and make out their full meaning.

For effective work, night and day must be alike to the scout. This comes with a little practice. The usual way is to travel by night, and reconnoitre by day at dawn. The best light in India and South Africa is in the morning. In the early morning the smoke of enemies' fires and dust of movement hang in the air. But the art of finding your way by night can only be learned by practice in peace-time.

Lord Roberts describes in his "Forty-one years in India," some important night work which he successfully carried out near Lucknow, in the Mutiny time, which graphically shows the difficulties that have to be encountered.

It is only by moving at night that you can get through an enemy's outposts, whether he

be civilised or savage, and after a little practice you will find that you can do it with complete success; but it is best to get that practice in peace-time.

If captured by the enemy destroy or swallow any despatches or valuable notes that you may have, about your own side. If they merely refer to the enemy they don't so much matter.

Get rid of the bolt of your rifle and eye-piece of field-glass before being captured.

Don't give real information about your own side, but get friendly with your captors, and find out all you can from them, and send it out, if possible. Two scouts, Corpls. Chamberlain and Anderson, 5th Dragoon Guards, did this particularly well, when, after reconnoitring the Boer laagers before Ladysmith, they were eventually captured, and housed in Standerton jail. While here, they made friends with their captors, and got much valuable information, which they managed to write down, and to send, by means of a native, to the English Head Quarters.

Sergt. Weston, Royal Dragoons, found the best place to carry a despatch was inside the bowl of a spare pipe, ready to be charged with

tobacco, so that, if captured, either he or his captor would smoke it, and thus burn the despatch.

In bivouacking at night, it is best to select the site of your camp before dusk, but don't go into it till after dark lest an enemy be watching you. After seeing a suitable spot, keep on your way for a bit, and then turn back to it under cover of night, and wipe out your tracks leading to it.

It should be in a hollow of the ground, so that you can see anyone approaching it outlined against the stars. There should also be a "back door" or second way of escape out of it.

It is not generally safe to light fires and cook at night. Cooking should be done in the daytime with a fire of dry chips and sticks, such as do not give much smoke, which would be likely to betray your position. Smoking at night is also dangerous as giving a light and a smell such as would show an enemy where you were.

When halting in the day time, choose, if possible, a concealed spot, such as a clump of bushes, pile of rocks, etc., *with open ground all round*, so that you can see an enemy

approaching, and always have one man on the look out with glasses.

The Prince Imperial lost his life when out scouting, through halting in a bit of hollow ground with crops round it, through which the Zulus were able to creep up close without being seen.

The first man killed in the Franco-German War was an Englishman named Winslow, who had taken service as an officer in the German army. He rested with his patrol in a house with woods round it, and neglected three precautions that he ought to have taken: He had no open ground round him; he kept no look-out; he had no "back-door." The consequence was his patrol was captured and he was killed.

I once saw a patrol similarly captured at some manœuvres in Germany. They had concealed themselves in a farm which was surrounded by a high wall and woods. They shut the only gate and thought themselves quite safe. An enemy's patrol came by, and first noticed one lance-point just showing above the farm-yard wall, and then saw the horses' tracks leading into the farm. They kept on their way pretending to have seen

nothing, but the moment they were screened by the wood the patrol leader drew a sketch of the position of the farm, and sent back an orderly with it, and a message to his squadron. The squadron soon after came up and, hidden by the wood, surrounded the farm, and captured the patrol.

On coming within touch of the enemy, keep hidden, and see all you can. Bear in mind always what are the chief points on which you are wanted to get news, but at the same time note all such other things about enemy and country as might be of use to your side.

Use every kind of dodge or cunning to get the better of your enemy to find them out.

If you find yourself in rear of a civilised enemy, cut any telegraph or field telegraph lines you may come across.

If discovered reconnoitring don't be in too great a hurry to bolt unless you see them cutting you off.

If stopped at one point from carrying out your work, push in and try somewhere else.

Use any ruses you can think of; thus, pretend you have supports near you by beckoning and talking to imaginary friends in cover; make tracks as of a number by moving

over the same patch of ground several times; make false tracks by walking backwards, etc., on the softer bits of ground.

The bolder you are the less the enemy will be inclined to stop you. Civilized enemies will not waste shots on a single scout, as it would be liable to disturb or alarm their whole line of outposts or patrols. Savages will seldom fire until you stand still to afford them a good target—so keep moving when within rifle shot of them if they have seen you. Savages generally mistrust a single scout coming along boldly; they think he must be a bait to lure them into some ambush or trap, and are chary about going for him.

The Regulations say that when once you have got touch with the enemy you should never let it go, but should follow him up wherever he goes, watching and reporting his moves. This, of course, applies chiefly to a civilized enemy; such action is often impossible with savages among mountains or forests. Still the spirit of the order should be carried out as far as possible, that is, you should stick to the enemy as much as possible to see what his main body is at. And if you have to give

up actual contact with him you should still know by his tracks, distant smoke, etc., where he is to be found.

It is, as a rule, the main body, and not his patrols or outposts, that your commanding officer wants to know about.

It is useful to employ your horse as a means of following up an enemy or bringing you to his neighbourhood, but when there it often pays you best to leave your horse concealed, with your comrade to hold him, and to do your scouting on foot. It often means lying out for a day or more watching.

In the Boer war the enemy's scouts used to follow our columns on the march, and lie out round them while camped. Our scouts used to find their hiding-places, and when the column was about to move off again they would creep round and capture the Boer watchers, and thus prevent their move being reported, and at the same time gain prisoners, who, more often than not, became our guides.

In retiring from the enemy with your information, don't go by the same path as that by which you came. I have many times avoided being ambushed by carrying out this rule—and the only time I disobeyed it (there was

not another path) I lost my hat, and very nearly lost my life under the bullets of a hidden party of the enemy. But do not go so wide of your original path as to get out of sight of your landmarks, and so lose yourself.

If you find your way blocked, work gradually round by your general direction; but even in doing that do not forget to keep gleaning information all the time, to carry in your memory, and to write down in your report as soon as you get a chance of writing.

For this distant scouting, where you may be out for several days together on one job, actual haste is not necessary in getting information or writing your report—but the information must be good and complete to make it worth sending it in all the distance.

Near scouting is another thing. This is your work when employed as a combat patrol, or scout to advanced guards or outposts, etc. As I have already said, quickness is everything—and especially quickness in seeing any moves, or even intentions, of an enemy that are not visible to your commanding officer—and then, in getting such information rapidly to him.

This information will generally have to be by word of mouth, as you may have no time to write it down. In such case, think over what you are going to say while you are coming in, and when addressing the officer, speak without hurry, and put it simply and clearly.

Always be ready to help other scouts of your side, whether they be of your own regiment or not. Also try and make yourself useful to officers of other corps, by giving them bits of information that you think may be useful to them. Remember always that you are helping your *side* to win, and not merely getting glory for yourself or your regiment—that will come of itself.

To be successful as a scout you must have plenty of what the Americans call "jump" and "push." "Jump" being alertness, wide-awakeness, and readiness to seize an opportunity: "Push" being a never-say-die feeling: if stopped at one point shove in somewhere else—just what is meant by your Regimental motto *Vestigia nulla retrorsum*, "Don't give in, keep pushing onward."*

* These lectures were originally written for the 5th Dragoon Guards.

When in doubt as to whether to go on or to go back think of that and of the Zulu saying, "If we go forward we die, if we go backward we die; better go forward and die."

It is also like a game of football. You are selected as a forward player. Play the game; play that your side may win. Don't think of your own glorification or your own risks—your side are backing you up. Play up and make the best of every chance you get. Football is a good game, but better than it, better than any other game, is that of man-hunting. But, like all other games, it is no use your going in for it without previous training; and I hope that what I have said above may be of some use in helping you to take a distinguished part in the best sport in the world, namely Scouting.

APPENDIX A.

REGIMENTAL ORGANIZATION OF SCOUTS.

Number of Scouts.

Each regiment will have 1 officer as scout-leader, 1 sergeant scout, 8 regimental or 1st class scouts, 16 squadron or 2nd class scouts, 16 despatch riders, also 1 scouting officer per squadron.

Selection.

Men for scouts are selected as having the following qualifications:—

General intelligence, smartness, good character, good eye-sight and hearing, light weight.

Health and soundness (especially as regards venereal disease and drink).

Ability to turn their hand to any kind of work.

Ability as riders.

Ability as swimmers.

Men who are actors, and those who like going out shooting, etc., generally make good scouts, being quick-witted.

Preliminary Training.

They are then put through a course of:—
Map reading.
Map drawing.
Reporting (verbally and in writing).
Duties of combat patrols, reconnoitring patrols, ground scouts, general's orderlies, despatch riders, etc.

Special Training.

Then they are further trained as scouts in classes of six by one of the scouting officers in the following points:—

1. *Finding the way*, an eye for a country, in strange country, by night and by day, by map, by memory of map, by compass, stars, landmarks, questioning natives, etc.

2. *Quickness of eye and ear* by day and by night, noting small signs, keeping memory records of landmarks, questioning natives, etc.

3. *Keeping hidden*, selection of background, hiding by day, by night, use of trees, etc.

4. *Tracking*. — Tracking men, horses, wheels, etc., according to soil, weather, etc.

5. *Deducing information* from tracks, signs, or sounds. Study of "Sherlock Holmes."

6. *Riding across country*, obstacles, crossing rivers, estimating distances, saving your horse in long distance riding.

7. *Care of self*.—How to keep fit, preparing meat, flour, etc., for food, cooking, bivouacking.

8. *Care of comrade*.—First aid to sick or wounded, how to carry helpless man, single-handed, how to load on to a horse.

9. *Care of horse*.—Saddle-fitting, shoeing, detection of sickness or lameness, prevention and cure. Feeding and general management of horse when long-distance riding, tethering.

10. *Sketching*.—*Rapid sketching*, sketching from memory, sketching by night, judging distance and height by day, by night.

11. *Reporting*.—*Rapid reporting*, reporting distant information in writing, verbal reports.

12. *Signalling*.—Semaphore signalling.

Scouts are also encouraged to learn Hindu-

stani (in India) and signalling, and to teach their horses to lie down.

Practical Exercises.

After thorough instruction in the above, the scouts are put through practical work in varied scouting exercises, over varied country in pairs and individually.

Then they take part in the following scouting competitions:—

Spider and Fly.—A patrol (spider) goes out into a given tract of country, several miles in extent, conceal themselves, and report moves of the enemy. The enemy goes out as patrols (flies) to find the hidden patrol. At the end of the given time reports are handed in to the umpires with each side, and marks are awarded on these.

Lamp or Flag Stealing.—Two sides, composed of scouts form opposing outposts, a few miles apart, with flags or Chinese lanterns (according to the time, whether day or night) to show the positions of their (imaginary) supports. Scouts reconnoitre and report positions of enemy's outposts, and, if able, steal the flags or lamps to prove that they have discovered the position of the supports, etc.

Rapid Sketching and Tracking.—A patrol visits a series of given points, sketching and reporting on them. A hostile patrol is started after them after a given lapse of time to track and overtake them.

Chart and Compass Races, as per Regulation Detailed rules, with system of marking, have been drawn up for the above competitions, so that satisfactory awards can be made.

Equipment.—After passing the above lists satisfactorily each scout is given a distinguishing badge (a "Fleur-de-Lys" or "North-Point") to wear on the arm. He is mounted on a selected horse, carries no arms, but a revolver; he has a small cooking "Billy" which carries his rations and serves as a cooking pot: he has a compass, "Scout's notebook," and a map of the country.

On parade, scouts ride in the rear rank, and are available for all combat and reconnoitring patrol work.

Long Distance Reconnaissance.—For long-distance work, cyclist despatch riders (of whom 30 can be got in the Regiment) are em-

ployed in connection with the scouts to run messages by stages on main-roads, canal banks, etc.

Each patrol has with it a pack-horse with panniers containing five days' full rations. They also carry four waterproof corn-sacks, capable of forming a raft for crossing rivers; or if used singly, of floating a man across with his saddlery, kit and arms.

Reconnaissance can thus be carried on at a distance of 60 or 80 more miles in advance of the main body, reports, etc., coming in easily at the rate of ten miles an hour for the whole distance.

A regiment would, on service, find four reconnoitring patrols, each under an officer, complete with its own supplies, etc.; with a despatch-riding line of 16 cyclists.

Dismounted Work.—For scouting, dismounted (*e.g.*, in mountains or at night, etc.), the men are supplied with a khaki canvas bag, like the Austrian's rük-sack, which carries, on their back, blanket, change of shirt, socks, shoes, food, "Billy," etc.

APPENDIX B.

SCOUTING COMPETITIONS.

1. Spider and Fly Competition.

A tract of country, say about four miles square, is selected, and its boundaries given out, and an hour at which operations are to cease.

A patrol of six men form the "spider" party. This party moves through the country and selects a place where it conceals itself to watch for enemy's patrols.

A party of six men, dressed differently to above, form the "fly." They go out half-an-hour later in two parties of three men each or three parties of two, to endeavour to find and report the position of the "spider."

An umpire goes with each party.

If within the given time the "fly" has not discovered the "spider," the "spider" wins. The "spider" writes reports of any patrols of enemy seen, and for these marks are

awarded. Any patrol coming within 50 yards of the "spider" without seeing them, is counted as captured.

Reports by patrols of "fly," giving the whereabouts, etc., of the "spider," receive marks.

An umpire goes with the "spider" and one with each patrol of "flies."

2. Flag Stealing Competition.

General Idea.

Competitors will be divided into two forces, each about 15 strong.

Each force will form a line of outposts, consisting of two Cossack posts, and scouts for reconnoitring patrols within a given tract of country.

Three-quarters of a mile in rear of the centre of each line of outposts four flags will be planted, in line 30 yards apart, by an umpire, and not hidden.

It will be the object of the scouts of each force to find out where the outposts of the opposing force are posted, and then to work round in rear of them, and steal the flags and bring them back to their own line. Their

object will also be to prevent the enemy doing the same. One man may not *carry away* more than one flag at a time.

Rule I.—The scouts can go out singly or in pairs, or all together, as the leader may think fit. Any scout or party coming within 80 yards of a stronger party, or of a Cossack post, of the enemy will be put out of action if seen by the enemy, as captured or shot. If carrying captured flags at the time these will not count as having been captured. If such scout or party can hide or get by without being seen within 80 yards of the enemy, it may do so.

Rule II.—A Cossack post may not move from its ground, and its strength (owing to its being in position) will count as six men. But it may send messengers to the other Cossack post or to the reconnoitring patrols of its side.

Rule III.—An umpire will be with each Cossack post and with each patrol of over two men. At the hour named for conclusion of the competition each commander will hand in to an umpire all sketches and reports made.

and also a nominal list of the men he sent out on patrol, and those employed on outpost.

The side which makes the biggest aggregate of marks wins.

Marks may be deducted by the umpires for over-riding horses, not complying to rules, etc.

No galloping allowed.

Marks.

For each flag or lamp captured and brought in	5 marks.
For each sketch and report of position of enemy's outposts, up to	5 marks.
For each report of movements of enemy's patrols, up to	2 marks.

The same competition can be carried out at night, Chinese lanterns being substituted for flags.

3. Competition in (A) Sketching and (B) Tracking.

Objects.—(A) To teach men to find their way by map.

To teach men to sketch and report *rapidly*.

OBJECTS.—(A) To teach men to keep themselves and their tracks as much concealed as possible.
To teach men to keep a good look out.

(B) To teach men to track *rapidly*.
To teach men to keep a bright look-out to a distance as well as observing close signs.
To teach men to keep themselves concealed while at work.
To teach men to get information from natives.

METHOD OF CARRYING OUT.—*Sketchers*: (A) Patrol of three men, "*Sketchers*" (in khaki), is sent out to sketch and report on certain points in a given tract of country, finding their way by the map, for a distance of five miles. [The Trackers do not know which men are sent out as Sketchers.] They are warned that an enemy's patrol will be looking for them. They are given about 15 minutes' start.

Trackers: (B) A patrol of four men (in white), "*Trackers*," is started from the same point, 15 minutes later (two to three minutes for each mile is a fair start), and told to search for enemy and report his moves.

Umpires: An umpire accompanies this patrol, to start them, to see that they play fair, and to receivè their reports (written on the spot). He also knows the ultimate rendezvous in case they should fail in following up the enemy.

Umpires to be dressed in mufti, to be non-conspicuous and unmistakable.

Another umpire is posted at the end of the course to time arrival of all parties, and to receive at once on arrival the sketches and reports of the "Sketchers."

Umpires then examine all reports and sketches and award marks.

Rules for Tracking and Sketching Competition.

1. *Galloping*.—Any man galloping his horse will be disqualified.

[N.B.—Trackers can claim this penalty if they can show to their umpire's satis-

faction the spoor of the sketcher gal loping.]

2. *Prisoners.*—Should the trackers overtake or cut off any sketcher in such a way as would, in the umpire's opinion, render him their prisoner in war, the marks awarded to that sketcher's work will not count for his side.

3. *Marks.*—To obtain full marks a sketch or report must be neatly done, with all particulars as laid down in instructions, and complete with name and place of sender, date, hour, point, scale, etc.

Full marks for each sketch and report 10

Full marks for tracker's or sketcher's report of distant enemy 2

Full marks for trackers of near enemy, giving name 7

Full marks for trackers reporting course taken by enemy, three per mile if tracked, or one mark if followed by information gained from natives.

One mark will be deducted from the score of the sketchers for each time they

neglect to report enemy's patrol when trackers' reports show that they could see sketchers, and two marks will be added every time they report the enemy without being seen themselves.

4. *Named Enemy.*—The same man of the enemy not to be reported *by name* twice in the competition.

5. *Reporting.*—Only one report is to be sent in by the tracking patrol each fresh occasion that enemy is seen. The man who is first to see the enemy makes out the report and hands it to the umpire.

6. *Roads.*—Sketchers are not to ride along roads—they must keep in the fields to one side if the course of a road is followed.

4. Scouts' Races.

The following have figured successfully as events for scouts at Regimental sports:—

1. *Quick Sight.*—Put out three or four individuals or pairs, or groups of men, each group differently clothed (*e.g.*, one in khaki, another cloaked, another in serge or shirt-sleeves, one mounted, and so on) at distances between 500 and 1,500 yards, in different

directions from the starting point. These groups are not actually to hide, but should choose their background so that they are not conspicuous.

Flag out a small course, over jumps, with three halting points. Competitors (in heats of four) ride to No. 1 point, where an umpire tells them the general compass direction of the group they are to look for. A competitor on seeing the group writes a report describing—

1. How many in the group.
2. How clothed.
3. Position as regards any landmark near them.
4. Distance from his own position.

He then rides on to the next point and repeats the same.

Each report to be correctly headed with date, place, name of sender, and of receiver, etc. On completing the last report the scout rides to the winning post and hands in his reports.

Marks:—Five for each correct and complete report. Deduct one for every ten seconds later than the first man arriving at winning post.

2. *Swimming Race.*—Barebacked, men in pants and shirt. Start quarter or half mile from river, canal, or tank. Ride to the bank, swim either on or alongside of horse; mount on far bank and gallop to winning post about a furlong from the river.

3. *Lying Down Race.*—Competitors ride from starting point to a flag. Then make horse lie down, then mount, rise, and gallop to another flag, and again lie down, and then gallop to winning post.

5. Despatch Riding Competition.

(Carried out by 18th Hussars).—Each competitor to carry despatch for a distance of about eight miles.

Walking 2 miles.
Swimming 50 yards (or more).
Running 1 mile.
Cycling 1½ miles.
Rowing 2 miles.
Riding 1½ miles.

6. To Find the Missing Letter.

A letter for each squadron is hidden at a certain spot, about 50 miles from barracks. A list of hints and clues as to landmarks, compass bearings, etc., is given, by which competitors may find the way.

Four scouts from each squadron, mounted on bicycles, can start. The squadron which first sends its letter into barracks wins.

7. Cross Country Riding.

A trail being previously laid of small signs, such as tracks, paper, buttons, pipes, scratches on the ground, blazes on trees, broken twigs, rags, etc.

To test good riding and quick eye, each man taking it in turn to lead along the trail.

8.—Rules for Reconnaissance Competitions.

Object.

To attain efficiency in horse-mastership, scouting, and despatch-riding, under pressure akin to that of active service.

Team.

From a squadron :—

Men.	Horses.
2 Officers	2
3 Scouts	3
1 Cyclist	0
1 Pack horse holder	2
7	7

Task.

If from a troop only; the Troop Commander and the non-commissioned officer take the place of the two officers given above.

To carry out a three days' patrol of, roughly, 25 to 35 miles a day—starting at a certain hour and ending at a given place. Finding way by map.

Reports.

The Commander of the patrol to report on certain points, and to send in his reports by despatch-rider.

The points for his reports will be given to him by the umpire at starting each day, and will, as a rule, be connected with his halting station; or if connected with the march, will be of such nature as not to involve delays in marching.

Supplies.

Shelter tents, blankets, and cooking utensils to be carried on pack-horse. Bivouac each night. Food and forage to be previously laid down at stations—the patrol being supposed to live on the country. Forage and food may be carried on the horse if desired.

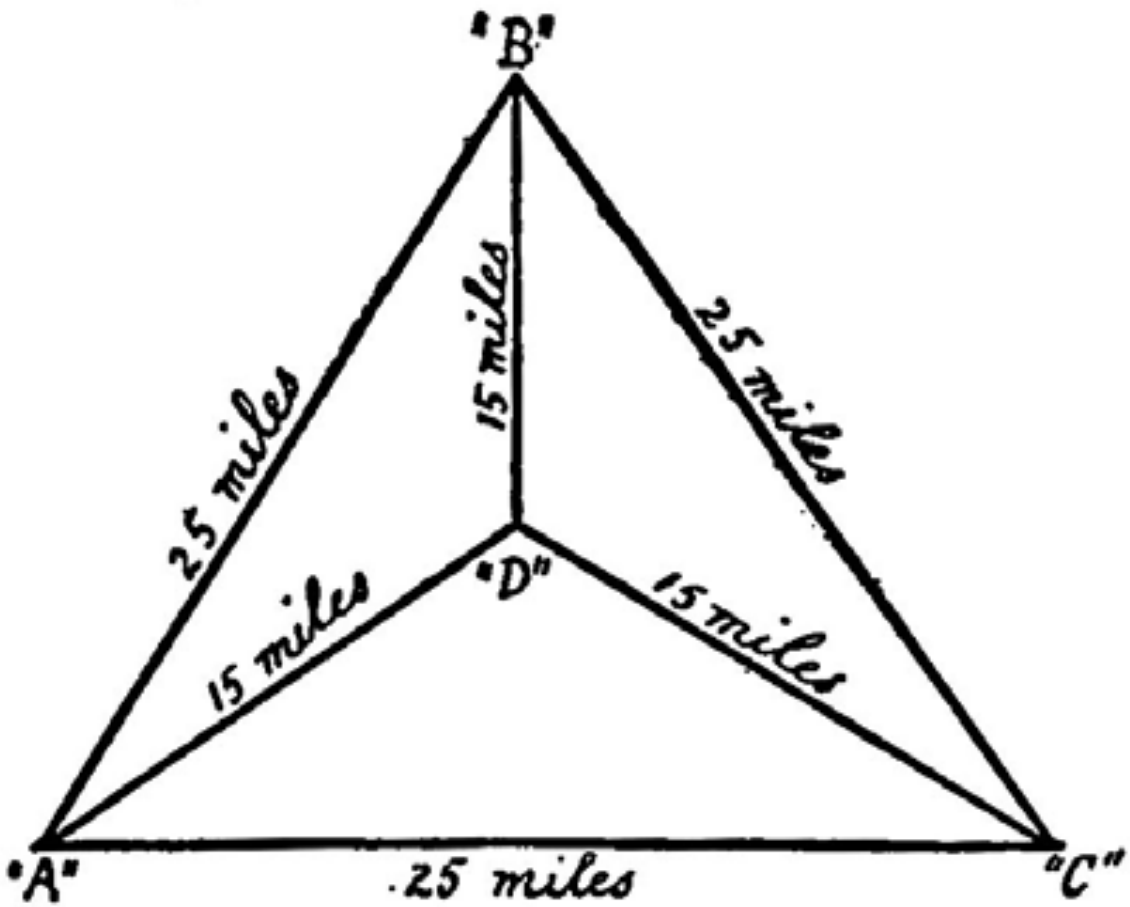
Kit.

Field service marching order with 100 rounds of ammunition.

Course.

Triangular or more sided course, according to number of teams competing.

Say three teams start—the course will be a triangle of three sides about 25 or 30 miles each between stations A B C, and a run into centre spot D of about 15 miles, thus:—



No. 1 Team start at	A.	At 9 a.m. on a certain day.
No. 2 „ „	B.	
No. 3 „ „	C.	

and go to next station; and thence, the following day to the next, and on the third day they go to the third station, *i.e.*, their original starting point, and thence to D, thus putting in about 40 to 50 miles on the last day.

On the fourth day each team has to go over a jump course of six fences at D. This is to ensure useful class of horse being employed, and no over-riding on previous day.

Despatch Riding.

The officers have certain objects to report on each day—they send in their reports on the following day by one of their scouts to D. He remains at D after handing in his report. On the third day they send it forward to D by cyclist, from the last station they reach.

Condition.

Condition of horses to be tested by veterinary officer on arriving at D, and record taken of their temperature, pulse, respiration, soundness, injuries, and general working efficiency, etc.

Umpires at stations also to note the general condition of the horses on arrival and on departure, with power to deduct marks or disqualify for bad condition.

Marks.

	Total.	*Total Aggregate.*
Each report	50	150
Time.—Average pace up to 6 miles per hour. Anything over does not count. Anything under loses 5 marks per decimal point below the rate of 6 miles per hour ...	100	100
Condition of each horse on arrival at D	30	210
Jumping, each horse (except pack-horse)	15	90
Cyclist, 1 mark for every three minutes in advance of his patrol on arrival at D		

Deductions to be made for breaking any rules or for injuries to horse, etc.

Umpires.

Umpire at each station to time hours of arrival and departure, and to watch for and note irregularities, etc. Stations to be away from towns or villages, farms, etc.

Chief umpire and veterinary umpire will be stationed at D.

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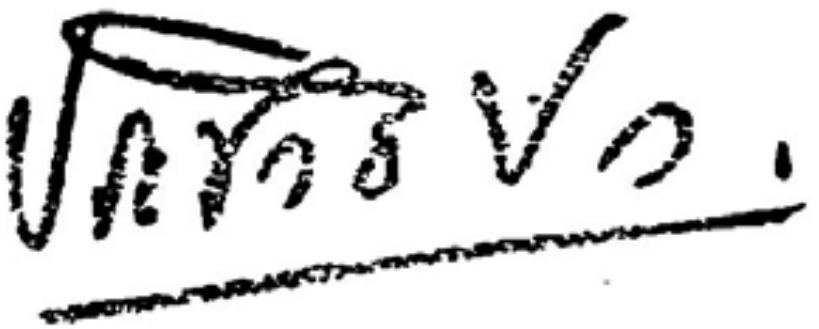

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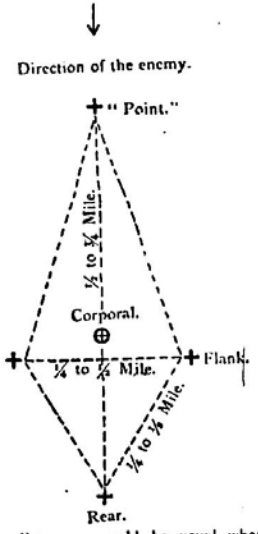
I. THE SECTION
In "Diamond" Formation.

The following is the usual formation for a SECTION—the long arm or "point" being towards the enemy, whether you are advancing or retiring.



The above distances would be usual when the SECTION is working alone in open country.

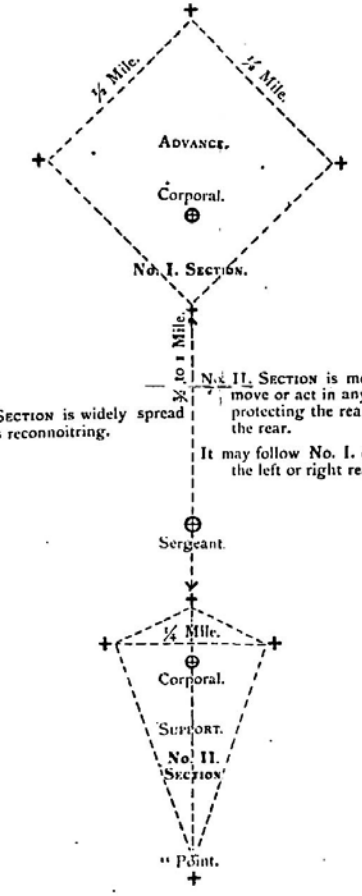
When working in hilly or bushy country, or in combination with other SECTIONS, the distances and intervals would be reduced.

If another man is available he should be put to assist the "point."

If there are only 3 troopers, the Corporal takes rear place.

If only two, knock off the rear file and one flanker.

II. TWO SECTIONS.
Patrolling.

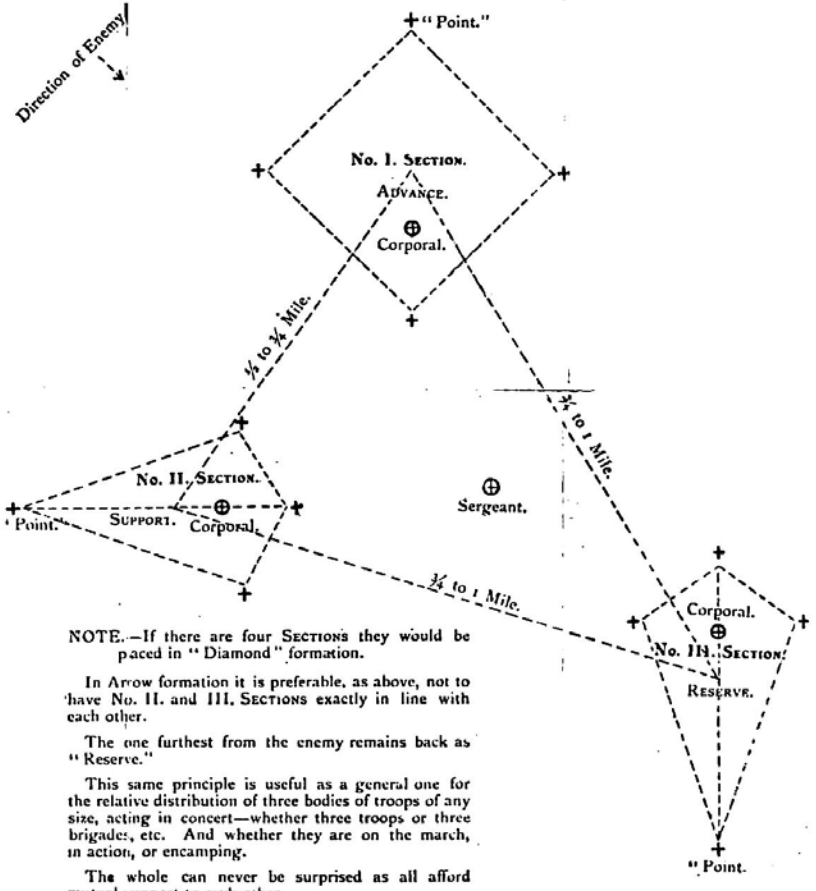


NOTE.—No. I. SECTION is widely spread out, as it is reconnoitring.

No. II. SECTION is more closed in ready to move or act in any direction. As it is protecting the rear, its "point" is to the rear.

It may follow No. I. directly in rear, or to the left or right rear.

III. THREE SECTIONS.
In Arrow Head Formation.



NOTE.—If there are four SECTIONS they would be paced in "Diamond" formation.

In Arrow formation it is preferable, as above, not to have No. II. and III. SECTIONS exactly in line with each other.

The one furthest from the enemy remains back as "Reserve."

This same principle is useful as a general one for the relative distribution of three bodies of troops of any size, acting in concert—whether three troops or three brigades, etc. And whether they are on the march, in action, or encamping.

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