Another Boat From the Condor

Collier Sights a Drifting Boat Believed to be From Missing Warship.

Was Seen on January 16 Near Entrance to the Straits.

Another boat believed to have been lost from the missing Condor has been sighted. Capt. Ross, of the collier San Mateo, who has been in command since Capt. Fletcher, started to work on the salvage claim of the collier against the Victoria, tells of seeing a boat which he is of opinion belonged to the Condor. The San Mateo arrived at Nanaimo yesterday, and in an interview given to the Nanaimo correspondent of the Colonist, Capt. Ross stated that on his way down last trip, about January 16, he met a boat in the Straits of San Juan de Fuca which answered very well the description of the boat belonging to the Condor which was found at Ahousett on January 6. The derelict boat was white painted and had a square stern. It was waterlogged and one of the gunwales was staved in. Capt. Ross drew slightly out of his course to get nearer the boat, so that he could make an investigation. He could not see any name on the boat, which was empty. It was drifting just inside the Straits when sighted. The collier's master gives it as his opinion that the boat seen might have belonged to a man-of-war. It was very strongly built and with broad beam.

If this is one of the Condor's boats, it is the second from the warship, for that at Ahousett was found on January 6, 10 days before that sighted by the San Mateo was seen drifting in the Straits. That found on the West Coast has been fully established as one of the Condor's boats. A naval officer states that the warship's boats always have the initial letter of the vessel's name placed on their bows, as was the brass "C" on the boat picked up by the Indians. The Roman numerals "XVI" give the length of the boat, 16 feet, and the "S H 98" stands for Sheerness, 1898, the place and time of the building of the craft.

Further than the recovery of the one boat on the coast and the sighting of the one by the collier, no other wreckage has been found to indicate the probable fate of the missing ship, and the arrival of the cruisers Egeria and Grant from the West Coast of Vancouver Island is being awaited with interest, for it may be that they will bring further news bearing upon the fate of the overdue warship. No word has been received from the Phaeton since she sailed from San Francisco on Monday last, after the arrival of the steamers Sierra and China from Honolulu, which, as was reported in the Colonist of Tuesday morning, although the same advices did not reach the Times until yesterday evening, brought news that no report had been received from the Condor at Honolulu up to January 21. Yesterday the steamer Doris left Honolulu, if she sailed according to schedule.

The Phaeton and McCulloch are searching in the open sea between the Columbia and Honolulu. The McCulloch is expected back at San Francisco in a few days, for when she left the Golden Gate over a week ago to search for the Condor, it was stated that she would remain at sea about 10 days. The Phaeton will cruise as far as Honolulu. The Seattle Times has advanced a theory that the Matteawan and Condor may have collided off Cape Flattery, arguing in its speculation that the collier may have turned back for shelter, and on her way to Neah bay ran down the warship. While this theory is not impossible, it is hardly probable. Many theories are being advanced, but however plausible they may be, there is no fact, for no one witnessed the fight of the steamers against the elements on that awful night, and all theories, plausible or otherwise, are nothing more than surmise at the best.

The Wasp, a vessel of the same build as the missing Condor, was lost 15 years ago. She sailed from Singapore for Hongkong in 1887, and being caught in a typhoon evidently foundered, for she was never heard of again after leaving the Straits port. The News-Advertiser of Vancouver has the following, that portion at least which refers to the steamer Pacific being in error: "That there are yet grounds for hoping that the missing sloop-of-war Condor will turn up safe and sound, is demonstrated by the following account of the experience of H. M. S. Repulse, flagship of the Pacific station in the seventies, which was recounted to a News-Advertiser reporter by Mr. Beckett, male attendant at the City hospital, who was serving aboard the warship during the time mentioned:

"The Repulse was the flagship of Admiral A. A. L. R. Cochrane. She was an ironclad, and carried a complement of 605 officers and men. She sailed from Esquimalt for Hongkong, on October 29, either in 1874 or 1875. When about 40 miles off Flattery a terrible storm was encountered, the main mast went by the board, several boats were washed away and other damage done. The two bow guns, 9-ton guns, broke loose, and for a time were almost made playthings of by the elements. She weathered the storm, however, and ran down to Magdalen bay, in the Gulf of California, and repaired damages. In the same storm the Pacific liner Pacific was lost in a similar manner to the loss of the Matteawan. The Repulse, as before stated, lost several of her boats, including two 30-foot cutters, 2 gigs and the admiral's galley. One of these boats was picked up off the West Coast, similarly to the discovery of one of the Condor's boats, and resulted in the Repulse being reported to have shared the same fate as the Pacific. But such was not the case, however, and after refitting in Magdalen bay, the Repulse proceeded south, and duly reported herself, much to the relief of the Admiralty and of the friends and relatives of her 600 odd officers and crew.

"The story of the storm soon after leaving port, of the loss of the boats and of the steamer Pacific, appear to coincide almost exactly with the circumstances, so far as known, surrounding the missing Condor, the cases appearing to be parallel up to the present time."

In as far as the particulars of the loss of the Pacific are concerned, at least, the story of Mr. Beckett is in error. The Pacific was lost in collision with the bark Orpheus off Cape Flattery in 1875. She was bound to San Francisco from Victoria with 275 passengers, of whom two escaped, and the Orpheus, bound from San Francisco to Comox, to load coal in ballast.

TESTING FOR TUBERCULOSIS.

Veterinarians Appointed for Purpose by Dominion Government.

The Dominion Department of Agriculture has issued the following circular:

"In consequence of dissatisfaction having been expressed by the bureau of animal industry of the United States government at Washington, with the results of testing of animals purchased in Canada for importation into the United States, an agreement was entered into in February, 1901, between Secretary Wilson, of the United States Department of Agriculture, and the Hon. Sydney Fisher, minister of agriculture for Canada, whereby all testing of cattle intended for the United States must be done by permanent official veterinarians duly appointed and paid by the government. This necessitated the cancellation of a large number of nominations of veterinarians throughout the Dominion for the purpose of testing, as well as increasing the number of permanent officials, who alone are authorized to test for export to the United States.

"Cattle for export will be tested at any time due notice is given to the Department of Agriculture at Ottawa, so that the first available officer may be sent to make the test.

"Practical experience has demonstrated that, for many reasons, it is undesirable to test dairy stock from March to October. Many cannot be tested, owing to being advanced in pregnancy; the disturbance of the cattle in removing them from the fields into byres, change of food, heat, flies, all interfere with the reliability of the test; besides, much valuable time is lost by owners and inspectors, when the work is done during the busy season. Therefore, no testing will be done of dairy stock or of any stock not for export, except from October 1 to March 1, or at the period of the year in which the cattle are regularly housed. Applications should not be sent to inspectors direct. When so sent, delays and disappointments occur, whereas, when sent to the department, a proper disposition is made. Should it be found that more applications are sent than can be complied with by the permanent staff, a sufficient number of qualified local veterinarians to test animals not intended for exportation to the United States, will be temporarily employed.

"It was considered necessary for the protection of Canadian cattle to take special measures to prevent tuberculous animals being imported, and for this purpose an official veterinarian was appointed, and located in Glasgow. The United States government took similar action, their inspector being located at London, and, for mutual convenience, it was agreed that each country would accept the certificates of either inspector, and cattle arriving accompanied by a certificate of test signed by either of the inspectors, need not be retested before leaving quarantine. When not accompanied by these certificates, they will be tested by the quarantine superintendent before being allowed to leave the quarantine."

The list of official veterinarians authorized to test for exportation to the United States has already been published: Chas. H. Little, V.S., Winnipeg, has been appointed for Manitoba; J. C. Hargrave, D. V. S., Medicine Hat, for the Territories; and J. B. Hurt, D.V.S., Vancouver, for British Columbia.

THE TERMINAL RAILWAY CO.

Capt. Mackenzie Appointed Manager—New Railway and Steamboat Service.

Capt. S. F. Mackenzie, of Vancouver, yesterday assumed the duties of manager of the Victoria Terminal Railway & Ferry company, which, it will be remembered, acquired the Victoria & Sidney railway and the steamer Iroquois some weeks ago. The new manager will have general supervision of the V. & S. railway, the steamers running in connection therewith and of construction work on the V. T. R. & F. company on Vancouver Island and the Mainland. Mr. T. W. Paterson, manager of the V. & S. railway for many years, has retired from that position and will be much regretted by the employees of the road and its patrons, with whom he was a great favorite on account of his invariable courtesy.

The V. T. R. & F. company will inaugurate a new schedule on Monday. Trains over the V. & S. will be run to make connection with the steamers Iroquois and Mystery at Sidney. The former will make daily trips to points on the east coast between Sidney and Nanaimo, while the latter will make the tour of the islands, carrying freight and passengers to all principal points. It will be some days yet before the actual time-table can be prepared, but very shortly a first-class service will be furnished on both routes.

Work on the Victoria Terminal railway between the present end of the track and the Market hall will be resumed as soon as the weather permits, and it is hoped to have a regular train service from the new Market station by the end of this week. The Mystery, which is intended to be used as a tug for the temporary ferry between Liverpool and Sidney, will be replaced as soon as possible by a larger and better class boat.

This morning an excursion train leaves Hillside station at 7 o'clock, connecting at Sidney with the Iroquois for Crofton, the new town on Osborne bay. The Victoria Transfer company, which secured the contract for the excavations for the foundation of the smelter, will send up a number of men and a quantity of material today, so as to begin work tomorrow morning.

Imitations abound, but insists upon getting the genuine "The D. & L." Menthol Plaster. "The D. & L." has stood the test of years. It cures. Its imitations are impotent. "The D. & L." is made by the well-known Davis & Lawrence Co., Ltd.

LORD DUFFERIN.

His Condition Reported to Be More Serious.

Belfast, Jan. 31.—Sir Wm. Broadbent, physician in ordinary to the King, issued a bulletin this morning as follows:

"Lord Dufferin's condition is one of extreme gravity. Weakness, emaciation and anaemia have reached a serious degree."

"The D & L." Emulsion of Cod Liver Oil taken in cases of general debility and loss of appetite, is sure to give the best results. It restores health and renews vitality. Davis & Lawrence Co., Ltd., manufacturers

BANK CLEARINGS.

Reports for the Dominion Cities for the Week.

New York, Jan. 31.—The following are some of the weekly clearings as compiled by Bradstreets for the week ending January 30, with percentages of increase and decrease, as compared with the corresponding week last year. Montreal, $15,216,442; increase 18.7 per cent. Toronto, $12,136,158; increase 30.9 per cent. Winnipeg, $2,384,342; increase 40 per cent. Halifax, $1,586,663; increase 12.8 per cent. Vancouver, $714,372; increase 2.1 per cent. Hamilton, $721,273; increase 6.3 per cent. St. John, $660,690; increase 6.9 per cent. Victoria, $465,420; decrease 12.7 per cent. Quebec, $997,119. Ottawa, $1,251,117.

MANITOBA LANDS.

Sales Show Large Increase Over a Year Ago.

Winnipeg, Jan. 31.—The reports for the provincial land sales this month show a considerable increase over those of January, 1901. The increase of 50 cents per acre imposed from New Year's day has had no appreciable difference to the healthy activity noted last year. Nearly all the purchases are for individual settlers, who have taken, for the most part, quarter and half sections.

NOVA SCOTIA HOUSE.

Halifax, N. S., Jan. 31.—(Special.)—The Lieut.-Governor has summoned the local legislature to meet February 13. The session is likely to be a short one, as the only important government measure to be presented is one ratifying the contract with Mackenzie & Mann for the construction of the Southshore railway from Halifax to Yarmouth.

New Steamer Projected

Plans Being Prepared by C.P.N. Company for Northern Ports.

Folmnia on the Overdue List—Manauense Changes Her Register.

Plans are being prepared by the Canadian Pacific Navigation company for the construction of a new steamer for the northern British Columbia route. The model for the new vessel has just been completed and the plans are in course of preparation for submission to the head offices of the company. The new vessel projected for the route between Victoria, Vancouver and the Naas and Skidegate via ports, will be a double decked vessel, twin-screw, and built of wood. She will be larger than the steamer Tees now engaged in this service, and will be specially built with a view to the requirements of the trade.

The business on this route of the C. P. N. has been growing yearly, and in summer assumes very large proportions, especially when the large number of canneries are in operation at various points on the northern rivers and inlets. There are no less than 54 ports of call on the route, and often over 60 calls are made by the coasting steamer when the canneries are all in operation. There is a large number of growing settlements along the coast, logging camps which are supplied from the various settlements, and the trade of the Skeena river is yearly increasing. To cope with the local requirements of this trade the Hudson's Bay company have in contemplation the construction of a sternwheel river steamer in Victoria to ply on this river carrying freight to Hazelton for the many points in Cassiar, Omineca and further north. Last summer the sternwheelers Hazelton and Monte Cristo, of R. Cunningham & Co., and the steamers Caledonia and Strathcona of the Hudson's Bay Co. were engaged in service on the Skeena and carried considerable freight and a large number of passengers. What with the mines of the Cassiar, Omineca, Skeena river valley and the other industries whose supplies are carried from Victoria and Vancouver on the C. P. N. liner, the business of the canneries, from which many full cargoes of salmon are brought yearly, the logging camps, settlements, and other industrial sections where people are gathered together along the coast; the northern trade is large and the outlook for a vastly increased trade is good, especially in view of the proposed railway construction on Kitimaat arm and other projects for the improvement of the northern province.

During the summer two steamers make fortnightly trips between Victoria, Vancouver and the Naas via ports for the C. P. N. Co., the Boscowitz is in service for a Victoria company, and two steamers are running from Vancouver as far north as Rivers inlet.

HER TRIAL TRIP.

The New Pacific Coast S. S. Co.'s Liner is in Service.

A despatch from San Francisco says that the steamer Spokane, the recently built liner for the Pacific Coast S. S. Co., went out on her owners' trial trip on Thursday. Over 200 invited guests went out on the steamer. Capt. Thomas Wallace was in command of the vessel, and upon this occasion a speed of 14.85 knots an hour was made. Next Sunday morning, in command of Capt. Alexander, the Spokane will sail for San Diego, taking the place of the Santa Rosa, and will remain on that route at least a month.

CHANGED HER REGISTER.

The Manauense Becomes a United States Craft.

The British steamer Manauense is to be given an American register. A despatch from Washington under yesterday's date, says: "A bill was introduced in the House today by Representative Jones providing that the foreign-built steamer Manauense, owned by E. E. Caine, of Seattle, be admitted to American register. The Manauense is intended to be used in the coasting trade, with home port Seattle."

The Manauense came to Victoria from England during the Klondike rush in charge of Capt. McNab, bringing an expedition of Britishers who had booked passage direct to the Klondike. The Manauense was to have taken them to St. Michael, and thence they were to have gone by river steamer to Dawson. The trip was more or less a fiasco. On her trip to Victoria the steamer was laden with general cargo, which was nearly all of cased liquors for Victoria houses. After engaging in the northern trade, she was chartered as a transport and from then on she gave the coast newspapers many paragraphs over her renowned career, much of the incident of which has its locale at Victoria. She was recently purchased by Capt. E. E. Caine of Seattle.

FOR THE NORTH.

Cottage City Carries a Large Crowd of Passengers.

Steamer Cottage City sailed from the outer wharf yesterday morning for Skagway, via the usual ports of call in Alaska. She carried north one of the largest crowds of passengers that have gone north since winter set in, there being about 125 passengers in all. The passengers included 30 Dawson and Klondike bound. John McAndrews is heading a theatrical aggregation of eight or ten people, nearly all of whom are booked for the vaudeville houses of Dawson. Edward Kreigel heads a Klondike party of nine miners.

Twelve or fifteen officers and employees of the White Pass & Yukon were passengers from this city on the Cottage City. They are destined for Skagway and other points along the road to White Horse, its interior terminus. These included A. B. Berdoe, auditor; J. H. Rogers, superintendent; S. G. Morehouse, contractor; James Wallace and A. R. Gardiner, both of the auditor's department. Frank Mortimer took passage for Dawson, where he will serve the railroad as commercial agent. A. S. Dautrick is bound for Southeastern Alaska. He will assume the Juneau agency of the Pacific Coast Steamship company.

The Cottage City took a full cargo of freight, about 600 tons. Several heavy consignments, for winter transportation, were made to Dawson.

OVERDUE SUGAR CARRIER.

The Dutch Steamer Folminia is Reinsured at 10 Per Cent.

The Dutch steamer Folminia is still unreported. She is now 32 days out from Moji, the colliery port of Japan, with a cargo of sugar laden at Sourabaya, Java, for the B. C. Sugar Refinery at Vancouver. The rumor that she was sighted by the N.-Y.-K. liner, Iyo Maru is uncertain. The report made by the Iyo Maru was that a tramp steamer was seen on the 21st and overhauled. The Iyo Maru passed her and by nightfall the tramp was hull down behind the liner. It was thought that she was the Folminia, but it was not definitely known. Because of her long trip, the Folminia has been placed on the overdue market. Reinsurance is quoted at 10 per cent. on her at San Francisco. The owners fear that she has broken her shaft. Her sister vessel, the Wilhelmina occupied as long as 44 days to come from Moji to Port Townsend, but she had to come across very slowly because of the fact that her boilers began to leak. The Folminia is a new vessel, and it is not thought that she would be disabled similarly to the Wilhelmina. If she has not broken her shaft nor had an accident in her engine room, the Folminia should soon reach port. If she is delayed longer, it is thought that her supply of coal will have run out, and like the steamer Buckingham, she will be forced to burn sugar as fuel. The Buckingham was obliged to do this when bringing a sugar cargo from Java to the B. C. Sugar Refinery three or four years ago.

A MARVELOUS MEDICINE.

Having a direct and combined action on both the liver and kidneys, Dr. Chase's Kidney-Liver Pills will positively cure many complicated ailments which cannot be reached by any other medicine, and hence its extraordinary success and popularity. Biliousness, liver complaint, Bright's disease, deranged kidneys and stomach troubles are promptly and thoroughly overcome by this great family medicine. One pill a dose, 25 cents a box.

ENGINEERS WON.

Exciting Match of Association Football at Oak Bay Park.

The Association football match at Oak Bay park, between the marine engineers and shipmasters, yesterday afternoon, drew a large and enthusiastic audience. The engineers proved too strong for their opponents and won with a score of 3 goals to nil, but not without a very hard struggle. While not scientific, the game was extremely amusing. Some of the players were old hands, but their comrades were "green," and their mistakes and mishaps, while engaged in laudably striving their hardest for their respective sides, caused much diversion.

The engineers had a better forward line than their rivals, and although the shipmasters' goal-keeper did wonders, he was unable to stop three "lightning expresses," which were sent in at close range. The shipmasters' back division put up a very stubborn defence, and if their forward line had been stronger, the match would have been a very close one. The state of the ground made scientific play an impossibility.

SOLDIERS OF EAST INDIES

How High Class Natives of That Country Are Trained for the Army.

From Montreal Gazette.

Among the signs of progress in India, under the present administration, may be mentioned the formation of the Imperial Cadet Corps. This body of princes and nobles represents the native authority of a great part of India. There are 13 from Rajputana, and the Central States, two from Bombay states, one from the Punjaub, one from Hyderabad, and so on. Four of these are ruling chiefs, who wish to profit by the discipline of the corps. The others are from well known princely and noble families. Most of them have been educated at the chief's colleges at Rajkot, Ajmeen, Lahore and Indore. It is proposed to make such education in future the standard for selection, and in order to make the training at those institutions better adapted to the purpose of a recruiting ground for the cadet corps, certain changes will be introduced into the curriculum. There will be a winter camp for the corps at Meerut, and each cadet will be supplied with a charger. In camp living will be simple and discipline strict, but there will be no departure from caste rules. Drill, riding and military exercises will be combined with appropriate indoor instructions. On ordinary occasions the uniform will be plain, but a state dress will be used on ceremonial occasions. All the details of organization have been supervised by Lord Curzon himself. The summer station will be at Dehra. The object of the corps—to fit native men of rank for command in the Imperial army—will never be lost sight of, and the training will be thorough.

It is now fifty-one years—the period of Lord Roberts' Indian reminiscences—since the re-organization of the Indian army after the mutiny. A new native army, composed in part of loyal sepoys and sowars, mainly made up of Sikh, Goorkha, Pathan and other levies, with six British officers to each regiment, took the place of the old Bengal army. In Bombay and Madras little change was deemed necessary. An Indian police force was organized at the same time. Of 74 regiments of Bengal infantry entered on the establishment before the mutiny, only 11, exclusive of the Goorkhas and two mixed regiments, were maintained; of 18 regiments of regular cavalry, only 8; the Punjaub irregular force became the Punjaub frontier force; of the contingents from Jeswalleer, Gwalior, Loodhiana, Ramghur, etc., some were preserved, others allowed to drop out. The changes effected were all intended, and in general, as it proved, calculated, to increase the efficiency of the army as a whole and of the individual corps, and at the same time to render any recurrence of the madness of 1857-8 impossible. The Bengal army of to-day comprises eleven regiments of cavalry, two batteries of artillery, a corps (five companies) of sappers and miners, and twenty-five battalions of infantry. In Madras there are three regiments of cavalry, a corps (nine companies) of sappers and miners, and thirty-two regiments of infantry. Bombay has eight regiments of cavalry, two batteries of artillery, a corps (five companies) of sappers and miners, and thirty-one regiments of infantry. The Punjaub command comprises fifteen regiments of cavalry, a corps (five battalions) of artillery, and forty battalions of infantry. The Hyderabad contingent consists of six regiments of cavalry, four batteries of artillery, and six battalions of infantry. The chaplains and medical service may be taken for granted in the organization of the native forces since 1860, when the reconstruction was begun. The apportionment of Europeans to native officers has been modified according to the judgment of the military authorities. For a good many years the rule was that a native cavalry regiment had a commandant, four squadron commanders, and four squadron inferior officers, who were Europeans, and four squadron leaders (ressaldars), four troop leaders (ressaldars), an adjutant (woordie-major), eight lieutenants (petnadars), and sixty-four sergeants (daffadars), of the native races. In infantry regiments a commandant, two wing commanders and five wing officers were Europeans; while eight captains (subadars), eight lieutenants (jemadars), forty sergeants (havildars), and forty corporals (naiacks) were of native origin. Troopers were called Sowars; infantry privates, sepoys or spahis.

Notwithstanding the terrible mutiny, for which it is admitted that lack of judgment on the part of the authorities and lack of forbearance on the part of officers have to bear some responsibility, the record of the native armies has, on the whole, been most creditable. From the capture and subsequent defence of Arcot in 1751 down to the latest border wars, native Indians of every breed and creed—but especially of the old fighting races—have rendered services to the British raj or rule which it would be ungrateful, as well as impolitic, to forget.

THE SALMON FISHERIES

Important Resolution Adopted By Fisheries Committee of Board of Trade

The Fisheries committee of the Victoria Board of Trade held a meeting yesterday afternoon to discuss the question of trap fishing and other matters affecting the salmon canning industry, with the view of presenting the result of their deliberations before the Dominion Fishery commission which meets here on Monday. The various phases of the question were briefly reviewed by those present and some strong expressions of opinion, especially on the subject of trap fishing, were advanced. It seemed decidedly the sense of the meeting that the government would not be justified in conforming to the request contained in the memorial of the Fraser river cannery men for special privileges, by restricting the use of gill nets to the mouth of the Fraser river, and adjacent waters, and in other ways which would discourage the investment of capital in the fisheries. It was also urged that the granting of trap fishing licenses on the shores of Vancouver Island would in no way interfere with the Fraser river fishery, but would have the effect of greatly increasing the yearly pack through the establishment of new canneries.

A resolution embodying these opinions was adopted, and a deputation was appointed to present the views of the meeting to the fishery commissioners on Monday.

A special general meeting of the Board of Trade is called for Monday afternoon at 3 o'clock, to take further measures in regard to the fisheries question.

A STRANGE WARSHIP.

What They do on Board His Majesty's Ship Excellent.

From London Daily Magazine.

The most novel warship in existence appears on the Admiralty list. It is known as H. M. S. Excellent; but H. M. S. Excellent never weighs anchor, never gets up steam with Belleville, or any other boilers, and has never left these shores in search of any enemy.

The ship as a ship, in fact, does not exist. H. M. S. Excellent is an Admiralty fiction. The name has been bestowed upon what was 30 years ago a mere mudbank off Portsmouth, but which now owing to the exertions of the "handy man," is the most perfectly equipped gunnery establishment in the world.

On H. M. S. Excellent—or Whale island, as it is sometimes called—the armor plates for British warships are tested. Special proof butts have been built for this purpose. For its supply of armor plates the Admiralty relies entirely upon the enterprise of private firms. Very few of these are wealthy enough to put down the costly plant necessary for producing armor plates and stand the expense of the not less costly experimental work that has to be constantly undertaken if the manufacturer would keep abreast of his rivals. Great is the competition among the few big firms who do produce armor and the result is that the Admiralty are constantly being asked to try some new make of plate that is designed to offer more resistance to projectiles than the older patterns did. In other words, the Admiralty lets the private firms do the experimenting and selects the best from the material offered to it.

When a firm have produced something they deem a marvelous upon the product of their rivals they send it on board H. M. S. Excellent, and ask the Admiralty to subject the plate to the official test. The armor is built up in proof-cells against a strong backing of oak to keep it rigid, and when everything is ready a day is fixed for the experiment.

This is conducted by a party of gunners under the direction of the captain of H. M. S. Excellent. Admiralty officials watch the proceedings, and the firm whose goods are on trial are permitted to send representatives, though the latter are little more than spectators. Five projectiles are fired at the plate, one at each corner and one in the centre. For testing 4-in. plates a 4.7 gun is used, for 6-in. plates a 6-in. gun, for 9-in. plates a 9.2-in. gun, and for foot-thick plates a 12-in. gun. The firing takes place at short range, with charges carefully calculated to give a high striking velocity to the armor-piercing projectile that is loaded into the gun. When the gun is said (i. e., aimed, everybody goes into a bomb-proof shelter), and the weapon is fired by electricity.

As soon as danger is over the party emerge from their shelter. The plate is carefully examined, photographed, and the depth of the indentation—if any—measured. Time after time is this repeated, if the plate shows sufficient resisting power, until the trial is completed. Sometimes the projectile punches a hole through the plate or cracks it in all directions as though it had been a bit of glass instead of a big mass of rolled steel. Then an unfavorable verdict is given, and the unfortunate manufacturer finds that research and experiments that have, perhaps, cost him hundreds of pounds will bring no return. When any new invention is brought to the notice of the Admiralty and is accepted by that august body, the inventor is required to disclose every detail of manufacture. It is, in fact, one of the strictest rules that the process from beginning to end shall be plainly stated so that a strict watch may be kept by the properly appointed officials. In this way, and in this way only, can the standard of quality be assured.

CANADIANS

An Open Letter to Mr. William Robins of Walkerville, Ont.

Dear Mr. Robins,—You are reported as having addressed the manufacturers' meeting at Toronto, to the following effect:

"He would not take away one vestige of the rights guaranteed to the French Canadians under the constitution, but he objected to their being called 'French.' There were no English-Canadians, and why French-Canadians? They were all Canadians. With all love and respect, he asked the so-called French-Canadians to drop the word 'French' from their description of their own people."

The amiable disposition thus displayed by you toward the majority of our compatriots of Quebec province induces me to trust that you will be pleased to learn that they have been calling themselves Canadians, and nothing else, for five or six generations. I remember well the time when English-speaking residents in Canada commonly refused, not without an apparent shade of contempt, to be termed Canadians of any sort, and that simply because the majority of Lower Canada so called themselves, and were generally so called. "Canadian! No, I'm English!" (or Scotch or Irish) used to be the exclamation, delivered as if resentful of a disagreeable imputation. Indeed, we native-born English-speakers who first began to call ourselves Canadians—and that was only about forty years ago—felt somewhat temerarious in doing so. But just as the first Canadians, those of Lower Canada were necessitated to call themselves so, in order to signify that they were not and did not wish to be, regarded as of an old country on the other side of the ocean, so were we compelled by nativity, circumstances, and a budding patriotism. Gradually the English, Scotch and Irish, native born or immigrant, generally came to use the patriotic term, but they began tentatively, separating themselves from Canadians on one hand, and from born and bred natives of Great Britain on the other, by designating themselves as English-Canadians, or Scotch, or Irish-Canadians. This being an inconvenient usage we came next, by natural progression, to call ourselves simply Canadians. Our succeeding step was to mount the combination French-Canadians, as one setting apart our Quebec compatriots. Then in the beautiful process of evolution, some of us took to resenting the term French-Canadian, because our imaginations concerned the notion that it is employed by the Quebec majority to signify a difference from our sensitive selves. And now, finally, those who delight to observe the curiosities of human progression, rejoice to find so amiable an Unitarian as yourself revelling in a wholly suppositious English-Canadian monopoly of "Canadian," and graciously inviting those who have been calling themselves anything else, to accept the honorable title by way of getting into the Canadian ranks. If I did not feel assured that you, as a Canadian, possess a considerable sense of humor, I should not venture, thus publicly, dear Mr. Robins, of Walkerville, Ont., to invite your attention to a series of facts which must cause our truly Canadian compatriots of Quebec to smile at the conicality of your very amiable and truly representative Ontarian invitation.

EDWARD W. THOMSON,
in Montreal Gazette.

PARISIAN TOYS.

Marvels of Ingenuity in the Novelties Exhibited in France.

The London Daily Mail's Paris correspondent gives the following description of the exhibition of toys held recently in the French capital:

To judge by the interest shown by Parisians in M. Lepine's exhibition of toys, the Prefect was happily inspired when he set the toymakers to work to produce original New Year novelties.

The public was admitted to view the articles sent in by the competitors, and between 10 o'clock and mid-day over 3,000 people pressed into the hall of the Tribunal de Commerce. The crush was so great during the afternoon that the doors had to be closed several times in order to prevent accidents from overcrowding.

On one side was a collection of the latest creations of the leading toy manufacturers, including several new mechanical notions, such as a street-sweeping machine, a jockey on a retraction mount, a negro chased by a crocodile, and an amusing sword duel by two frogs. The London policeman and the British soldier were both in evidence, and in a new shooting game the target is a company of British Infantry, above whom stand three or four marksmen with rifles raised to their shoulders.

But only a passing glance was bestowed upon these things. The people who visited the Tribunal de Commerce wanted to see the handiwork of the humble toy-maker—the man who lives in the garret in a back court and makes a precarious living by turning out notions for his collaborators, the street vendors. Foremost among the ingenious toys in this section are the Santos Dumont airships. Each inventor has illustrated his idea in his own way. Some of the flying machines are supported by inflated cigar-shaped balloons, just as in the case of M. Santos Dumont's invention, and follow the original very closely in their trial trips—even to accidents.

Another air ship suspended on a cord between two masts whirls through the air with a swift revolving propeller and a rushing noise reminding one of the days when the young Brazilian sped across the river on his way to Longchamps.

Some of the best models show M. Santo Dumont winning the Deutsch prize. He is in the act of turning the Eiffel Tower, and presumable in order to avoid a dispute among the committee he goes around the spiral column half a dozen times.

Alongside the airships is a series of very clever electrical toys which when set in motion turn big wheels, merry-go-rounds, etc. One of the most interesting novelties on view is a miniature lake on which half a dozen yachts flying the flags of different nations compete for mastery. The vessels are set in motion by the breeze from a suspended fan at one end of the lake, and the fun of the game consists in watching which boat first gets to the goal.

A wagon which runs up an incline empty and comes down loaded, a safe with changing combination locks, and a toper astride of a barrel from which he threatens every moment to be dislodged are some of the objects noted in a passing survey.

The South African campaign has furnished several inventions for the exhibition.

THE DUTCH NOTE.

Contents Likely to Be Made Public in Parliament on Monday.

London, Jan. 31.—The British reply to the Dutch note in regard to bringing about peace in South Africa, was despatched yesterday to The Hague. Consequently the meeting of the British Cabinet today had nothing to do with the terms of the note, the contents of which are strictly secret, as the first publication of the text is intended to be made in Parliament on Monday. The Associated Press has reason to believe, however, that its original summary of the Dutch communication was correct with this addition, that the Dutch suggested that Wessels, Wolmarans and Fischer, the Boer delegates now in Europe, be permitted to go to South Africa in an endeavor to persuade the burghers in the field to surrender.

Great Britain's reply is not in the nature of a direct negative, though it is not unlikely that it will have that effect, for while Lord Lansdowne, the foreign secretary, probably leaves a loophole for further suggestions, he doubts the ability of the Boer delegates to control their fellow-countrymen, and there seems little likelihood that the Dutch government can secure guarantees in regard to the powers of the Boer delegates satisfactory enough to induce Great Britain to accede to the original request.

MODERN FABLES

By George Ade. Copyright 1901, by Robert Howard Russell.

ONCE there was a Patient Man who had one kind of a Wife. Something hurt her all the time but she couldn't tell just what it was. She was afflicted with Soul-Hunger. She was a New Woman. In fact she was one of the Newest Women that ever came out of a Book Store and she was Fresh every Hour.

When the latest Fad struck Town, she appointed herself a Reception Committee and hurried out as far as the Railroad Bridge to welcome it. She loved to mess around with little Clubs that went on Young Hyson Jags and then groped after the Whatness of something. If she could land in with a dreamy Bunch and sit in a Front Room with all the Curtains pulled down and the Candles shaded, while a lady who never had ruined her Shape read a Puzzle Paper that got past every one who heard it, then the Wife of the Plain Man thought she was having the Time of her Life.

She loved to flirt with the Unknowable and occasionally take a Fall out of the Occult.

But she had no Time for anything she could Understand. She preferred to sail through the Ethereal Regions of the Bamboo Dreams, hanging by one Toe and having a Rush of Blood to the Head.

As suggested at the Beginning of the Fable, the Poor Woman did not know what hurt her but she proceeded on the Theory that the Higher Intellectual Life consisted of Equal Parts of Vertigo and Guess-Work.

All this meant Fine Business for the Boy, who in a Careless Moment had promised to Love, Honor and Obey. She sprang a new Series of Curves on him every Week or two. Sometimes he suspected that she had gone aft to the Wheel-House but he didn't like to say so on account of the Children. So he continued to play Angel to her Continuance Performance.

The Wife, whose Name was Azalea, used to go out and die up all kinds of Geniuses and take them up to the House to Feed them. She considered it a great Honor to have some melancholy Person with an unusual kind of Hair come up to their Number and eat about $2 worth of Food.

She and the Genius would sit at opposite ends of the Table and ping-pong a line of Inspired Conversation that never touched Husband at all. He couldn't even keep Score.

Azalea never could find time for a straight-away Business Man who wore a Sack Suit and an ordinary Collar and talked about what had been in the Morning Paper. No indeed, for she was on the look-out for Rare Birds.

She went to a Paderewski Concert once and when the Artist with the crinkly Mop leaned over the Gee Side of the Key-Board and began to tear off the Quarter-Notes with his Eyes closed, it was then that Azalea tried to climb over the Foot-Lights and steal a Kiss.

Azalea always had a number of Musical Mokes on her Staff. When she had a Soiree, the Plain Husband would go away back and sit down behind a Rubber Plant or an Orange Tree where no one could see him. He knew that the Music was Good but it did not sound right to him.

Azalea did not put in all of her time with the Musickers. One day she came home and said that she had discovered the greatest Literary Genius ever born in Captivity—one who would sooner or later make Hall Caine look like 8 cents worth of Saleratus.

"How do you know he is a Genius?" asked the Plain Husband, who was becoming Leery of her Finds.

"He told me so," she replied. "And he has consented to Dine here."

"That will be sweet Billiards," said the Plain Husband. "When I come home at Night all cinckered, there is nothing cheers me more than to listen to an incipient Author with a 16 Collar on a 14½ Neck."

"But this one is a Remarkable Character," said Azalea. "He is so Erratic that every one is talking about him. He has worn the same Hat for nine years and sometimes he sits for an Hour at a time without speaking to any one. He has made a great Rep for himself by throwing down People who are trying to be kind to him. His favorite Specialty is making Cracks about those who Entertain him. I have no doubt that he will go away and say the most Sarcastic Things about us, but then you must expect that from a Genius."

"I'll bet he won't say any worse things about us than I say about him," said the Plain Husband. "What time does the Genius arrive?"

"You never can tell," was the Reply. "He is so Great that he scorns to keep his Appointments, but if he comes at all, it will be somewhere between five and nine."

"I will go and stock up the Side-Board," said the Plain Husband.

The Genius arrived at 9:30 and said all he wanted for Dinner was four Bowls of Soup and an Orange. Azalea thought he was charmingly Eccentric. It would be wrong to tell what the Plain Husband thought.

Azalea had a way of uncovering Lady Reformers who were above the Pripperies of Dress. Every week or so the Plain Husband would arrive at the House to find everything upset in Honor of some longitudinal Empress in the World of Thought who glared at him through Steel Specs and wore her Wens in the most unexpected Places. Any time that the Plain Husband bumped against a Proposition of this kind, he folded up like a Pocket Camera. When it came time to Carve he would be so Nervous that every Slice looked as if it had been put through a Fluting Machine.

This went on for Years. He used to tell on the Outside, when he was in his Cups, that he was conducting a first-class Boarding House for Freaks. Azalea put it differently. She said that she had entertained more Whales than any other Woman along the Street.

But the Dorsal Vertebrae of the long-suffering Camel may be weighted to the Point of Fracture, and there came a Day when the Plain Husband riz up. He invited a few Friends to Dinner and then notified Azalea. She scanned the List and threw a couple of Throes.

"Nobody ever heard of these Folks," she said.

"That is why it will be such a blamed Relief to have them around," said the Plain Husband. "I long for the sight of those that Comb in the Ordinary Way and talk about something besides themselves. I have got good and tired of looking at Genius through Smoked Glasses. Before I die I should like to attend just one Dinner Party at which the Host would cut a little Ice. And tomorrow this Sign goes up at the Front Portal: "No Tramps, Beggars, Peddlars or Geniuses need apply."

MORAL: It gives one a Crick in the Neck to look up all the Time.

THE SUNDAY TRAM, OR DEIL'S TRAP.

Oh Sandy M'Pherson, it's hard for a chiel
To battle the noo wi' the craft o' the Deil,
Ye may flatter yersel the Arch Enemy's
beat,
Ye'll discover he's laid a fresh trap for
your feet.

On the Sabbath, oh Sandy, full-roiced be
your prayers
To walk pure and unstained