ught the ined his brain ig a good re force. He a city police, TICIDE.

eman on the eman on the ng overboard hin ten mile not recover nts were not board except rife, who saw coolly get on he waters of larm, and the ing at full ckly as possind sent after ope he was boat reached ceeded on her

known here longshoremen. igland on the fireman for r and at difboats. He trip on the rs been shins a native of d 35, and as tives in this on and the er for his drinking more

LLED.

was upset.

With a Past g of Sunset D. G. C. C. V. C. J. C. G. M. of W. F. John and ed the followterm: Chan-Tepoorten; V. elate, O. T. Kerer: T. G., L. Work. Afcers D. D. G. ng Chancellor

with a value

enting the jew-

other knight I perform many ut never before hich devolves men of intellimander, is the ies that have s in this room. have by your wiedge of the the esteem of the esteem of as amark of y say that we take the same to of the lodge, and by your esence, help to resence, help to ly as they have office. I have and on behalf unset Lodge in wel.

schooner May the steamship port that two Arietas were an was nearly he reached the not know the . He says t 5000 skins C Part of them h of the Webthe schooner vhich has been has been seized nd her master, He had some d beat a couple ner is in debt. f the schooners s the Viva with with 1659. The I for the first oner had either had had trou-

of Inspector of Surface Drains at a Salary of \$125 a Month.

THE POLICE COURT CLERKSHIP

There is an Opinion That a Good Salary Should be Paid and a Competent Man Obtained—Chief Deasy's Report Referred to the Finance Committee.

Mayor Beaven asked the aldermen last night to appoint a day to visit the Esquimalt waterworks. Saturday morning at 8:30 o'clock was decided upon. A letter from J. E. Blackman, com-

plaining of the lack of pound service on Garbally road, was referred to the nd committee. An opinion was exessed that the poundkeeper should have alp to prevent the straying of cattle. The pound committee reported re the alleged abusive language used by Poundkeeper Shaw to Mr. Banfield that Mr. Shaw was much provoked by the conduct his accuser but that he be admonished use more courteous language. Filed. Chief of the Fire Department Deasy's

Superintendent Johnson submitted the monthly report of the market fees for market rents. Applications for appointment as inspec-

tor of surface drainage received from Wm. Murray, Albert Wills, John Anderson, J. E. Thomas and Wm. Humphrey Ald. Bragg asked whom the matter of were read.

applications emanated from. He never driver. ard anything either from the engineer or the sewerage committee. Mayor Beaven could not give an an-

Ald. Baker moved that the council proceed to ballot. If the council did not select a proper person the engineer could object. The Engineer should not have the power of appointment. Mayor Beaven said that he did not feel

Ald. Miller asked how long was the appointment for and what was the sal-Mayor Beaven said that he did not know. These matters should have been

enquired into before. Ald. Baker said that at the present low rate of letting contracts it would He told the council take a long time. He told the council that if the dilly dally policy of putting off the letting of contracts were continued the cost of civic work would almost be The work would have to be done in the fall. If the engineer is overtaxed with work he should be given as-Mayor Beaven said Engineer Wilmot

and Mr. Parr were often in their offices Ald. Belyea said that the reason the

work did not get along in the engineer's office was that the office was too public. Everyone walked into the office and took up the time asking useless qu the engineer. He urged that the offices be put in order. Then they would get more work out of the employees. Ald. Henderson wanted information about the salary.

Mayor Beaven said that it seemed to nim a most unbusinesslike proposition and he thought that the matter should be referred to the engineer. Ald. Styles moved that the salary be

Ald. Belyea moved in amendment that the salary be \$125 per month.

Amendment prevailed. The board then proceeded to a ballot. John Anderson received the appointment on the first ballot. He had five votes. Wm. Humphrey, J. E. Thomas and Wm. Murray each received a vote. There were eight applications for the

position of clerk of the police court. Mayor Beaven asked should the coun-Ald. Bragg wanted a proper salary given. They wanted a competent man and must pay a good salary. He favored

the dismissal of one of the junior clerks

in the city clerk's office and the appropriation of his salary to the new office. Ald. Munn thought that the appointment should be left to a proper person. Ald. Bragg moved that the position be advertised for one week and the qualifications stated. Carried. Ald. Bragg asked had Mayor Beaven

een served with a writ in the Mohun af-Mayor Beaven said that he was out of the city when he was supposed to have been served with the writ. The writ had never been seen by him but he understood that the city barristers had the matter in hand. The morning paper had published an interview with him. He never saw any reporter of the Colonist at that

A by-law authorizing the sale of lands in arrear for taxes passed a second reading. In committee of the whole Ald. Miller asked that the word "daily" be struck out before the word newspaper. He did not think that it was necessary to advertise in a daily newspaper. A

weekly would do. Ald. Styles did not agree with Ald. Miller. He would like the greatest publicity given so that the persons who owned the lands would have a chance to pay their taxes. A few changes were made and the

council adjourned at 10:30 o'clock.

The Engineering Magazine says: The mprovements which have marked the development of the steam engine have een the result of their application to promotion of more mechanical genihigher skill, more careful and scienresearch, more brain power generalhan probably ever would have been given, in the history of the world, to any other directly useful purpose. The steam engine stands to-day as a nobler monument, a higher tribute to the genius of man than any product of his many

and mighty powers that the world has It is the source and the foundation of all his material wealth and largely of his intellectual and moral wealth. It is the prime mover in every application of his inventive and instructive genius to the solution of the problems of modern civilization. It drives the machinery of mine, mill and workshop; it transports him and his possessions across the continents and system of transmission of all the energies, the electric railway. It makes all that names and lovable characteristics.—Mail 2. That the seizures aforesaid, with he has and is a possibility, and stands, and Express.

ANDERSON GETS THE JOB the mist-giant, a genius of more than Aladdin-like power, the maker and the guardian of modern life.

Light, heat and electricity, all the powers of nature are but its servants and do its work and run its errands at arm's length or miles away, and the extension of its powers to near and distant fields of labor alike.

In performing the work of modern civilization man has compelled the service of over 50,000,000 horse-power of steam giants, equivalent to more than 75,000,-000 horses of average power, for the rated horse-power of the steam engine is to that extent in excess of the power of the animal. This is the equivalent of the steady working power of the whole population of the globe, and probably largely in excess of that amount.

SPREE AT SEA.

Wonderful Development in Ocean Steam

Navigation in the Last Decade. It was not in the Cunarders or the Inman liners, but in the Miranda, a 60foot launch, built upon the Thames in 1870 by Mr. Thornycroft, that the first great advance in speed was made, says the London Spectator. When Sir Frederick Bramwell announced that he had been carried on the Thames at Putney report was referred to the finance com-mittee. There was a long discussion it was seen that there were possibilities about cutting the fire department too in the future in steam navigation beyond anything that had hitherto been conceived. The Miranda was followed by the Gitana, a small steam yacht, in which The total as \$233.40, including the same inventor not only obtained greater speed, but by the use of forced draught in a close chamber, showed that sudden and permanent additions to the power of steaming could be produced immediately and at the pleasure of the engineer. The vessel becomes as docile as a locomotive in the hands of its

Even so, the improvement might have remained confined to pleasure launches until the slow process of commercial demand had gradually absorbed it, had not the coincidence of the invention of the Whitehead torpedo created a sudden demand for swift boats from which to launch the new weapon. From that time until now the tropedo boat or torpedo cruiser has headed the race to atnimself responsible to choose between the tain high speed at sea, and the experiapplicants. The engineer had the ree ments so made have had fair and exhaustive trials before passing into general use, first in the navy and later in the merchant marine. Eighteen knots, 20 knots and 22 knots were easily attained by the earlier torpedo boats; and the use of forced draught, high pressure of steam and improved engines which gave these results soon became general in the navy, and were adopted on the Atlantic liners. knots in the earlier vessels to the sustained ocean speed of 20 knots in the Teutonic and Majestic. In 1869 the pressure in the boilers of the fastest ship pelagic sealing. A schooner, therefore, was 30 pounds, which rose to 110 1883 and 1885, and has reached 150 ters, though herself captured outside and 180 pounds in the City of Paris and those waters, is as criminally responsible Teutonic. But while the liners have for the acts as the canoes themselves, reached the speed gained by torpedo and even if captured in the open seas beboats ten years ago, recent improvements | have again carried the last far beyond Ariete class, with a displacement of 100 tons and a length of 135 feet, have run 26 1-2 knots on the measured mile, and can maintain a sea speed in moderate

weather of 24 knots per hour. The Decoy and Darling, now being built for the English navy, though larger vessels than the torpedo boats, are to give a speed of 27 knots; and, to judge by the experiences of the past, it is almost certain that the improvements which skill and knowledge have produced in the smaller vessels will be imitated in the larger craft, to give the power of crossing the Atlantic at something approaching 30 knots an hour. That will reduce the time from the present average of six days to an average of four days' steaming, unless the increase in cost be so great that passengers cannot be induced, even by a saving of onehird in the time spent at sea, to pay he increased fare which must be de-

manded. Australia and Canada.

"Merchant" writes to the Sydney Morning Herald as follows: "A few days ago a telegram appeared from New Zealand stating that 30,000 sacks of oats were being shipped from Canada by the new mail service steamer to Wellington, New Zealand. Now, the facts are that New Zealand sells to New South Wales nearly the whole of her oat supply, and no doubt if this parcel should come to Wellington much of it will be re-exported to Sydney. Surely it is the same to New South Wales whether she imports her oats from one British colony or another, whether from Canada, 22 days' sail, or New Zealand, 5 days distant. One thing appears clearly, and that is, if oats can be bought cheaper or better in Canada than in New Zealand, the Sydney merchant should certainly import the oats direct, and not allow the New Zealand merchant to make a profit. The climates of Canada and New South Wales are so entirely different that there is hardly likely to be any pouring in from either side of produce which would compete against locally grown stuff, and our merchants will soon find that there are many articles which can be exchanged between the two colonies to very great advantage." The statement about 30,000

sacks of oats is apparently a little "off." Grace Greenwood's Work.

Grace Greenwood, who is 70 years old and lives in Washington, was the first before the Paris arbitration have been woman newspaper corespondent in Washington. She began her journalistic fact proposed by the agent of Great labors there as long ago as 1850, and Britain, and agreed to as proved by the although she has published many columns of poems, travels and stories, her mitted to the tribunal for its consideraliterary reputation rests chiefly on her journalistic work. Her descriptions of Pacific coast scenery when it was comparatively unknown were so vivid as to several arrests of masters and crews reattract notice everywhere, and her cor- spectively mentioned in the schedule to respondence from Europe during her the British case, pages 1 to 60 inclusive, nine years' residence abroad added great- were made by the authority of the Unitly to her fame. "Grace Greenwood" is ed States government. The questions as a pen name, and the real name of the to the value of the said vessels or their authoress, Sara J. Lippincott, is almost contents, or either of them, and the quesas well known as that which has been tions as to whether the vessels mensigned to her literary productions for so tioned in the schedule to the British case many years. But there is a story about or any of them, were wholly or in part her pseudonym that is not generally the actual property of citizens of the known. Mrs. Lippincott's family name United States have been withdrawn from was Clarke, and at her birth her mother and have not been considered by named her Grace Ingersoll, after a very tribunal, it being understood that it is dear friend, and she was called Grace open to the United States to raise the until she was three years old. The name did not please her father, however, over the seas; it gives life to the whole and he one day took the child to church liability of the United States governand had her baptized Sara Jane Stewart. including those of the electric light and in honor of two maiden ladies of prosaic the schedule to the British case.

BEHRING SEA MATTERS.

The Russian Commissioner's Report-

Arbitration Proceedings. A parliamentary paper was recently issued in London containing a despatch from Sir R. Morier, enclosing the reply of the Russan government in regard to the seizures of British sealing vessels by Russian cruisers in the North Pacific Ocean. The following is the text of Sir marizes the Russian reply:

(Received June 16th.) St. Petersburg, June 12, 1893.

examined by them, I think it is right to Behring Sea at the distances from shore observe that I have ascertained beyond a aforesaid. doubt that Captain de Livron is a 4. That the several orders mentioned straight-forward sailor and an honorable in the schedule mentioned hereto, and gentleman, quite incapable of the brutal- marked C, warning vessels to leave or ities attributed to him by the captains of | not to enter Behring Sea, were made by the Willie McGowan and the Ariel. It public armed vessels of the United is also worth remarking that the evi- States, the commanders of which had dence of some of the other captains, at the several times when they were especially that of the master of the Van- given like instructions as mentioned in couver Belle, stand in the strongest con- finding 3 above proposed, and that the trast with that of the above-named mas- vessels so warned were engaged in sealters. Lastly, the information now fur- ing or prosecuting voyages for that purnished to us entirely confirms my view pose, and that such action was adopted of the case as suggested in my note of by the government of the United States. the 17th (29th) November, that the persons really responsible for the hardships ed States in which any proceedings were

through the competent tribunals. greater importance, because it lays down the general principle in virtue of which

the schooners were captured. It is as follows: That the canoes and their crews are part and parcel of the schooners; they are the instruments with which the latter carry on their fishing operations, and Speed rose from an average of 8 1-2 in the present cases they were furnished with the special appliances-namely, clubs for the destruction of seals on shore, whose canoes can be proved to have hunted seals within the territorial wacomes good prize:-"In its judgment of the legality of the captures effected .

> lawful prizes all the schooners whose boats had been detected or seized in our territorial waters. It is undeniable that the boats constitute, judicially speaking, part of the schooner to which they belong. Their seizure in territorial waters consequently renders perfectly fegal the arrest of the vessel of which they are in some sense a part. If it were otherwise a schooner could with impunity hunt the seals along the coast by sending in her boats, and thus infringe on the inviolability of the territorial waters | been broken. while keeping herself outside of those

waters.' Applying this principle to the case of the six captured schooners, M. Chichkine informs me that four of them, the Marie, Rosie Olsen, Carmolite and Vancouver Belle, have been adjudged good prizes, as the evidence that their respective canoes captured seals either actually in the rookeries or within the threemile limit was conclusive; whereas, though the moral evidence was equally conclusive in regard to the Willie Mc-Gowan and the Ariel, the canoes themselves had not been actually seen within

the territorial waters. Accordingly, as regards the two latter, the Russian government is ready to entertain the question of indemnifying the

owners and the crews. A fact elicited in the course of these equiries namely, the enormous proportion of females—as much as 90 per cent. -found on board the sealers, and caught either while with young or nursing, at a time when it is impossible for them to leave the rookeries, affords a very conclusive proof of the skill and knowledge with which these poaching expeditions are conducted and of their deadly destructiveness.

I have, etc. R. B. D. MORIER.

The concluding sentence of M. Chichkine's note is as follows: McGowan and Ariel.

THE ARBITRATION. The differences between the two agents settled, and the following findings of agent for the United States, were sub-

1. That the several searches and seizures, whether of ships or goods, and the questions, or any of them, if they think fit, in any future negotiations as to the

the exception of the Pathfinder, seized on to it.

at Neah Bay, were made in Behring Sea TRYON'S BRILLIANT TACTICS. at the distances from shore mentioned in the schedule annexed hereto marked C. Dazing His Opponents in the Manœuvres

3. That the said several searches and seizures of vessels were made by public armed vessels of the United States, the commanders of which had at the several times when they were made from the executive department of the government of the United States instructions, a copy of one of which is annexed hereto marked A, and that the others were in Robert Morier's despatch, which sum- all substantial respects the same; that in all the instances in which the proceedings Sir R. Morier to the Earl of Rosebery. were had in the district courts of the United States resulting in condemnation, such proceedings were begun by the fil-My Lord,-I have received from M. ing of libels, a copy of one of which is Chichkine a reply to my notes of the annexed hereto marked B, and that the 17th (29th) November, 4th (16th) and libels in the other proceedings were in all 9th (21st) December, respecting the cap- substantial respects the same; that the ture of Canadian sealers in the Behring alleged acts or offences for which said Sea. This note transmts two enclosures, several searches and seizures were made giving the substance of the report of were in each case done or committed in the special commission appointed to ex- Behring Sea at the distances from shore amine and pronounce upon the question. aforesaid, and that in each case in The first has reference to the com- which sentence of condemnation was plaints and accusations brought by the passed, except in those cases where the crews of some of the sealers for hard- vessels were released after condemnaships declared to have been offered at tion, the seizure was adopted by the the hands of officers by whom they were government of the United States, and in captured. As these were mainly direct- those cases in which the vessels were ed against Captain de Livron, captain of released the seizure was made by the the Zabiaka, and have been refuted by authority of the United States; that the the declarations of that officer, who was cited before the commission and cross-

5. That the district court of the Unitsuffered were the civil authorities of had or taken for the purpose of con-Petropaulovski, and not the naval. As demning any vessel seized as mentioned regards these, M. Chichkine states that in the schedule to the case of Great

the aggrieved parties can, in the ordi- Britain, pages 1 to 60 inclusive, had all nary course of law, seek redress either the jurisdiction and powers of courts of from the superior naval authorities or admiralty, but that in each case the sentence pronounced by the court was based The second memorandum is of far upon the grounds set forth in the libel. Lowered Into the Gulf.

> Under the Icononzo bridge, over the Sumapaz River in the United States of Colombia, is a black gulf three hundred feet deep. A few feet below the bridge is a great boulder, which can be reached by going down the rocky sides of the ravine, and from which the river can be seen and heard as it dashes against the rocks. This abyss was explored some

Twelve strong men took their places round the opening in the rocks over the gulf. They fastened stout leather ropes to Jean, who was to make the descent, and arranged another rope for "telegraphic correspondence" by means of little pieces of paper, in case Jean's voice could not be heard.

They lowered him slowly, and soon he stood on a ledge beneath the great boulder. Thence he was lowered some ninety known, had been deemed imminent for ing a vast extent of rich prairie land, plore a cavern filled with owls. He captured a bird, and took a nest with some eggs. Thirty feet below this he explored another cavern, where the air was thick with birds.

The floor of this cavern projected into the gulf, and below that Jean could not be seen from above. Now began the dangers of his undertaking. He hung like a spider on the end of a thread, and could be neither seen nor heard from above, and the "telegraphic line" had At the next cavern he was attacked by the owls. He defended himself

against their sharp beaks and claws as best he could with his knife, and shouted to the men at the ropes to draw him up; but they continued to lower him. He went down, down, until his feet touched the water. He shouted and shouted, but still the rope was let out, and the water reached his waist. There was only one thing to do-cut the rope and swim out of the gulf if he could, at

the risk of being dashed to pieces on the As he raised his knife to cut the rope he gave a last despairing cry. It was heard, and the men began drawing up

the ropes. A few minutes later Jean stood the Icononzo boulder. He had been badly frightened, but was none the worse for his adventure.

A Cigar Insect Pest.

In the latest issue of Indian Museum Notes, Mr. Cotes gives an interesting account of the insect which drills in Indian cigars those tiny round holes which are scarcely noticeable, but which generally render the cigar quite useless for smoking. This is the "cheroot weevil," or Lasioderma testaceum. As far as is known, the beetle lays its eggs on the leaf, and the little curved white hairy grubs which emerge from these eggs In bringing what precedes to your tunnel their way through the tobacco knowledge, M. l'Ambassadeur, 1 consid- and are finally transformed into white er it my duty to inform you that, in motionless pupae, from which the beeview of the findings of the commission | tles emerge ready to cut their way out as described above, the Imperial govern- of the cheroot, and thus form the round ment would not refuse to proceed to an holes which are a sign of the presence of assessment of the indemnity to be paid the insect. The length of time spent by to the owners of the schooners Willie the insect in its various stages has not yet been traced, and there is still a good deal of doubt as to the stage in the manufacture at which the eggs are usually laid. In some old broken-up cheroots were found both very young larvae and also two very minute eggs which were thought to belong to this species. The eggs were transparent, white in color, showing the yoke cells by transmitted light. They were oval in shape, with a number of minute protuberances at one pole, and one measured about a fifth and the other about a third of a millimetre in length. They were found loose amongst the broken pieces of tobacco The eggs were evidently alive when found, and their presence in the old cheroots goes to show that eggs are at least sometimes laid after the cheroots have been matured.

In Chicago.

Managing Editor-Pretty good expres sion that of yours, "All things to all

Modest Assistant-Yes, but I can hardly lay claim to being its originator. Managing Editor-No? Where did ou get it then? Modest Assistant-It is from the

Managing Editor-Oh, well, that's all

right. Nobody in Chicago'll ever get

ble, sir.

in 1888. on's reputation for being perhaps the ablest tactician in the British navy was gained by him as the result of the British naval manoeuvres of 1888, says the New York Times. Tryon during these manoeuvres was a rear-admiral in rank. He had associated with him as second in command Rear-Admiral Robert O'Brien Fitzroy, C. B. To Tryon was assigned by order of the British Admiralty, the work of attacking the coast of Great Britain. For a period of nearly thirty days he was regarded as England's foe, and the manner in which the doughty Tryon swooped down first on one and then another British port made it ap-

Admiral Tryon was opposed in the 1888 manoeuvres by a big British defense fleet commanded by Vice-Admiral John K. E. Baird, whose second in command was Rear-Admiral Charles J. Rowley. In Baird's fleet the Admiralty umpires were Rear Admiral Alexander Butler, C. B., and Rear Admiral Nathanael Bowden-Smith. The umpires in Tryon's fleet imitating the respiratory rhythm. were Rear Admiral Sir Robert H. M. The process should be kept up for Molyneux, K. C. B., and Rear Admiral

parent that in actual warfare he would

have been little less successful.

Before the 1888 manoeuvres ended Tryon had captured and leviel on nearly | that, if the traction be continued, resevery principal port in Scotland and the east coast of England. Even Liverpool was entered by his vessels, while Baird was vainly searching for him somewhere off Land's End. It was only the shortness of the manoeuvres that kept Tryon out of the Thames. Among many British officers the opinion was held after the manoeuvres that had Tryon been granted an additional 10-day period he would have been heard discharging his main battery broadsides below London Bridge. As it was, the frantic efforts of Admiral Baird to overhaul Tryon in the latter's work of destruction around the United Kingdom earned for him, inside of a fortnight after the manoeuvres opened up, the sobriquet of "Poor Baird."

The British naval manoeuvres of 1888 were, perhaps, the most important series of operations taken by British naval forces since the advent of modern battleships. The British Admiralty endeavored to determine by them the actual effectiveness of the British naval defense system when the enemy engaged was represented by a fleet of powerful warships. This was the real object, and back of it all the Admiralty wished to learn just how safe was London.

To carry out the scheme of the manoeuvres Tryon was sent with a fleet to the west coast of Ireland. He took possession of the port of Bearhaven, in Bantry Bay, on the southwest coast and Lough Swilly on the north coast. All Irish territory was considered hostile to the British fleet and friendly to the enemy; while all of England, Wales and Scotland were considered friendly to the British fleet and hostile to the enemy.

Under Admiralty directions, it was arranged that war should break out at noon on July 24, 1888, and last until noon on August 20. As hostilities befeet farther, and stopped again to ex- some time previously, the British author- whose abundant harvests and bountiful ities contrived, at noon on July 24, to pastures have won world-wide fa blockade both Bearhaven and Lough

At the outset the efforts of Admirals Geology has an interesting story to tell Baird and Rowley were concentrated on of the former condition of Manitoba, keeping Tryon and Fitzroy shut up in They failed signally. Both Tryport. on and his second broke the blockade on August 4, and swooping around the extremities of Ireland, made a descent at once on British commerce and British

ports. The British fleet arrayed against Try on embraced 26 warships and 12 torpedo boats. It comprised the Northumberland, Benbow, Collingwood, Monarch, Conqueror, Hotspur, Northampton, Mersey, Arethusa, Rover, Active, Raccoon, Rattlesnake, Agincourt, Inflexible, Neptune, Iron Duke, Belleisle, Shannon Thames, Inconstant, Mercury, Mohawk,

Tartar and Grasshopper. The fleet under Tryon and Fitzroy comprised the Hercules, Ajax, Hero, Rupert, Warspite, Severn, Volage, Iris, Cossack, Sandfly, Rodney, Devastation, Invincible, Black Prince, Amphion, Calypso, Serpent, Curlew, and Spider.

The two squadrons included 7 battleships of the first-class, 9 of the second, and 3 of the third; 3 armored eruisers, 11 cruisers of the second class and 9 of the third class; 5 torpedo vessels and 24 first-class torpedo boats. These two fleets carried 432 heavy guns, 218 rapid

fire guns and 407 machine guns. From July 24 to August 3, Tryon's two squadrons were kept in port under secret admiralty orders. The object of this was to test the efficiency of Baird's blockade, and at the same time gave officers and men experience in blockade work. On the night of August 3, however, with Baird's squadron encircling Bantry Bay Tryon ran out two small squadrons. The Warspite, Iris and Severn passed out the west entrance; the Hercules, Ajax, Hero and Sandfly passed through the east entrance. In running the squadron out Tryon first sent ahead a number of torpedo boats, which engaged the enemy's warships nearest at hand. During the excitement of the attack the escaping ships slipped away under cover of the high land. Tryon and Fitzroy succeeded in taking to sea all the vessels they had use for. The opera-

tions of Tryon's fleet, once it broke the blockade, can be seen from the following: and Severn captured Aberdeen in 30 minutes. A ransom of £400,000 was levied. It was demonstrated that all shipping could have been destroyed. The same ships entered the Firth of Forth and levied £1,000,000 on Edinburgh. Forth Bridge was ostensibly destroyed, 3000 tons coal for the squadron were obtained and live stock and vegetables were requisitioned. The shipping in Leith roads | carbon in the corpus of the individual were also (figuratively) destroyed.

The Rodney entered the Tyne and opened fire by compass bearings with her that size, because that stone is pure car-69 ton guns on Newcastle, distance 8 1-4 | bon, but the National Museum has not miles, levied £500,000 on Shields and £1,000,000 on Newcastle, and destroyed all shipping in the river. Next she captured Sunderland, levied £1,000,000 and destroyed the shipping. Sunderland was ine, eight ounces of phosphorus, 3 1-2 taken in 30 minutes.

The Severn captured Hartlepool and levied £500,000 in 25 minutes' time. She captured Scarborough, levied £500,000. and destroyed a camp close by. During her passage from Hartlepool to Scarborough, which occupied three hours, the Severn destroyed 13 steamers and a fish-

The Warspite captured Grimsby, levied £500,000, and destroyed 31 steamers and that they are worth so much intrinsic 26 sailing vessels. The Warspite in her ally.—Rene Bache, in American Analyst.

raids destroyed in all 45 steamers and 53 sailing craft. Admiral Tryon came out of the 1888 manoeuvres the acknowledged best man The late Vice-Admiral Sir George Tryso seemed to disparage the reputation of

his opponents that naval manoeuvres of the 1888 order have never since been popular. Rear Admiral Markham, Tryon's second in command in the Mediterranean, was a commodore in Baird's fleet in 1888.

To Resuscitate the Drowned. Any method which promises success in cases of asphyxia due to submersion or in cases of apparent death, is worthy of careful trial, more especially when this method has proved efficacious both in the physiological laboratory and in actual cases of drowning. This method discovered by Professor J. V. Laborde, of Paris, is exceedingly simple, and has already, the British Medical Journal tells us, been attended with striking results. He calls it "traction of the tongue." In an asphyxiated person it suffices to seize the tip of the tongue and pull upon the tongue rhythmically, so as to cause rhythmical traction a long time, and if successful the person gives a deep sigh, and sometimes vomiting occurs, and after piration is usually speedily restored. Professor Laborde has had occasion to employ the process with success in cases of apparent death from drowning, and Dr. Billot has obtained marked success by the same process in cases of sewer gas poisoning. The process has been used by Professor Laborde for some time in cases of apparent death under the action of chloroform in the case of animals operated on in the laboratory, and often with marked success. It seems desirable, therefore, that surgeons who have to deal with such cases should give the process a fair trial. The writer has himself seen a guinea-pig submerged in water, and apparently dead, resuscitated by this process. As to the rationale of the process. Professor Laborde suggests that it is a reflex act excited by the rhythmical traction of the superior laryngeal nerve. This remains to be proved. More probably it is due to stimulation of the glosso-pharyngeal nerve or lingual-or both-liberating a reflex from the respiratory centre. We know how intimately the respiratory and vomiting centres are associated, and hence the double result of vomiting and inspira-tion from the "process." It may be taken as an instance of "summation of impressions;" each single stimulus is by itself insufficient, but the cumulative effect of many impressions after a long latent period suffices to discharge reflex movements. It has been found very efficacious in cases of simple syncope, the heart being rapidly restored to action.

If you look at a map of the Dominion of Canada you will see near the centre of its southern border the fertile province of Manitoba, containing the greatnotwithstanding the long, cold winter

that it has to endure. Geology has an interesting story to tell and of the origin of its productive soil. A great lake, exceeding in extent the whole chain of what we now call the Great Lakes, once existed there, which no man ever saw, though the evidences of its former existence are plentiful enough, the name of Agassiz has been

given. The present Lake Winnipeg is only the shrunken and dwindled remnant of the great body of water whose oozy bed has now been turned into thousands of harvest fields.

But perhaps the most interesting thing about Lake Agassiz is the fact that it was formed, so to speak, by a tremendous dam of ice, which shut it in on its southern side. This was near the close of the so-called Glacial Period, when the great sheet of ice that had covered more than half of North America was beginning to dissolve and retreat.

As the glacial ice melted away, and the bed of the lake slowly rose with the diminished pressure, the waters of Lake Agassiz were gradually drained off, leaving only the Winnipeg of to-day, the basin of the Red River of the North, and the broad prairies of Manitoba as tokens of its former existence, and evidence of its vast extent.

What Man is Made Of. An interesting exhibit at the National Museum shows the physical ingredients which go to make up the average man, weighing 154 pounds. A large glass jar holds the 96 pounds of water which his body contains. In other receptacles are three pounds of white-of-egg, a little less than ten pounds of glue-without which it would be impossible to keep body and soul together-34 1-2 pounds of fat, 81-4 pounds of phosphate of lime, one pound of carbonate of lime, three ounces of sugar and starch, seven ounces of fluoride of calcium, six ounces of phosphate of magnesia, and a little ordinary table

salt. Divided up into his primary chemical elements the same man is found to con-The warships Rodney, Warspite, Iris tain 97 pounds of oxygen-enough to take up under ordinary atmospheric pressure the space of a room ten feet long, ten feet wide, and ten feet high. His body also holds fifteen pounds of hydrogen, which, under the same conditions would occupy somewhat more than two such rooms as that described. To these must be added three pounds and thirteen ounces of nitrogen. referred to is represented by a foot cube of coal. It ought to be a diamond of such a one in its possession. A row of bottles contain the other elements going to make up the man. These are four ounces of chlorine, 3 1-2 ounces of fluorounces of brimstone, 2 1-2 ounces of sodium, 2 1-2 ounces of potassium, onetenth of an ounce of iron, two ounces of magnesium, and threee pounds and 13 ounces of calcium.

Calcium, at present market rates, is worth \$300 an ounce, so that the amount of it contained in one ordinary human body has a money value of \$18, 300. Few of our fellow citizens realize