

The Navy Estimates

The Navy estimates for 1910-11 were issued yesterday, together with the First Lord's statement in explanation of them. The latter we print in extenso elsewhere. That it should announce a very large increase on the estimates of last year was, of course, a foregone conclusion. The general naval situation throughout the world, and especially in Germany, had, by common consent, rendered such an increase inevitable. No government could withstand the manifest resolve of the country to be incontestably supreme at sea without counting the cost, least of all a government which discovered at the general election how little the constituencies were inclined to tolerate any faltering in this vital respect. As a matter of fact, the estimates show a net increase of very nearly five and a half millions, the exact figure being £5,461,000. There are increases in nearly every vote and an increase of 3,000 in the number of men voted. Last year the number was 128,000, so that this year it is 131,000. Last year the estimates amounted to a total of £35,142,700, and this year they amount to a total of £40,603,700. The First Lord explains that "the principal increases occur under the heads of Pay of Personnel, Clothing, and Victualing"—these consequent, of course, on the increase of personnel. "Ordinance, and the three sections of the Shipbuilding Vote." The shipbuilding and armament votes together show a very large increase of over five millions, caused almost entirely by the increase in the shipbuilding programme approved by parliament last year. . . . New construction for the year will cost £13,279,830, as against £8,885,194 for 1909-10. Of this amount £11,850,194 will be spent on the continuation of work on ships already under construction and £1,429,640 for beginning work on ships of the new programme—that is of the programme announced for the first time in the estimates now presented for the ensuing year. This programme is, of course, in addition to and entirely independent of the supplementary, and sometime contingent, programme of the current year—namely, the four large armored ships, already named the Thunderer, Conqueror, Monarch, and Princess Royal, which are to be laid down on April 1 next, much preliminary work having already been done, and the necessary preliminary orders having been given in preparation for them. The new programme now announced is to consist of "five large armored ships, five protected cruisers, twenty destroyers, and a number of submarine boats, estimated to cost a sum of three-quarters of a million pounds in all."

These estimates and this programme may fairly be pronounced to be satisfactory and sufficient without being in any way excessive or extravagant. They have been framed, as Mr. McKenna usually reminded Mr. Byles yesterday, not upon the assumption that other nations can be unfriendly to us or that we mean to be unfriendly to them, but to preserve our standard of naval power and upon the actual naval expenditure of other countries. While, therefore, we cordially welcome the friendly assurances of neighboring nations, we could not permit them to influence in the slightest degree our naval preparations, unless they were accompanied by corresponding reductions in the naval programmes of those countries. It may be presumed also that these estimates represent a provision which the Board of Admiralty really regards as sufficient in existing circumstances for the needs of the Empire, and not merely one which the Board of Admiralty has been content, however reluctantly, to accept as sufficient at the hands of a parsimonious cabinet and a cheese-paring Chancellor of the Exchequer. There is often a great difference between these two standards of sufficiency. When this is the case the final choice between the two is generally preceded by a covert but acute conflict between the Board of Admiralty and the Cabinet. It is no secret that such a conflict arose last year, and raged for several weeks before the estimates were presented to Parliament. Whenever such a conflict becomes acute the echoes of it generally make themselves heard outside the walls of the Cabinet and the Admiralty; and, therefore, the fact that no such echoes have been heard this year may fairly be taken to indicate that the views and proposals of the Admiralty have been accepted without demur by the Cabinet, and without cavil even by the Chancellor of the Exchequer. On this assumption the country must needs be slow to take exception to a programme propounded by a Board of Admiralty which has for its chief professional adviser so experienced, capable and determined an officer as Sir Arthur Wilson, while several of its members have fought many a tough fight under the flag of Lord Fisher of Kilverstone—to whose long and distinguished services the First Lord pays a cordial and grateful tribute in his statement. We have now ten ships of the Dreadnought type in commission—namely, seven battleships and three cruisers of the Invincible type. Ten more are, or will be on April 1, under construction, two of which—a battleship and a cruiser—will be completed by the end of the coming financial year, while all will be completed by March 31, 1912. To these the programme now promulgated proposes to add five others—presumably at least one cruiser and the rest battleships—and these in their turn should be completed at or before the end of the financial year 1912-13. The precise period of their completion depends of course not so much on the estimates now presented as on those which will be presented a twelve-month hence. The sums taken for them in the estimates we are considering are not very large. On two of them to be built in the dockyards a sum of about £96,000 each is to be expended and on the three to be built by contract sums

varying from £38,000 to £48,000. This would seem to imply that none of them are to be actually laid down much before the close of the coming financial year, though the two dockyard-built ships are to take precedence of the other three. It follows that none of them will be completed before quite the end of the year 1912, nor would it be safe to reckon on their being actually commissioned and at sea before the spring of 1913.

These dates would not be unsatisfactory if only we could be certain that the dates assigned to the completion of ships in the German programme will not be appreciably advanced. But we can have no positive certainty on this point. In an article on "The Naval Situation" which we printed on February 9 attention was directed to the manifest intention of the German naval authorities to construct their Dreadnought battleships in homogeneous groups of four. This is probably the reason why the construction of the Ersatz-Prithiof, of the 1909 programme, was begun sooner than had been anticipated, a proceeding which caused so great a stir in this country a year ago. There have not been wanting some indications of late—notably in the despatch of our Berlin correspondent which we printed on Saturday last—that a similar acceleration may take place hereafter, or may indeed be already taking place for the same reason, in respect of future ships. If so, Germany might have fifteen Dreadnought ships—three homogeneous groups of four battleships and three Dreadnought cruisers—completed by the spring or early summer of 1912, and similar accelerations hereafter might still result in that rapid appearance of new ships in 1912 and 1913 to which Sir Edward Grey averted in his speech of March 20 last. These are considerations not to be ignored, though they are not perhaps of immediate urgency. They point to a possible maximum of fifteen German Dreadnoughts ready for sea in the spring of 1912, as against a practical certain of 20 British Dreadnoughts ready at the same time. The margin is fairly sufficient, especially when we take into account our immense preponderance in pre-Dreadnought ships, two of which, the Lord Nelson and the Agamemnon, which are reckoned by many authorities as Dreadnoughts; or as good as Dreadnoughts. For the future, the provision of five additional Dreadnoughts to be ready early in 1913 would seem to suffice, especially as they will be followed almost immediately by the two colonial Dreadnought cruisers, tenders for which, as the First Lord states, are now under consideration—presumably by the colonial authorities, with whom rather than with the Admiralty the immediate initiative would seem to rest. For the rest, the First Lord's statement presents many points of interest not deserving of comment on a suitable occasion, but nothing of importance at all commensurate with what he has to say on the amount of the estimates and the programme of new construction. Some progress in aerial navigation is recorded, but we should have been better satisfied if some assurance could have been given that the rate of construction of torpedo-craft—which appears to be appreciably behind that attained in Germany—would be accelerated. The estimates have now reached an enormous amount, and the vote for new construction is higher than it has ever been before. But no one need suppose that we have yet reached the maximum even with these tremendous figures. The very fact that our preponderance in pre-Dreadnought ships is so great will entail an immensely increased expenditure when these ships come in their turn to be replaced in approximately the same proportion by Dreadnoughts. But the burden must be borne, because its alternative is insecurity leading to destruction, and no one needs to be told that such an alternative would be infinitely more costly than any number of Dreadnoughts.—London Times.

FUNNY MEANING OF COMPLIMENTS

The compliments that one meets with are sometimes as strangely phrased as they are generally little deserved. On my leaving a curacy an old friend of mine said: "Well, I be sorry you're going, for I did 'ope you would 'ave died 'ere," which was certainly more than I did, writes the Rev. Stewart F. L. Barnays in the Cornhill Magazine. But in the way of testimonials the one which I prized the most was received from a certain bishop. He was famous for the infelicitous way he had of putting things. I wrote to tell him I was leaving the diocese and to thank him for his kindness to me. His reply was short, and, I trust, not to the point. "Dear sir—I am sorry you are leaving my diocese, for I have never heard anything against you. Yours faithfully, —" This at least was a negative kind of testimonial which might be useful to some of us.

My vicar was leaving at the same time, and I was accompanying him to his new parish. He fared little better at his bishop's hands. "Well, —, you and I have not always seen eye to eye, but I might well get a worse man." So with this episcopal blessing we migrated to another diocese.

A friend of mine came to preach for me at the harvest festival. The "use" of his church was for the preacher to carry his stole, putting it on in the pulpit and again removing it at the end of the sermon. This little bit of ritual he duly performed, but its meaning was wholly lost on my congregation. A servant being asked on her return why the service had been so short, said that the preacher was in a hurry to catch his train, as he had begun undressing before he left the pulpit.

A woman in a parish where I lived used each day to prepare herself for the worst. I was complimenting her one day on the extreme

tidiness of the house even in the early morning. "Yes," she said, "I always like to 'ave my bedrooms done early, for, as I allus sez, you never knows what may happen—'ow soon one of the children may be brought 'ome in a fit or with a broken leg, and, as I allus sez, it don't matter what 'appens so long as you've got a bedroom to put 'em into." Whether she would have taken so quite calmly the actual arrival of a child in a fit I cannot say, for her rule of life was never put to the test.

Once attended a mayor's banquet in a provincial town at which the vicar, who had newly arrived, was present. An alderman was put up to propose his health, and was very anxious to pay a well deserved compliment to the new vicar's popularity, and this was the manner of doing it: "Mr. Mayor, our new vicar has not been long in making himself liked by all of us. As I was remarking the other day to some friends, it's a good thing our vicar has not the face of an Adonis, or we should have to look out for our wives and daughters." It was well meant, but one felt of course that the expression of the sentiment could have been improved upon.

Writing of humor reminds me of the lack of it—an unhappy condition with which one meets occasionally. There were some dear old ladies who lived in a large house in a certain parish. They were very much opposed to anything which to their mind savored of the world; the thought even of "patience" filled them with horror. They had, however, heard that the curate, to whom they were much attached, was a good conjurer. On one occasion when he was lunching with them, they asked him to show them some of his tricks. He readily consented, and in the extreme innocence of his heart, asked for a pack of cards. "We have never had a pack of cards in the house for twenty years," his hostess exclaimed, and then, feeling she owed her guest some reparation, asked him whether visiting cards would do as well.

I am sure that a speaker, whether he is preaching or making a political speech, never realizes how little his long words or rounded phrases are really understood by some of his audience. A clergyman, at the close of some confirmation classes which he had been giving in a village of one of our northern towns, proceeded to ask his candidates a few questions in order to find out how far he had made himself clear. The answer to his first question rather astonished him: "What is grace?" Promptly the reply came: "All manner of fat." The answerer had had plenty of experience of it as kitchen maid and perhaps "grace" is not altogether unlike in sound to "grease."

That reminds me of the story of an old woman who, on being asked why she had such a rooted objection to the new rectory, replied: "Ow could I help it, when 'e uses such bad words in the pulpit?" "But what bad words?" she was asked. "Just thing," was her reply, "ow often 'e says peradventure—and you know what David says about such like—if I shall say peradventure, the darkness shall cover me."

CRETE'S ANCIENT RIDDLE

The riddle of the Minotaur and the Cretan labyrinth has been solved by the aid of geology and zoology. Prof. Konrad Keller, a German scholar, who has made a study of the extinct fauna of Crete, has succeeded in throwing an unexpected light on the legend of the bull that claimed an annual tribute of 30 of the fairest of Athens' sons and daughters.

From the large quantity of the remains of extinct animals brought to light by the new excavations it is now possible to explain the geological origin of the island. Whereas formerly the separation of Crete from the mainland was assigned to the pliocene period, the discovery of the aurochs (Bos urus) and bison has proved that Crete was still a part of Asia Minor in the diluvial age. The bones of these extinct animals, the nature of which has now been ascertained, have been found chiefly at Knossos, in the palace of Minos itself.

In further explanation of the myth, Prof. Keller is able to point to a remarkable mural painting on one of the palace walls showing a bull, or aurochs, on whose back acrobats are performing all sorts of feats. This shows that the time of Minos games were held in which bulls figured. That they gored to death many of those set to combat them is evident, and explains the myth of the human tribute.

The extinct wild boar, and the stag have been found in the palace, but a much greater significance is the discovery of the aurochs, or wild bull. The Minotaur of fable was one of these animals. They were numerous in the island. They were not a mixture of man and bull, as described in the legend, but are to be regarded simply as the bulls of Minos, which the name denotes.

As numerous remains of the aurochs, including the sockets of mighty unicorns, were found chiefly in a special part of the palace, it is certain that the animals were kept there. That the palace itself was the labyrinth of the fable has been proved by the investigations of Arthur Evans.

Discussing the fact that kings never visit America, Frederick Townsend Martin, the brilliant author of "The Passing of the Idle Rich," said at a luncheon in New York:

"It is not because we wouldn't treat them respectfully that reigning monarchs never visit us. I am sure, if a reigning monarch came to our shores, we would treat him with the greatest respect. But we are ignorant of the intricate etiquette, the forms and ceremonies, whereby such respect is expressed. It is this ignorance which keeps the reigning monarch away. It would be bad for him and bad for us, you know, if our respect took some uncouth form—if it called to mind the new office boy who, observing that a disaster had fallen his master's apparel, slipped into the man's hands a note saying:

"Honored sir, your pants is ripped."—Utica Globe.

About Halley's Comet

Our readers have learned of the ghastly experience of that modern Gribouille who, through fear of Halley's comet, committed suicide in Hungary, preferring, he said, to kill himself in advance rather than to be killed by the wandering star. At the moment when more than one person is disquieted by the event of the night of May 18-19 next, and when the attention of the entire world is concentrated on the deeds and actions of the comet, while the astronomers are actively studying and vivaciously discussing the problem of comets, we think it is interesting to review here the suggestions which Mr. W. H. Pickering, of the Observatory of Harvard College, has just made apropos of Halley's comet and its approaching meeting with the earth.

The most important question for the majority of the inhabitants of our planet is to know whether the gigantic tail will be so extended as to sweep the surface of the globe or even to envelop us entirely in its waves of vapor. It is difficult to affirm anything up to the present time, but we can recall that in almost all its previous appearances this celebrated comet has spread in space an elegant tail, sometimes immense but generally of medium length. Nevertheless, on the occasion of its last visit, in 1835, a remarkable phenomenon occurred; during its perihelion passage, which took place on November 16, the comet lost its tail, so that when it reappeared on the other side of the sun it had the appearance of a round nebula, without any appendage, and it was only later, when it reached the distance of the planet Mars, that a new tail was formed.

The interplanetary wanderer had been found on August 5, 1835, and it was on October 2 that astronomers began to witness the birth of the first tail.

Prodigious Activity

The nucleus, which until then had appeared feeble and small, Sir John Herschel relates, seemed to be the seat of a prodigious activity, sending out to a great distance currents of light. This emission, after having stopped for a time, was renewed with still more violence, reaching its maximum intensity on October 8, and continued with intermissions until the luminous matter, thrown out in whirlwinds and ejected backward in the direction opposite to the sun, had formed a nebulous and transparent mass. The tail was born.

During the period of this formation the luminous jets varied constantly in form and were projected sometimes from one part of the nucleus, sometimes from the other; its phrases followed one another with such rapidity that from one day to the next its aspect showed considerable changes.

The variability of the luminous currents may be explained by a rotary movement of the nucleus about its axis, and this will be a phenomenon of particular interest to astronomers of Japan and Australia, who will observe in full daylight, on May 18 next, the passage of the comet's nucleus before the sun. But it will also be necessary that the head of the comet possess a certain consistency to remain visible during the time of its passage before the dazzling disc of the sun.

Now Mr. Pickering adds that the head of a comet is composed of a swarm of meteors and a small quantity of gas extremely rarefied, which can only be discovered by the spectroscopic. These meteors must be very much separated from one another, for they do not prevent one seeing the background of the heavens, even through the central part of the nucleus. On the other hand, the occultation of a star by a comet has been observed several times and it has always been noticed that the latter does not diminish or alter in any way of which it passes. This observation was made on Halley's comet itself in 1835 by Struve at Dorpat and by Glaisher in England, and more recently still on December 5 by Herr Archenhold, of the Treptow Observatory, Berlin, who saw the comet pass before a very pale star of the twelfth magnitude without altering its light or its color. We may conclude then that the sun will not undergo any change or any appreciable weakening from the fact of the comet's passage.

Nevertheless, it may be that among these meteors there are some very large ones, and we ought to take advantage of the exceptionally favorable approach of the comet to endeavor to measure the size of these blocks. It is admitted that there can be distinguished a dark spot of a tenth of a second in diameter standing out from the background of a luminous disc.

At the distance of the comet on May 18, that is to say, twenty-three million kilometers, we might be able to see any opaque body measuring about 112 kilometers in width. We can hardly hope to discover solid masses of such a size in the nucleus, but it would be in itself an important result to learn with certainty that there do not exist projectiles so enormous in a comet's head. It will be for the astronomers stationed in the Far East to undertake this search, for they will be in the best conditions to follow the passage of the comet in broad daylight.

For European Observers

European observers may see the tail cross their sky in the night of May 18 to 19, about two o'clock in the morning, Paris time. However, the exact hour will depend on the length of the tail at that moment and also its form. If it is slightly curved we will pass its axis a little later. The combined speed of the earth and of the tail at the moment of meeting will be 4,600 kilometers (2,875 miles) a minute, or 276,000 kilometers (172,500 miles) an hour. If observations can be made under good atmo-

spheric conditions they will show us whether the tail is hollow or full, elliptical or circular in the plane of its section or, what is more probable, whether it is of irregular construction.

If it be admitted that this caudal appendage is exclusively composed of electrified gaseous molecules, very far apart one from the other, with which is mingled minute cosmic dust in insignificant quantity, the number of shooting stars which will appear on this famous night will not be as considerable as one might imagine. It is especially about May 6 that they should appear, when we will arrive in the vicinity of the comet's orbit. But we will doubtless witness some effect analogous to that of June 30, 1861. On that date it seems very probable that the earth traversed the tail of a comet, an event which, moreover, passed unperceived by the majority of the inhabitants of the terrestrial globe.

Nevertheless Mr. Hind, the astronomer, in England, noticed in the heavens a very singular phosphorescent glow, and Mr. Lowe noted that the heavens presented a pale yellow appearance, recalling that of the aurora, although the sun was well below the horizon. The observation was recorded on the daily register of the parochial church before it became known that the earth had met the tail of a hairy star. The atmosphere was appreciably obscured and the comet presented a more nebulous appearance than on the preceding nights.

We see that if things pass as in 1835 it may be possible that the tail will not reach our world, because it will disappear after the perihelion passage, which will take place on April 20. On the other hand, Mr. Barnard, the astronomer, of the Yerkes observatory, has already measured the length of the present tail, on February 3 and February 10, and has found that length to be 8,000,000 kilometers. On the same date the width of the head was 307,000 kilometers. The same astronomer remarks as to this fact that the considerable extent of the tail two months before perihelion "gives hopes" that we will be completely immersed in that appendage on the date of May 18.

He who lives will see—Camille Flammarion in New York Herald.

WHEN CAVALIERI SANG IN A CHEAP CAFE IN ROME

Few singers have to pass through so many hardships at the start of their careers as Lina Cavalieri. The voice of the beautiful prima donna of the Manhattan Opera House now earns her many thousands of dollars yearly, where, as a girl of fourteen, she supported a family of six besides herself by singing in a cheap cafe for three francs a night. Mile. Cavalieri tells about it dramatically in an interview in the New York Telegraph:

"One day a footsore, wandering boy, sixteen years of age, orphaned and hungry, limped into Rome by the Porta del Popolo. At five years of age the blows of a savage hunchback of a guardian aunt had driven him from his home. Eleven years he had lived somehow. He came to Rome to find work. One day he recognized in one of the Papal Guards an uncle of his, who found him employment. He settled in Rome as a workman. That was my father. Four children were born to him. When I was fourteen and a half he lost his employment and fell ill with a prostrating disease. Wife, four children an old uncle depended upon him for support."

"His illness meant our starvation. We were all turned out of the house in which we lived but charity allowed us a makeshift lodging in a half-built, roofless tenement, far out on the Campagna, beyond the Porta Pia, near the marshes and the fever. For days our family went hungry. I have known times when one crust of bread was all I ate for half a week. I was the eldest. To me all turned. I did indeed secure some sort of work. I sewed all day long. I was paid ten cents a day. Ten cents a day among six! Povera famiglia!"

"Then it came about that some one noticed that I had a voice and some good looks—good looks which by some mercy of heaven had survived the months of hunger."

"There was a certain miserable little cafe in Trastevere, that sort of Rome which lies about the Castel St. Angelo and the Vatican, whose proud fronts seem so disdainful of the seething mass of poverty beneath."

"This cafe was in need of a singer. Those who have been in Rome know such places. The artists' sing a few songs and afterward gather up the coppers in a saucer. The proprietor of this particular place had lost his woman singer. Yes, he thought I would do, and they drilled three little Roman songs into my head."

"I sang from 6 at night until 12, night after night. It has been said that I sold flowers in the cafes of Rome, nothing so sweet and graceful. Amid the questionable jests of bedfellowed workmen and trans-Tiberine scum, I sang my ditties over and over again, rattling between whistles a saucer to spirit up their lazy and contemptuous offerings. It was done for the three francs a night, for the family on the Campagna yonder, for the bedridden uncle and the hungry, helpless children. At night I had to walk across the whole city, a dismal, fear-ridden walk of two hours, terrifying to a child—for does not Rome seem full of ghosts?"

"To reach my dismal home."

My wife sure has me faded

When it comes to talk;

But when it comes to listening,

I've got her beat a block.

Field

THE REVENGE OF T

(By Richard L. Poe)

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Some years ago it was my to spend some few days in the at the mouth of Powell river miles north of Vancouver on coast. Several fishing friends I stastic tales of the fish that were in the river, whose numbers were legion and whose appetites for leg were always keen, so that I to go provided with my best plentiful supply of flies. Fish always lie, even when relating to brothers of the rod, and I for my friends' information to the had not even exaggerated, a amount of exaggeration is alv and allowed for in recounting a fish-stories. I followed the log head of the falls, and soon found it was possible to get out a line ing a giant cedar or Douglas pine ly discovered that there was o back, or possibly two, to the part of the river; it was too easy, though very numerous and appa and, as we very shortly afterwa a most excellent flavor, were of and convenient size for the pan formity in size which was a ca satisfaction to the cook than t tients, the anglers who provided material.

Anyone but a fish-hook, who with bags of salt and "yanks" the water to the salt barrel, will of the monotonous slaying of troutlets of suicidal tendencies, the first day or so, when we h proved to our satisfaction, or i satisfaction, that, though the were there to be caught in quant it was possible to get out a line, to be no big ones in any fishabl the falls (and it was above the had been told that we must go, catch trout), the monotony be We caught as many as we could and we shipped a few boxes awa

mox to friends in Van Ansa, Seca couwer, and then we cried, ha struck a place which many woul an Angler's Paradise, and were tented than was Eve in the Car Any fool with a line and a hook it could catch those fish, and wh hooked they were not big enoug thrills of excitement and apper follows the hooking of a "whopp

The friends who gave us the fishing had all told us that we m the falls, and we were new to t followed instructions; but, if friends knew nothing of the fishi falls, they must either have been easily satisfied than we were, c telling "the truth and nothing bu but not by any means the "whole mouth of the river looked very fis us, so that one day, when the oth ly dreaming beneath the shad tree near the beach, I rigged up couple of large-sized sea-trout strolled down along the sandy ban exposed at low tide on the south river. I did not feel as keen as I done when I cast, but the listless gave way to excitement as I h almost the first cast, and realized t at any rate I was into a good on screamed for the first time on th fine two-pounder rapidly took un swift current, and was not brought til, after several swift runs and a leap from water to air. The ver produced a double, and then I did always consider a most self-deny siderate action. I laid down my ately and I had to wait the me was snoring and as deliberately into consciousness. After I had the three beauties I had landed, h means deliberate in his actions, his rod, tied on two flies without soak the gut or do anything as it been done, ran across the sand t cast, hooked—and lost a four-poun mate). We had struck a run of se we certainly took advantage of i mox was due that evening, and w us it was with a box of the pretties I had seen since I first struck the receipt of the fish only gave half the pleasure the catching of ourselves, they must have been it mildly. Even that kind of fis have grown monotonous, I suppos kept at it long enough, but our st and to an end with the next trip Comox, and in the intervening t some splendid sport.

On the last evening of our holi urally wanted to make a last ca back to town with us, and we we have a few of the very choicest to show the friends who had directe fine our efforts to the water abov where the fish were so numerous, small. With a view to this end, the boat with a long line on the was working in the middle of the rent, manoeuvring the boat by m anchor line to within casting distan I spotted unmistakable big ones r tide was in flood, but even so the river was very strong. I had pounders in the boat, and the othe was fishing from the shore, had