

that she has a steel ram projecting out from the bow and 8 1-2 feet below the water line. She is 327 feet long and 4,580 tons displacement. There is a water line belt of armor for about two-thirds the length of the vessel, and which covers the space between the protective and battery decks. Above this belt the side armor rises seven feet and more to the upper deck for a length of 164 feet amidships. The side armor and belt are both terminated by thwartship bulkheads. The space between the protective deck and the battery deck has the usual cellular subdivisions. The steel used in her construction is entirely of Italian make. All the guns will be in an armored redoubt, with the exception of two of the six 6-inch guns, which will be placed in small turrets or barbets, are forward on the forecastle, and are aft on the poop. The small re-firing and machine guns will be mounted on the upper deck and in the military tops of the masts. Another similar vessel is under construction at Spz-zia, and another is to be built at Castel-lamare.

**What Wars Cost.**

The cost of the war between the Northern and Southern States was frightful, and has lately been partially computed by The New York Sun in a table dealing with the Northern States alone, as follows:

Current war expenses -	\$3,144,975,087
Bounties other than Fed. -	288,941,129
Estimated private contributions -	50,000,000
Loss of soldiers' productive labor -	1,017,241,200
War claims of various sorts -	140,000,000
Interest on war debt -	2,355,829,102
Pensions on account of civil war -	1,431,198,500
<b>Total -</b>	<b>\$8,425,185,017</b>

From this total is necessarily excluded any valuation of the enormous loss which the Republic suffered from the collapse of business, the restriction of commerce, and the cessation of industry. Nor is the loss from depreciation in currency included. No statement is given regarding the cost of the war in the Confederate States, but from a Congressional Committee report made in 1872. It is learned that the total ascertained loss in property and debts, State and Confederate, was given at over five thousand millions. Adding the sums together as given by the Sun and the report referred to, we have the following startling and staggering figures of cost:

United States -	\$8,425,185,017
Confederacy -	5,262,303,504
<b>Total -</b>	<b>\$13,687,988,521</b>

The greatest conqueror of ancient times could not have equalled this enormous waste of what might have been a profitably employed sum of money.

**Captain Cook not a Captain.**

Although we speak of "Captain Cook's Journal" that famous navigator, as Capt. Wharton reminds us, was on his first and most important voyage round the world

only "captain by courtesy, being, in fact, lieutenant in command. It is evident, however, that he was the inspiring genius of the expedition. Many a quaintly characteristic entry will be found in his Journal, now for the first time presented to readers in the substantial volume which Mr. Elliot Stock has published but everywhere the indefatigable zeal and scientific ardor of this martyr to the cause of geographical exploration are apparent. It is remarked that he had a happy knack of finding names for localities, and with some notable exception—among which "Botany Bay" will at once occur to the reader—his names have not been, and are not likely to be, altered. His rule seems to have been to adopt the native name wherever he could ascertain and imitate the sound. Where this was impossible he generally managed to find a descriptive and distinctive appellation for each promontory, bay or island.—London Daily News.

Lord Roberts, on leaving India, expressed his opinion that so long as Afghanistan remains friendly and independent, and England has a mobile and well-equipped army ready to maintain the integrity of the Empire, as well as a system of communication which will enable her to concentrate troops at any desired point in a very short time, she has little to fear in case of war on her northwestern frontiers, and has a good chance of protecting her interests there without a long and costly struggle. In Lord Robert's opinion the army as a whole was never more efficient than at the present time, although he admits that the raw material is somewhat defective. Happily, however, England makes better use of it than formerly, the soldier's health being better looked after, while he is better clothed and fed, and there are more comforts and rational amusements provided for him. The result is that the death rate, which before the mutiny was as high as 69, has been reduced to 16.6 per 1,000.

The discovery of another burial trench in connection with the battle of Lundy's Lane, July 25, 1814, was made lately by some men digging post holes on the grounds of Mrs. Lowell, at Drummondville, opposite the post office. There were found three skulls, some arm and leg bones, bullets flattened upon one side and five buttons. Three buttons are distinctly marked "Royal Scots." One has apparently three cannon and balls upon it, indicating the Royal Artillery; and one something like I or T or F—most probably I, for incorporated militia. G. R. also appears, but whether on accoutrements or clothing the correspondent who furnished this information did not say. These letters, however, stand for Glengarry regiment. The excavation will be proceeded with as fast as the frost goes out of the with, and the Lundy's Lane Historical Society propose to reinter the remains on the coming anniversary of the battle.

The following was the programme outlined by the Admiralty for the new Paci-

fic flagship, the Royal Arthur, on her voyage to the Straits of Magellan, on which she started the last week in March: Portsmouth to Las Palmas, 1,600 miles, in 4 days 14 hours, at the rate of 14 1-2 knots an hour; Las Palmas to Rio de Janeiro, 3,700, 12 days 11 hours, at 12 knots; Rio to Monte Video, 980 miles, 8 days 8 hours, at 12 knots; Monte Video to Stanley, Falkland Islands, 1,000 miles, 3 days 10 hours, at 12 knots; Stanley to Sandy Point, 580 miles, 2 days, at 12 knots. The vessel is to be steamed for 24 hours at the rate of 16 1-2 knots, and this trial will be made between Las Palmas and Rio. If no serious breakdown is recorded the present voyage will be regarded as a good test of the Royal Arthur's steaming powers.

Dr Oliver delivered a most interesting lecture at St. Mark's hall, on Thursday evening May 18th, on the subject of the utilization of railway transport of and wounded in peace and war, and dwelling especially on the vital necessity it is to every country to be in a position to make ample preparations at short notice for the ready conversion of freight cars into ambulance waggons in anticipation of this latter contingency. He pointed out very forcibly what a terrible amount of human suffering and sacrifice of life lack of forethought and culpable neglect in this respect cost the United States in the rebellion of 1861-63, and gave a very vivid description of the various attempts made by them to modify their freight cars to meet this emergency, all of which, he said, fell far short of the three principal methods, the "Grand," "Lavodovisky", and Bry" systems, now universally adopted by the various principalities of Europe, each of which he delineated. Those, he stated, were known as "temporary" ambulance trains; but, in addition to those, there were, in each of the large cities, at the base of operations, numerous "permanent" ones, which are regular travelling hospitals, fully equipped with all necessary surgical appliances, clothes room, surgery, kitchen, operating room, and are capable, each, of accommodating 160 seriously wounded in war; while during peace they are constantly used as "school trains" for instructions of the medical staff attached to them. So important is this great question of railway transport to those nations, that all lines are under government supervision, and are specially constructed for strategical purpose rather than commercial interests, and all baggage cars have to be made with simple fixtures to enable them to be utilized as ambulance waggons when required. He also called attention to the great interest now bestowed by England, and all Europe in instructing, not only all railway officials, factory hands and police, but the mass of the population in the treatment of case of "surgical emergency" in time of war, and the vast pro-