ON BANKS OF THE CLYDE

CENTRE OF WORLD INDUSTRY

Great Ship-building Trade Carried
About Forty Firms A Marvello
Every Year. Frederick Dalmon had an in the article on Clyde shipbuilding in 2 recent issue of the Pall Mail Magazine He recalls the fact that in 1770 an engineer consulted by the authorities deepened the Kiver Clyde to four or five feet rig. up to Glasgow at low water, in plac of the depth of 14 inches which water, in plat of the depth inches, which was its natural depth To-day the Clyde has a uniform depth of about 30 feet, and the biggest liners can be taken to the centre of the city Classon. This much, without which Glasgow could have become neither the shipping nor shipbuilding centre it now is, has been achieved at a cost of some thing like fifteen millions sterling. Two millions have been spent simply in dredging during the last fifty years, and there is now a large fleet of steamboats with very ingenious machinery, employed in this service.

Clyde shipbuilding is now carried on about forty firms, but more than half the tonnage comes from six or eight yards. These nrms have each a special reputation in their trade, one yard being noted for its huge warships and liners, another for its huge cargo boats, a third for large light pleasure craft. Beginning a little below the Customs station at Mavisbank, the yards extend on the right bank of the river to Dumbarton, and on the left to Port Glasgow and Greenock. At Govan and Patrick we are in the heart of the industry; on the lower reaches of the river there are, of course, breaks in the fusilade of riveting which sounds so sweetly to the ears of Glasgow people as the unmistakable token of "good times." According to weight of output, Russell's yard at Port Glasgow is easily first; according to value, which now-a-days with so much competition in speed is quite a different thing, the Fairfield and Clydebank yards dispute precedence. of Dumbarton, are famous for their pleasure steamers, and Hendersons' of Meadowside, for their yachts-the Brittania, the Meteor, and other famous craft, were built there-although both yards produce a good number of fine ocean-going vessels

THE CLYDE FROM THE RIVER. All that most people see of Clyde shipbuilding is seen from the river. The view of Fairfield or Clydebank from the deck of a passenger steamer is impressive enough. Along a front-age of little less than half a mile there may be resting upon the stacks in various stages of construction the frames of nine or ten first-class cruisers and liners, with several smaller craft of a miscellaneous kind Upon one single ship alone there will, perhaps, be a thousand men at work—for now-a-days a 10,000 tonner is built within twelve months-their moving figures in com parison with the mammoth skeleton of r steel looking like myriads of tiny marionettes. But of the vast amount of varied work for the equipment of ships which is going on over acres of ground behind the "slips," there is little more than a suggestion in the background of enormous sheds

There is one feature at Dumbarton which is, I believe, unique on the Clyde, if not in shipbuilding generally. This is an experimental tank, in which paraffin driven models of the ships to be built are tested for their stability. speed and resistance to the pressure o water. The tank is three hundred feet long and twenty-two feet wide, and contains nine feet of water. It is said that valuable results in hydrodynamics have been obtained from these experi ments, which are carried on by a specially trained staff. Another interesting feature of Messrs. Dennys' works is the award of premiums to the workmen for any improvement, however small, they may be able to suggest or effect in tools, machinery or

FACTS AND FIGURES. In 1661-fifty years after the launch

of the Comet—the output on the Clyde was nearly 67,000 tons. In 1898 it reached a total of 466,832 tons, comprising 328 vessels. Enormous as these figures seem, they nevertheless represent a decline in Clyde shipbuilding relative to the rest of the country which has taken place during the last few years. In 1898 the tonnage launched on the Clyde was considerably less than a third of the total launched in British waters; in 1880 it actually ex-ceeded one-half. But an examination of the figures clearly shows that the change in the percentage has been brought about by the advance of New-castle, Hartlepool, Sunderland, Belfast, rather than by failing-off on the part of Glasgow. When steel was first intro-Glasgow. When steel was first intro-duced in 1878, the prestige of the Clyde for ocean liners was at its height. According to data given by Mr. David Pollock, the naval architect, 79 of 138 vessels of 4,000 tons and upwards which were built between 1858 (the Great Eastern's year) and 1884 came from yards between Glasgow and Greenock. The superiority of steel once demonstrated it was at once made auxiliary to skillful engineering as a means of maintaining this prestige, and in the Clyde returns the iron tonnage is not quite insignificant. Bel-fast and the north-east coast of England have shown that they can build of the best other than heavy iron cargo boats; but to travelling mankind gen-erally "Clyde-built" continues to spell most surely speed and safety in navi-gation. The Clyde may not again pro-duce in a year more shipping than all other British rivers combined, but it is still less likely that its leadership

ENGLISH IN RUSSIA.

ENGLISH IN RUSSIA.

A London correspondent says.— "I learn that, commencing from the let of May, the Russian Government, intends to make specal grants to all military and naval officers who have made themselves proficient in English. Special grants for a thorough knowledge of Hindustani have for some time been made, but there is added significance in the grants now proposed in respect to English, as our language is also to be put into the curriculum of all State universities and schools as one of the "preferred" atmits, in distinction from those which are compulsory.



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or most delicate constitution. "When our daughter Lizzie had St, Vitus's dance. I happened to get one of your small books and read it," writes Henry L. Miller, Esq. it medicine we say the soft Pavorite Prescriptor I so. Four bottles of Pavorite Prescriptor I so. Four bottles of Pavorite Prescriptor I so. Four bottles of Pavorite Prescriptor I so Favorite Prescrip

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THE MARKETS.

The market was better Saturday than it has been for some time. There is not much new stuff coming in. Cherries, and red currants are the chief features the former selling at from 6 to 8c. a quart and the latter at 7c. a box. Red and black raspberries are coming in a little better lately. They sell at advanced prices. The prices in all of the other pro ducts remain the same as last Satur-

New potatoes per peck, 25c. Red Currants, per 7c. Cherries, per box, 6 to 8c. Gooseberries, per qt. 7c. Black raspberries per box, 10c. Butter beans, per quart, 4. Red Raspberries per box 12c. Beans, per quart, 5c Red Currants, per box 7c. Cherries, per box. 5c. Radish, 3 bunches for 5c. Spinnach, 10c. per peck. Onions, per bunch, 5c. Rhubarb, 3 bunches for 5c.

Peas, per quart, 10c. Chickens each 25 to 35c. Butter, 18 to 20c. Eggs, per doz, 10c. Eggs, dealers' price 9c. Carrots, per bunch, 2 for 5c. Spring chickens, 30c. a pair. Beets, per bunch, 3 for 10c.

TILBURY

July 13 .- Miss Reaume, who has een teaching in the Northwest for the past three years, arrived here yesterday to spend her vacation with er sister, Mrs. Phaneuf. Ten Oneida Indians from the reserve

near St. Thomas arrived here this week and commenced pulling a tenacre flax field for Wm. Ward, Til-Miss Belle Shaw arrived yesterday from Otterville to spend her vacation

at her home here. Rev. Mr. McGregor, Comber, will ake the communion service in the resbyterian Church to-morrow, Rev. Mr. Johnston going to Comber.
Miss Maggie Kingswell, of Chatham Collegiate Institute, is spending her holidays with friends here.

It is much more likely that women are angels than it is that angels are

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IN THE OTHER HALF WORLD

TRANS-ATLANTIC DOINGS

and Adjacent European Countrie There and Everywhere.

The grave of Hippocrates has been anearthed in Thessaly. The Uganda Railway is now open to within 95 miles of Victoria Nyanza. In the five Commonwealth States of Australia there are some 12,500 miles

of railway. A sum of £1,000,000 has been alloted in the current year for military pur-

The South African winter begins towards the end of April and lasts until September. The Caspian Sea has only 11 pounds of salt to the ton of water; the Eng-lish Channel has 72, and the Dead Sea

The population of the Indian Empire, according to the census just taken is 294 millions—an increase of

The highest viaduot in the world has just been built across a gorge in the Shan Hills, in Upper Burmah. It used up 500 tons of steel, and cost \$700,000.

A Budapest professional beggar who died recently amassed the very comfortable sum of £42,000. This he bequeathed to the University of Pressburg, where in days gone by he made much money by swindling.

The National Bible Society of Scotland reports that its work goes on unmolested in Southern China. During the past quarter 16,000 copies of Scripture have been sold there; and at Pekin the work of the society has en resumed.

the number of foreigners resident in Paris has nearly doubled since 1896. There are living this day in the French capital 88,797 Belgians, 69,297 Germans, 62,381 Italians, 52,882 Switzers, 25,090 British, 20,116 Russians, 16,259 Aus-trians, 3,764 Turks, 4,413 Roumanians, and 1,420 Brazilians.

trians, 3,764 Turks, 4,413 Houmanians, and 1,420 Brazilians.

A fine Indian fighting record was that of Gen. John Cockburn Hood, C. B., who died in Stainrigg, Berwickshire, aged seventy-seven. He saw long service in the Punjaub campaign and the Mutiny, taking part in the siege of Delhi and the relief of Lucknow, and was mentioned in despatches and received medals for both campaigns.

received medals for both campaigns. The British census will cost a good deal more than that of ten years ago. Then the expenses under the Registrars General for the three parts of the kingdom amounted to £160,920. Increased provision is necessary on the present occasion owing to the growth of the population and to the improved rate of payment canctioned for persons engaged in the work, as well as with a view to meeting the desire for earlier publication of the results.

A captain of the royal nays, writ-

A captain of the royal nayy, writing to the Standard, points out that the Admiralty will have a signal opportunity of making the advent of his Majesty to the throne, and of connecting the event with the recent consolidation of the British Empire, when solidation of the British Empire, whe electing names for the ships of the present year's programme—the first of his reign. Some definite scheme, he says might be followed, thus:—The three battleships may be called King Edward, Commonwealth and Dominion; and the six cruisers named after representative colonies, as Canada, Ceylon, Jamaica, Natal, New Zealand, Newfoundland, or such others as may be, found to be more appropriate.

Towards the end of a meeting held at the Mansion House recently one of the speakers found a bull upon his the speakers round a bull upon ma-tongue. Carried away by his own elo-quence, he was earnestly commend-ing the project of raising a memor-ial to the late Queen so that "we may now be able to tell her virtues to our fellow-men, and when we are dead and gone, to our children yet unborn!" and gone, to our children yet unbount. The gentleman's sincerity and loyalty were very manifest, but, all the same, Mr. Chamberlain's eyes twinkled knowingly, while the Duke of Norfolk's face rewarded study.

Relics of the late Queen's funeral are already in request, it seems. In a curiosity shop not ten miles from London a crape veil is exhibited, bearing the following quaint legend:—"This veil was worn by the wife of a Privy Councillor on the occasion of her late Majesty's funeral in St. George's Chapet, Windsor. To be sold for charity." It is pleasant to have 'o rare an opportunity of gratifying it once our loyalty, our charity, and our respect for the great; and we are glad, says the Daily Chronicle, that the wife of a Privy Councillor does not show the same selfish affection for her mourning as the small boy did when they tried to remove the crape band from his coat. "Has the Queen come alive again?" he demanded. "No," was the inevitable answer. "Then I'll keep it on till she does," he replied with the clinching logic of five years old.

It is just about a hundred years are diver Malta became a British Relics of the late Queen's funeral

five years old.

It is just about a hundred years ago since Malta became a British possession. And Malta is worth having, not only as a coaling station, but as a really pleasant place. At this time of the year the climate, at some periods somewhat relaxing, is at its best, and everything, from the entrance to the harbour, among the grandest in the world, to the journey ashore, is a "dysa," and a visit to the lace shops (most of the lace they contain being imported from France) is delightful. As everybody knows, the Knights of Malta found a refuge here early in the sixteenth century, and have left not a few traces of their residence on the islands. The palace of the Governor, which comprises a fine museum, was formerly the of the Governor, which comprises a fine museum, was formerly the palace of the Grand Master of the Order, and the magnificent church at St. John, which, with its twelve aisle chapels, and monuments and mosaics, is worth a long journey to see, was built before 1580.

According to the Typographical Journal of April 15, the members, by a vote of 12,785 to 3,638, declared in favour of the proposed arbitration agreement between the American Newspaper Publishing Co., and the International Typographical Union, the majority in tavour of the agreement being 9,147.

Dunfermine has resolved to try a public house on the Gothenburg system.

By way of fire alarm Kilmarnock is possessed of a steam siren which invariably strikes work when wanted.

An old lady in Govan has been spared to see the death of her only great-great-grandchild, a boy of about 12 months. Mr. Alex, Ewing, long a respected resident in Dumbarton, has reached his bundreth birthday,

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TEACHER WANTED-For Union S. a second class professional certifi-cate. Apply and state salary by July the 25th, 1901, to W. H. Bab-cock, secretary-treasures.

FOR SALE OR TO RENT. PIANO FOR SALE—New upright; can be purchased at a bargain. Apply at The Planet Office.

OFFICES TO RENT-Up stairs; fitted LEWIS & RICHARDS, Oddfellows' Temple.

RONDEAU-To Rent, single cottage, partly furnished, by month or sea-

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HOUSE TO RENT-On Grant street. just repapered throughout and be-ing repainted, apply to Thos. Scul-lard, Victoria block.

TO RENT-House on Victoria Avenue, lately occupied by Rufus Stephen-son, Esq. All modern conveniences, Apply to Thomas Scullard, barrister, etc., 26 Victoria Block, Chatham.

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