

THE TORPEDO SHIP HECLA.

One of the most interesting ships of the British navy is the Hecla. She is not so much a fighting ship as a depot for fighting ships. She was originally a merchant vessel, and was purchased by the Government and converted into a torpedo ship. She is a torpedo ship in a very special sense. She has her own ports for the despatch of Whiteheads on her own account, she has extensive workshops for the repair of all kinds of torpedo mechanism and appliances, and she has on board of her a large flotilla of swift, second class torpedo boats—torpedo boats that is, that are not capable of maintaining an independent existence at sea, but are necessarily attached to some larger vessel. In any naval engagement the Hecla could not only on occasion hurl out her own deadly missiles, but could send out a whole brood of the ugly ducklings, who have every capability of independent action while afloat, but who, having done their spiteful work, would make for the parent ship and be hauled on board. These are second class torpedo boats as distinct from first-class, which are small sea going vessels that may, on a pinch, make long voyages by themselves. One of them a short time since went to Australia by itself. Of the second class torpedo launches the Hecla has several, and what with these and her own boats this fine ship has the appearance of being quite a fleet in herself. She is among the longest ships in the British navy, her length being over 300 feet, and from end to end she is full of deadly stores for the supply of the fleet to which she is attached, or of deadly engines for her own independent use. Apart from her torpedoes, however, her armament is nothing very great in these times. She has five of six 64 pounders, beautiful looking guns, bright as new pins as, indeed everything is about the ship but of no great power. Among the curiosities of defence is the protection of her cylinders and boilers by her coal bunker, packed full of coal, with thin iron plates intervening. This is an ingenious adaptation of her merchantman structure to purposes of defence. Engines and boilers in all fighting ships built for fighting are placed low down, out of the way. The Hecla, on the contrary, are high up in the ship. The hull of the vessels is divided into seven water-tight compartments, so that it would probably take several holes in her bottom to sink her, and she has the further protection of a torpedo net extending around her at the end of the booms. She is an iron ship and has two iron decks.—*Lumberman's Gazette.*

AUSTRALIAN TIMBER.

For constructive purposes in dockyards, piers, bridges, house carpentry, coachmakers' and wheelwrights' work, railway building, fencing and piles, nearly the whole of the Myrtacea, of which New South Wales possesses something like 50 varieties, are extremely valuable, and certain of them incomparably so. For the uses of the cabinet maker and the house decorator, the timber familiarly known as the black apple, the Moreton Bay pine, the red cedar, coach wood, Clarence light yellow wood, turpentine myrtle, cypress pine and others, is capable of being worked up into furniture and paneling, beautiful in grain, rich in color, and susceptible of a high polish. The timber of the prickly leaved tree is said to be incapable of decay; that of the white tree it is said to be imperishable under ground; that of the turpentine tree resists the attacks of the Terebrantia in salt water; and that of the brush bastard or white box has been known to preserve its soundness, when employed in building the ribs of a ship, for a period of thirty years. To the carver and wood engraver the cork wood, the rose wood and the pito-porum commend themselves as serviceable substitute for European box; while the cooper finds in the native ash the silky oak the stave wood, the green and silver wattle, and the swamp oak, excellent material for staves. Other kinds of timber are especially adapted for cars, spokes, navos, tool handles, telegraph poles and turners' work.

What can be more disagreeable, more disgusting, than to sit in a room with a person who is troubled with catarrh, and has to keep coughing and clearing his or her throat of the mucus which drops into it? Such persons are always to be pitied if they try to cure themselves and fail. But if they get Dr. Sago's Catarrh Remedy there need be no failure.

TIMBER IN ALASKA.

So little is known by our lumbermen generally of the nature, extent and value of the forestry of Alaska, that we give place to the following descriptive extract from the pen of Fred'k Schwatka, whose researches in that distant country render his observations worthy of attention: "Nearly all of Alaska south of the Arctic circle may be said to be timbered except the Alontia'r Island and a narrow strip near Behring's Sea, but in a commercial sense, only the "tide water strip" need be considered, the rest of it doing only for log houses and most of the minor wants of local use. The most important timber of this region, southeastern Alaska, is the Alaskan or yellow cedar, of the very finest grain and greatly prized already by the workers in fine woods of the Northwestern Pacific coast. Some of these cedar trees grow to an immense size. At Boca Inlet, near the tip of this southeastern horn, I saw a raft made of two trees, used as a lighter, that in two loads carried ashore sixty-five tons of freight. The trees seemed to be eight or nine feet in diameter at the butt. I understand this valuable tree grows in clusters of a few acres here and there, mostly about the water, and these areas are nearly all distributed on the islands on the lower half of the "tide water strip." I believe these forests are worth investigation and working, if they have not already been appropriated, for it must be remembered that it is only within the last year that any form of government has been given Alaska, so that settlement of any kind could be made. It may be impossible yet to enter these timber districts. The other kinds of timber may be interesting to note, but not in a commercial sense until the immense timber districts of our Northwestern States and Territories are exhausted, as well as those of British Columbia. This yellow cedar has a peculiar pungent odor which protects articles encased in it from the ravages of moths, it is claimed, and while it is much more perfumed than the cedar to which we are accustomed, I doubt if it is any more efficacious than the common kind, in proportion to its odor. Still the idea is deep rooted that it is a perfect moth protector, and that is sufficient in a financial sense."

THE FASTEST ENGLISH CRUISER.

The fastest cruiser in the British squadron to be concentrated under the command of Admiral Hornby is the Mercury, and it is asserted that she is the fastest full sized ship afloat. The vessel has attained an average speed of over 18 1/2 knots, or 21.27 miles, an hour, and thus surpasses by half a knot the Chilean run cruiser Esmeralda (18 knots) and the French cruiser Milan (also 18 knots, launched in 1884), as well as the Phaeton and the Iris, the latter her sister ship, but launched a year before her (in 1877). As the Mercury is 300 feet long and 46 feet beam, with a draft of water of 22 feet, this is an exceedingly high speed for so large a vessel. She and the Iris thus stand unrivaled as regards speed by any vessel of their size, the Esmeralda being only 277 feet in length, while the French vessel has a length of 303 feet, but a beam of only 33 feet. An authority on these matters says of the English cruisers that they are the first of a new type designed for high speed as the pre eminent requisite. All other requirements have been subordinated to this important element. They present a beautiful sharp bow, and long, exceptionally clean run, and are altogether admirable specimens of a design for a swift and lightly sparred vessel. They are special screw dispatch ships, and are unarmored, of course. The Mercury, which is to join Admiral Hornby's squadron, has an armament of ten 91 pounders. She is built of steel, and in proportion to her tonnage has been one of the most costly vessels afloat. Her hull and machinery cost altogether somewhere about £198,000, or within £10,500 or £15,000 of the Iris, which has been said to be as costly per ton as the ironclad Inflexible.

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LIVERPOOL STOCKS.

We take from the *Timber Trades Journal* the following Comparative Table showing Stock of Timber and Deals in Liverpool on July 1st 1884 and 1885, and also the Consumption for the month of June 1884 and 1885:—

	Stock, July 1st, 1884.	Stock, July 1st, 1885.	Consumption for the month of June 1884.	Consumption for the month of June 1885.
Quebec Square Pine	401,000 ft.	188,000 ft.	83,000 ft.	20,000 ft.
" Wancy Board	320,000 "	183,000 "	" "	" "
St. John Pine	22,000 "	68,000 "	19,000 "	21,000 "
Other Pine	62,000 "	44,000 "	2,000 "	2,000 "
Rod Pine	67,000 "	27,000 "	1,000 "	1,000 "
Pitch Pine, hewn	472,000 "	668,000 "	278,000 "	204,000 "
" Sawn	590,000 "	377,000 "	183,000 "	202,000 "
Planks	71,000 "	72,600 "	17,000 "	21,000 "
Dantzig, &c., Fir	57,000 "	63,000 "	18,000 "	5,000 "
Sweden and Norway Fir	61,000 "	40,000 "	10,000 "	2,000 "
Oak, Canadian and American	271,000 "	141,000 "	25,000 "	21,000 "
" Planks	280,000 "	107,000 "	55,000 "	45,000 "
" Baltic	12,000 "	11,000 "	1,000 "	0,000 "
Elm	29,000 "	11,000 "	3,000 "	0,000 "
Ash	17,000 "	23,000 "	4,000 "	2,000 "
Birch	71,000 "	80,000 "	30,000 "	71,000 "
East India Teak	4,000 "	60,000 "	8,000 "	2,000 "
Greenheart	53,000 "	58,000 "	4,000 "	11,000 "
N. B. & N. S. Spruce Deals	14,857 stds	12,440 stds.	7,868 stds.	5,387 stds
" Pine	1,451 "	450 "	" "	" "
Quebec Pine & Spruce Deals	6,415 "	3,508 "	1,010 "	2,710 "
Baltic Red Deals, &c.	3,058 "	1,976 "	1,050 "	70 "
Baltic Boards	40 "	68 "	20 "	00 "
" prepared Flooring	3,755 "	3,410 "	808 "	1,178 "

BOARD OF TRADE RETURNS.

The following are the returns issued by the Board of Trade, for the month of June 1885, and also for the 6 months ending June, 1885.

MONTH ENDED 30TH JUNE 1885.

Timber (Hewn).	Quantity Loads.	Value £.
Russia	27,231	62,003
Sweden and Norway	49,239	70,280
Germany	39,410	67,780
United States	22,310	70,419
British India	2,054	29,300
British North America	3,678	11,803
Other Countries	36,855	48,855
Total	171,827	350,440

Timber (Sawn or Split, Planed or Dressed).

Russia	139,854	277,291
Sweden and Norway	273,701	554,435
British North America	72,992	180,116
Other Countries	57,996	165,146
Total	544,543	1,182,987

Staves, (all sizes)	15,608	62,508
Mahogany (tons)	2,952	27,524
Total of Hewn and Sawn	715,370	1,533,427

SIX MONTHS ENDED JUNE 30TH 1885.

Timber (Hewn).	Quantity Loads.	Value £.
Russia	72,098	141,945
Sweden and Norway	254,207	349,151
Germany	140,367	355,186
United States	87,250	289,207
British India	18,813	201,824
British North America	9,034	33,923
Other Countries	203,568	238,221
Total	791,927	1,714,456

Timber (Sawn or Split, Planed or Dressed).

Russia	251,322	511,004
Sweden and Norway	618,114	1,312,672
British North America	98,724	241,974
Other Countries	185,191	557,183
Total	1,153,351	2,622,833

Staves (all sizes)	46,117	215,993
Mahogany (tons)	31,912	250,968
Total of Hewn and Sawn	1,945,278	4,337,259

A FIRELESS ENGINE.

Experiments have been made recently in shop yard of Taylor Bros' machine works, at 122 to 130 St. Joseph street, New Orleans, on a new fireless engine, said to be useful and economical for various purposes, to determine its efficiency and adaptability to the propulsion of street cars. The motive power is gained by evaporating ammonia after a liquefaction, and it is claimed to be a success in every respect. The engineering world has long been aware of the possibility of realizing a power with great economy from the gas of ammonia, and many attempts have been made to develop it with varying degree of success, the difficulties to be overcome being principally mechanical. Mr. P. J. McMahon, a well known and practical engineer, is the inventor of this novel mode of its application. The experimental runs, although they were made with a rough car improvised for the purpose of the experiments on a temporary track and without a break, are said to have been not only satisfactory, but exceeded the estimates of the inventor himself. A prominent feature of this new invention is the superheating of artificial heat while expanding

ammonical gas within it. One difficulty experienced in previous experiments was the freezing of the cylinder and the formation of ice on its surface while expanding gas within it. It was thought that this could not be overcome with the application of artificial heat. In utilizing ammonia as a motive power the process of preparation consists of separating the ammonia from the aqueous solution and reducing it to liquid under its own pressure. A portion of this liquid, as well as a portion of the solution from which it was expelled, is fed into the apparatus on the car, and as the gas is exhausted from the engine, after operating the piston, into this and is absorbed, when the power all becomes expended, the once weak solution has become a saturated solution, and is withdrawn for redistillation at the stationary apparatus, so that the actual expense of operating this motive power is measured by the coal consumed at the stationary apparatus for distillation, and the necessary attendance on the same.—*Lumberman's Gazette.*

CHOPPED IN TWO.

BOSTON, July 25.—Alex. W. Cumach, the keeper of the Union Club boat house, saw what was apparently a sack of potatoes afloat on the Charles river, opposite the foot of Revere street, at about 5 p.m. He towed it ashore, and when he opened the bag he found it contained the upper half of a woman's body. The body had been bunglingly chopped in two at the waist, evidently with an axe. It was that of a woman 30 or 40 years of age, of dark complexion and small build. Finger marks were plainly visible about the neck, showing that death might have been caused by strangling. There were bruises on each shoulder and over the right temple. The body had been in the water about four days. It was clad in an ordinary undergarment only. It cannot be said whether the corpse came from up or down the river, for the tide was flowing in at the time, and when picked up the sack was moving up with the current from the ocean. No person of the description given has been reported missing in this city, and the police feel that they have a big mystery on their hands.

His Last Leap.

New York, July 24.—At about 9 o'clock this morning a small party of men, one of whom wore a linen duster reaching down to his feet, passed through the Brooklyn entrance to the bridge promenade. They walked out a little beyond the first pier to a part not guarded for the moment by the police. Then the man with the duster hastily threw off the garment and showed himself to be attired in a close fitting jumping suit. He ran quickly to the side of the bridge and, clambering through the wire netting, jumped off. He stood perfectly erect for about a hundred feet of his fall. Then he suddenly doubled up, and a second later struck the water like a bullet from a rifle. His body disappeared and did not come to the surface again. The men who were with the jumper quickly disappeared, and it was sometime before the police were informed of the tragedy. But few persons saw it.