THE PRINCE EDWARD ISLAND MAGAZINE

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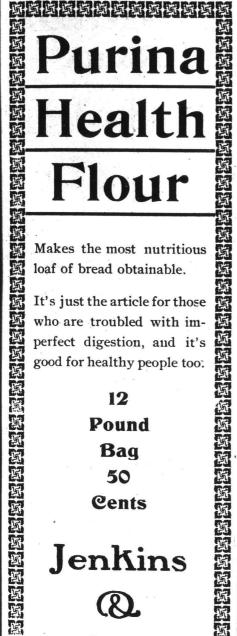
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CULLED FROM EXCHANGES.

While doubt stands still confidence can erect a skyscraper.

Like the frog, the pessimist hibernates and then wakes up only to croak.-Sat. Ev'g. Post.

The British Submarines.

DURING the last few weeks Submarine No. 1. one of the five submarines now being constructed by Messrs Vickers Sons & Maxim for the British Admiralty, at a cost of £34,000 each, has been submitted to exhaustive trials at Barrow. The vessel was taken off Molney Island, where she maintained a speed of eight knots an hour, and when travelling with her turret awash the speed is considerably over that. Afterward she was submerged to the depth of 15 feet and for six miles the submarine ran under these conditions. The submarine was accompanied by the Furness Railway's twin-screw tug-boat "Furness," with divers on board in case of emergency. The trials were conducted by Captain Baron, R. N., D. S. O., and Capt. Cable, the celebrated submarine expert, who represents the inventors. The engineer officers and men attached to H. M. S. "Hazard" have been instructed in the construction and mechanism of the submarine by Capt. Cable and Mr. Monell. The boat is of the improved Holland type, the patent rights of which throughout the world-except in the United States of America-have been purchased by Messrs Vickers. The boat has a length of 63 feet 4 inches, with a diameter of 11 feet 9 inches and a displacement of 120 tons when totally submerged. The hulls are divided internally into water-tight compartments by steel bulkheads. A 160 horse-power fourcylinder Otto gasoline engine is used for surface work. A 70 horse-power dynamo