

NAMES OF BRITISH SHIPS

LONG ROLL TEEMING WITH HISTORY AND ROMANCE.

Have Come Down Through Centuries—Some Captured From the Enemy.

British ship names are full of charm. Many of them have come down through the centuries. Among the royal names, for instance, the Queen has been in service almost 700 years. The first Queen was launched in 1323 and the present ship of that name is the seventh in the line of succession.

This line was broken for a time, but in 1900 the name was revived in honor of Queen Victoria, who, however, died before the ship could be laid down. At the same time it was decided to revive the name Prince of Wales. The Prince became Edward VII. two months before the ship began to be built. The present ship with that title is the fourth since 1765.

The first ship of the Royal Navy, as constituted upon its present basis, was named the Royal Harry. This is to say, says a writer in the Queen, she was the first ship belonging to the nation. She was also the first ship with two decks or three masts. So late as 1845 she was the only ship of this description in the Royal Navy. She is said to have been burned accidentally at Woolwich in 1553, where she had been built eighty-five years earlier, a long life for a fighting ship. The writer continues:

"In the Royal Sovereign we again have a ship name of ancient date, since the present vessel is

THE TENTH SINCE 1485.

We trace her family in the Sovereign of the Seas, built at Woolwich in 1577. Also in her distinguished predecessor the Royal Sovereign which took part in the battle of Trafalgar was Collingwood's flagship, and leading the line of the second division outdistanced the Victory and came first into action.

"The Princess Mary was the name of the royal yacht that brought over to England William, Prince of Orange, in 1689. In Clarke Russell's interesting book 'The Ship: Her Story' he relates that in February, 1837, the Betsy Cairns of Shields sailed from that port with a cargo to Hamburg. She was wrecked in a gale, and so ended her existence. This ship had a curious story. She was, so it was said, the Princess Mary of former days, which later had become one of Queen Anne's royal yachts, being accounted a very fast sailer, and finally being metamorphosed into the Betsy Cairns.

"The Prince George, the fourth since 1703, was a name adopted at that date in honor of Prince George of Denmark, husband of Queen Anne, and Lord High Admiral of England. The name was revived in honor of his Majesty, our present King.

"It was in 1852 that the name of Drake was adopted as a ship name; that is to say, some sixty years after he had aroused the hearts of his countrymen to enthusiasm by his daring exploits against the Spanish Armada, and the splendid part he took in repelling the advance of the Armada in 1588.

THE PRESENT DRAKE

is the tenth of the name since the first ship was so named, in 1652.

"The Blake, the third since 1809, is so named after the celebrated Admiral who took part in the naval wars of the Commonwealth. An interesting fact about this sailor is that he started by being a soldier. In those days the combined profession of soldier and sailor was not uncommon. The St. Vincent, the fourth since 1692, is called after a French ship captured at that date and then added to the British navy, this ship being christened after the saint of the name in question.

"The Benbow as a ship name is comparatively modern, the present Benbow being only the second since 1813. The Admiral from whom the name is taken lived toward the end of the eighteenth century and saw much active service. The end of his life was something of a tragedy.

"In the West Indies, so often the scene of conflicts between France and England for the ascendancy in the trade of that rich and fertile part of the world, Benbow kept up a running fight with the French squadron for four days. In the end he was deserted by several of his captains and heroically sustained the fight almost alone until he received on the fourth day the wound that was to prove fatal when he hailed off.

"The Vernon, well known as that of the great gunnery school at Portsmouth, is christened after an Admiral celebrated in the earlier half of the eighteenth century.

HIS HOST DARING EXPLOIT

being the capture of Porto Bello from the Spaniards with six ships of the line. This Admiral also introduced into the navy the watered-down grog; in this case an ungalvanic enough achievement

unless connected with the courage known as Dutch. The name grog was adopted from the grogram coat he was in the habit of wearing.

"In the war of 1778, brought about by this country's war with her American colonies, the French upholding ostensibly the cause of the Americans, in reality strove to strike a lasting blow at Great Britain's influence in India and her commerce in the West Indies. It was this last part of the world that witnessed some of the greatest naval actions in our country's history. "She stood alone, without friends, without allies, she had to brave the outward warfare of two hostile powers—France and her ally, Spain—and to disregard the jealousy and smoldering enmity of the great European Powers. In this crisis it was her navy that saved her; her navy that brought her salvation. Rodney, Hood, Howe, Hawke, St. Vincent—such are some of the great names which at this period lent lustre to an illustrious service, and ships bearing those names are in the service to-day.

"The names of those great heroes who took part in the strife of a later period, ending, so far as the navy is concerned, to all intents and purposes with the battle of Trafalgar, are as familiar and as noteworthy. Great Nelson, Collingwood, Cornwallis, Camperdown are names revered by all who are moved by love of their country. And so long as Great Britain has a navy so long will the name of Trafalgar thrill the hearts of all English people.

"The first ship bearing the name of the great hero Lord Nelson was in 1800, since which time there have been three vessels of that name.

THE FIRST CAMPERDOWN

was named in 1797. She was so called after a victory gained by the celebrated Lord Duncan of Camperdown over the Dutch off Camperdown.

In addition to ship names commemorating the memory of naval heroes there are those given in memory of celebrated battles by land or sea.

Thus we find the Blenheim and the Ramillies—Marlborough's celebrated victories in the war of the Spanish succession, the dates of each respectively being 1704 and 1709. In every case a ship was so christened during the year in which the battle had been fought. There is also the Gibraltar, the eighth since 1711. This name commemorates the taking, some seven years previously, in 1704, of the Rock of Gibraltar by Sir George Rooke during the war of the Spanish succession.

"The Nile, the fourth since 1800, is named after the celebrated battle on August 1 and 2, 1798, when Nelson by his masterly tactics won his great victory over the French fleet and secured for his country the command of the Mediterranean. The Trafalgar is named after what may perhaps be called the greatest of our naval victories, in which the great, perhaps the most lovable of all our naval heroes, Nelson, lost his life. In this battle the English fleet bore down in two columns upon the enemy's lines, the Royal Sovereign, Collingwood's flagship, leading one division, the Victory, Nelson's flagship, the other.

"Among other rivers the Indus, Ganges, Forth, Dee, Thames, Derwent, Ness, Dart—a ship of this name fighting against the Spanish Armada—Kennett, Clyde, Chertwell and Shannon are all found; while the number of counties, counties, towns and places from which ships have derived their names are legion. In continents and great countries we find the Africa,

THE FOURTH SINCE 1690, and the New Zealand and Natal, both the first of the name, given respectively in 1903 and 1904.

"Among the many counties which have given names to ships there are the Bedford, Cornwall, Cumberland, Devonshire, Hampshire and Suffolk. Among the earlier names adopted in this class would seem to be the Hampshire and the Kent, the first Hampshire being that of 1693, the first Kent of 1660. Toward the end of the seventeenth century there appears to have been a fashion for giving ships county names, for between 1690-95 there were five thus christened—the Suffolk in 1699, the Devonshire in 1692, the Cornwall in 1692, the Cumberland in 1695 and the Bedford in 1697, the number of ships thus named from the dates mentioned up to the present time varying from four to six.

"The towns which have given their names to ships are also numerous, including that of our great metropolis, the London of Lord Pembroke as a ship name is one of those of long standing, the present Pembroke being the eighth since 1855. It was Cromwell who first christened a ship after this town. He did so to commemorate his capture of Pembroke Castle.

"One of the most curious ship names of the class in question is the Fishguard. This name was introduced into the navy owing to the descent of a French squadron of four ships in 1797 upon Wales. A landing was effected at Fishguard in Pembrokeshire, but was repulsed. On their homeward journey to Brest two English ships, the San Pierro and the Nymph, encountered

two of the aforementioned French squadrons, the Resistance and the Constance, and captured them. One of these ships, the Resistance, was added to the list of our ships, and in memory of the landing so effectively repulsed she was christened the Fishguard. This degenerated into Fingard, the present ship being the third of the name since 1797.

A MAD WOLF.

Lively Experience of a Party of Travellers in Baluchistan.

It was the startling experience of a party of travellers on the "Frontiers of Baluchistan" to contend with a mad wolf. Mr. G. P. Tate describes it. There had been a high gale of wind, and the men in charge of the camels were nearly exhausted in caring for the animals. As the wind diminished, they crawled into their tents. Before dawn a mad wolf made its appearance, rushed into a tent where several men were asleep, and carried off a thickly wadded quilt which covered one of the men.

The inmates of the tent were roused, and there was no more sleep for any one for the rest of the night.

There were three camps with a large number of camels in each, separated from one another by a space of about three hundred yards. From one camp to another the wolf ran, and although because of the darkness the men were unable to see it, the roaring of the camels warned them that the beast was in the midst of them. With their swords drawn, the men stood on their defense. In the darkness every now and then a man would imagine he saw the wolf, and cut at it. It is a wonder that they did not injure one another.

It was barely possible to hear or see anything, and they were practically at the mercy of the frantic beast, which rushed backward and forward, biting everything that it could reach, until daybreak, when it made off.

When the damage the wolf had caused was added up, it was found that seventy-eight camels had been bitten by it. Other animals, such as dogs and goats, which had been bitten, were destroyed on the spot, but camels to us were of untold value, and so the camels which had been bitten were destroyed only when they showed signs of rabies, and not till then.

Some time later news was brought into camp that the mad wolf had been destroyed. It had entered a Baluch encampment, where it tore the face of a sleeping man, bit a second in the arm, and was shot by a third man at close quarters.

AN UPRIGHT JUDGE.

George III. Tried to Influence Him, But Failed.

Without disparagement to his contemporaries, it may be affirmed that the proudest name in the judicial annals of the eighteenth century in Great Britain was that of Mr. Justice Yates. In his recent book, "Glimpses of the Twenties," Mr. William Toynbee relates the dramatic incident by which his lordship earned the distinction.

Mr. Justice Yates, externally a fob, intrinsically as upright as he was able, had been selected to preside at a trial in which the ministry of the day were only less eager to obtain a verdict than the king himself, whose conduct, in the cause of "personal government," was far from irreproachable.

On the morning of the trial, just as the judge had taken his seat, a messenger in the royal livery entered the court, and being ushered up to the bench, presented to his lordship a letter.

Before opening it the judge examined the cover which was sealed with the royal coat of arms and bore the royal sign manual.

With every eye in court upon him, and in the midst of a profound hush, Mr. Justice Yates turned to the messenger, and handing back the unopened letter, said:

"You will take that back to whence it came."

George III. was wise enough to profit by the lesson. He never again attempted to tamper with the fountain of justice.

CHINESE ENGINEERING.

One of the most remarkable signs of the awakening of China is afforded by the spread of European engineering methods in the walled empire. The new railroad between Peking and Kalgan, opened a few months ago, was constructed exclusively by Chinese labor under the sole direction of native engineers. They do not hesitate to construct cuttings and tunnels in the modern fashion, and one of the tunnels passes under the famous Great Wall. It is remarked that while the Chinese students of engineering resort to America and Europe for instruction, as soon as they return to their native country they emancipate themselves from foreign tutelage, and attack their problems for themselves. They show wonderful capacity in comprehending the practical sciences of the white man, and are especially notable for their mathematical ability.

A friend, indeed, is a man who never tells us his troubles.

THE GENTLE REINDEER

LABRADOR HOPES IT WILL BE OF GREAT SERVICE.

Dr. Grenfell is in Favor of It as a Substitute for the Eskimo Dog.

No little child on Christmas Eve looks with fonder hopes for the patter of hoofs upon the roof, or the bellow of some bull deer, than are the folks of the far Labrador looking forward to the coming into their vicinity of the gentle reindeer. For, along with the coming of the reindeer there follows the passing of that necessary pest of the South, the Eskimo dog.

Three years ago on the Labrador coast, a trapper, remarked that if men ever got to the North Pole, it would be by the aid of these dogs.

Long, long ago, out of the wild somewhere, an Eskimo got a wolf and domesticated him. The Eskimo dog is not, scientifically speaking, a dog at all, but a wolf. Then there were others who followed the example, and so each had a wolf—a dog—to use the cant name of the North—to draw his sleigh.

THE ESKIMO DOG.

Then, just as one idea leads on to the next, so here, by-and-by, they found that two dogs, pulling twice as much as one, would help tremendously. But through the Arctic snows there are no trails. A dog must pick his way; and the tandem of dogs that one meets with in Switzerland or in Holland would never do in the world. Instead, out of the real hide they fashion a harness, to abuse the term, and the dogs were left to pull. A leash helped wonderfully in urging them on, and it has been by the leash that the Eskimo dog has been kept since those days.

Gentle, as the Eskimo may be, to the dogs they are savage masters. The Eskimo dog is unused to petting and the first word given a stranger on arrival at some port where they may be to keep hands off, even as for petting.

Never, under any circumstances, the natives advise, slip, or the dogs will be upon you, and there have been grim fatalities, indeed.

Now, Dr. Grenfell, the well-known missionary doctor of Labrador, has taken up the matter of substituting the dog with reindeer.

THE REINDEER

is a gentle beast; it finds its own food through the deepest snow; it gives milk and flesh and its hide affords garments.

"To most folk," they relate on the Labrador boats, "the importing of reindeer to the great frozen peninsula of Labrador seems like the proverbial carrying of coals to Newcastle. In fact, most folk, to confess the truth, have a preconceived idea that where there are Eskimos there are reindeer, and it is recalled how, in the district school days, one learned the many uses made of the deer by those people.

"The skin, they remember, furnishes their tents. The horns and the bone are worked into utensils of every sort. The milk and the butter made from it are rare tidbits indeed in the North, while as a beast of burden, the deer is the best friend of the inhabitant of Lapland and not our American north at all.

The first piece of advice a native gives you, as stated above, is

NOB TO PET THE DOGS.

The next is to guard against falling among them.

In the summer the dogs forage for themselves, feasting on the fish which come in close to shore, or on the offal of the fishing settlements very largely. They are great beautiful creatures, snowy white or mottled slightly, with brown. In winter, however, their voracious appetites know no latitudes.

At the Hudson Bay posts food is cooked for them and served hot, but it seems that this never suffices.

Harnessed up and driven along the snow trails of the northern fields, it is only fear of the driver's whip and knowledge of his skill, by which with his thirty-foot seal skin lash he can reach any dog in the pack, that keeps them down. Let one dog turn upon him and he shoots to kill, otherwise the pack is at him at once. Many, indeed, are the men in the lone wilderness of the Northland who have been devoured by their dogs.

WORKING ROUND.

There is a story told of a certain doctor who went to settle in a remote village, and the first night of his arrival he was sent for to attend a sick child.

He looked at the little sufferer very attentively, and then delivered this opinion:

"This baby's got the measles; but I'm not posted up on infectious diseases. We must approach this case by circular treatment. You give the little child this draught. That'll send him into fits. Then send for me! I'm a stunner on fits."

Many a man's success has proved to be a pipe dream.

NOT THAT KIND.

Natives Were Frightened at the Name of Glycerine.

Life in Ireland is never devoid of the humorous, and when Admiral, then Captain, John Moresby was stationed at Queenstown, in 1899, he had his full share. He narrates in "Two Admirals" that it became his duty to survey a damaged ship laden with casks of glycerin. For purposes of repair, he directed a portion of the cargo to be landed and stored, and thought no more about it.

What was my astonishment next day, he says, to find the whole town in a panic, and to be informed that every life was in danger from the deadly compound stored under one of the principal offices of the place.

The town council assembled, and sent their health officer to stop all discharge of cargo and to remove the vessel to the outer anchorage; and the people gathered at the street corners in agitated crowds to meet their doom in comfortable companionship.

I vainly contended that it could be nothing but pure glycerin.

"Pure glycerin, is it?" said the chairman. "Well, there's mighty little difference between pure glycerin and impure glycerin, and the ship must be off before we have the place blown about our ears."

All I could say was, "Well, gentlemen, if it is nitroglycerin, a blow will explode it. I propose that a cask should be put in a field and I will fire a shot at it. Will this satisfy you?"

After much deliberation, this handsome offer was accepted. I shall never forget that procession, for the agonized countenances of the bearers who lifted the cask to a cart as softly padded for its reception as if it had been an invalid in the last stages of disease.

"Patsy and Jim Dempsey had great courage entirely," was the comment of the crowd, as they followed at what they believed to be a safe distance.

We wended our way into the country, attended by the prayers and blessings of all the old women of both sexes whom he met en route, and the gilded pinnacle was put on the terror when, in lifting the cask into the field, far from all human habitation, one of the bearers stumbled and almost fell. He turned a face of wan appeal to heaven as he recovered himself.

But we got it there. I can still recall the town council crouching among the brambles of a distant hedge, and watching with expectant eyes and manifest intention of instant flight.

The shot hit the cask fair and square, and amidst an awful silence a few slow tears of glycerin oozed out and trickled down its side. That was all.

LAND OF BUSY WOMEN.

Plenty for Them to Do in the Scandinavian North.

Fair hair, blue eyes and a brilliant complexion are characteristic of the Norwegian women, says a Christian Herald writer. She is alert and sweet in her manner, and has a strength about her that makes one feel that she will be able at all times to stand for herself.

A cruise through the fjords, combined with drives in the valleys between the mountains, afforded opportunity to see the homes in farming districts as well as in villages and towns.

The industrious woman was everywhere. Sometimes she was to be seen walking along the road carrying a heavy basket strapped to her back, and busily knitting a stock of wool. She was at work in the garden with her husband; or, if a cottage was being built, she was helping. In towns where the homes were larger, the women were to be seen busily doing the housework, for the servant question enters very little into the domestic economy of Norway.

It must not, however, be understood from this that the women of Norway are mere household drudges. They think on large subjects. They must do so, for they are voters. For several years past they have had the right to vote on county questions; but the recent actions of the Althing (Parliament) has given them the national political addresses. I am told they have so much to do in their homes that they have not time for such things, but they read about important matters.

OBSERVANT TIGERS.

Before the arrival of the Russians in the neighborhood of Vladivostok it is said that the tiger was king of the forest in that district. The natives looked upon the animal as a god, and if they met one they threw themselves on their knees, awaiting their fate without thought of resistance. When the Russians came they not only destroyed the favorite haunts of the tigers by clearing off the trees, but made active war upon the animals. Then, it is reported, the tigers began to discriminate between white men and natives, attacking the natives as before, but avoiding the white men.

THE PRINCE OF WALES.

His Father Wishes Him to be a Good Shot, Rider and Cricketer.

The young Prince of Wales is naturally a sportsman, but his father is taking the greatest pains to make him a good shot, rider and cricketer, knowing well how these accomplishments appeal to the crowd in this country. The boy made an excellent impression lately by sending a subscription to the popular ground superintendent of a London cricket club, who, after twenty-five years, was enjoying a "benet," and he followed this up by playing remarkably well in a cricket match arranged at Balmoral Castle between the Royal House hold and a local team.

For the first time the young Prince has this season been out shooting grouse, and on his first day he acquitted himself well, but in regard to fishing he is not so keen or so expert as his brother, Prince Albert, who can already "cast a fly" as well as many of his seniors. The next sport to which the Prince of Wales will be initiated is hunting, and for this purpose two horses are being specially trained at Sandringham. He will, next month, when the Court returns to Windsor, go through a course of riding and jumping at the Cavalry Barracks under the tuition of a non-commissioned officer of the Royal House Guards, and sometime after Christmas he will make his first appearance in the hunting field with a famous pack of hounds in the Windsor District.

King George does not, however, allow the heir apparent to think of sport and nothing else. He is still with his old tutor, Mr. Hansell, a giant of six feet four inches, who exacts the sternest discipline during vacations, and the mornings at Balmoral are spent in study and what may be called "lessons in kingship." The boy devours history and is keenly interested in it, but he is not proving a great linguist. His manner is extremely serious in public, and he has the "shy frown" which he has inherited from his mother, Queen Mary, who, by the way, is daily adding to her reputation for doing kindly acts in an unostentatious manner. This "frown" is nothing more than a peculiar formation of the eyebrows inherited from the Duke of Teck, Queen Mary's father, who was in reality one of the jolliest of mankind, as are his sons, Prince Alexander and Prince Francis of Teck.

MICROSCOPE USED NOW.

To Determine the Structure of Different Kinds of Wood.

Not very long ago timber was selected entirely according to its external appearance, says the Scientific American. The diameter and length of the piece, the straightness of grain, sometimes the weight, sufficed to determine both its commercial value and its destination.

It is very different now-a-days. With the increase in consumption, and the decrease in the local production of wood, it has become necessary to transport timber of every variety and of many places of origin. Furthermore, the diversified industries of the present day require a corresponding diversity in the wood employed.

It is evident that very different qualities are required for an umbrella handle, a barrel stave, a billiard cue, a carriage frame, etc.

The hand magnifying glass, which was first employed, has ceased to suffice for the exact determination of the structure of the wood. The compound microscope is now used for the minute and careful examination of longitudinal and transverse sections of a specimen of timber the commercial value and the proper industrial employment of which it is desired to determine.

CORONATION FLAGS.

Unprecedented Amount of Decorations Being Prepared.

Already the makers of flags, bunting and street decorations in England are working overtime in view of the Coronation, though it will not take place until next June.

"It is quite a conservative estimate to say that at least \$2,500,000 worth of flags and other emblems will be shown in the London streets the day King George is crowned," said the London manager of a large firm of flag-makers, who supply the wholesale houses, the other day.

"Our mills in Manchester are already working overtime, for the wholesale firms are placing their orders now. Already we have in store immense quantities of flags, which have been bought and paid for, and are being held at the disposal of the owners.

"There is every indication that the most popular flag will be the naval ensign—a tribute to the 'Sailor King.' Union Jacks are more than holding their own, but a vast quantity of Colonial flags has been ordered. Canadian, Australian, New Zealand, Cape Colony, Transvaal, and Natal flags are being heavily ordered."