

ligent skill which he had always shown, has been due the perfection to which the factory and its work have been brought.

The following is an abstract statement of the financial affairs of the Department for the fiscal year ended 30th June, 1895 :

FINANCIAL STATEMENT

Of the Department of Militia and Defence, or the fiscal year ended 30th June, 1895.

EXPENDITURE	\$	cts.
Pay of General Officer and Adjutant General.....	6 600	00
Pay of staff, permanent corps and active militia, including allowances..	628,430	61
Salaries and wages of civil employees..	67,200	00
Salary of an inspector of stores.....	633	00
Military properties, works and buildings.....	125,857	08
Warlike and other stores.....	51,009	40
Modern firearms.....	68,083	69
Clothing and necessaries.....	114,992	68
Provisions, supplies and remounts....	150,654	28
Transport and freight.....	53,843	78
Grants in aid of Artillery and Rifle Associations and Bands and Military Institutes.....	34,675	00
Miscellaneous and unforeseen contingencies.....	14,916	42
Royal Military College of Canada.....	64,568	94
Dominion Cartridge Factory.....	53,594	21
Monuments for battlefield of Canada..	8,465	00
Defence of Esquimaux, B. C. :—		
Dominion contribution towards capital expenditure for works and buildings.....		
Pay and allowances of a detachment of Royal Marine Artillery or Royal Engineers.....	127,500	00
Gratuity to T. Rainsford.....	1,000	00
Cancellation of leases—Barriefield, Kingston.....	1,500	00
Grant towards a monument, Toronto Volunteers, N. W. Territories Rebellion, 1885.....	1,000	00
Total.....	1,574,013	76

PENSIONS.	No.	
Rebellion, 1885.....	99	19,366 26
Fenian Raids, &c.....	20	2,984 00
Veterans, war of 1812.....	3	120 00
Upper Canada Militia war of 1812.....	21	1,800 00
Total.....		24,270 26

REVENUE.	
Canal.....	1,818 92
Ammunition.....	\$10,136 24
Stores and clothing.....	4,637 83
Miscellaneous.....	1,341 31
Rents.....	4,055 60
Royal Military College.....	20,170 98
	19,274 05
Total.....	41,263 95

(NOTE—As our readers are aware since the above report was written, the Government has announced its policy of drilling the active militia every year.)

HER BROTHER.

Who comes to greet me when I call
And with my hat plays indoor ball
And chases it across the hall?
Her Brother.

Who runs to proffer me a chair
And has a bent pin lying there
And tells his sister if I swear?
Her brother.

Who fills my pockets full of coal
And calls attention to a hole
That's worn entirely through my sole?
Her brother.

Who nails my rubbers to the floor
And from the water urn doth pour
Into their depths a quart or more?
Her brother.

Who steals behind me on tip-toe
Just when I'm talking soft and low
And pipes serenely : "Is that so?"
Her brother.

Who will not go to bed betimes
But on my knee each evening climbs
And holds me up for all my dimes?
Her brother.

Who was it that her father yanked
Upstairs last night and soundly spanked?
It was, it was—ye gods be thanked—
Her brother.

New York District Attorney Fellows yesterday endorsed the papers which, when already signed by Justice Smyth, of the Criminal Branch of the Supreme Court, will dismiss the indictment upon which Erastus Wiman was held and convicted of having forged the signature of E. W. Bulfinger to a cheque for five thousand dollars

A Russian Warship.

The Armoured Cruiser Rurik.

During the visit of the Russian armoured cruisers Rurik and Dimitri Donskoi to Portsmouth, a few semi-official entertainments have been given by way of shewing English hospitality, and the Russian sailors have been allowed to go ashore to see the town, but there has been no official recognition of the visit in the way of banquets and conducting the officers over the arsenal, nor has the Rurik, the pride of the Russian navy, been converted into a show ship for the benefit of the English. Had not the Russians built the Rurik probably we should never have designed the Powerful and Terrible; and though vague reports reached this country as to the enormous fighting power of this gigantic cruiser, I have as yet seen no description of the vessel that conveys an adequate idea of her enormous importance as a unit in a fleet. To convey an adequate idea of the capabilities of this ship it may be best to drop technicalities, and there is a second and overpowering reason for doing so. I do not know a word of Russian, and my guide could only give me the technical terms in his own language. Now and then we tried French, but we became hopelessly mixed.

Both in the Rurik and the Dimitri Donskoi the Russians evince their abiding faith in yards and masts. They certainly give a rakish appearance to the ships, though they are useless for fighting purposes, and before going into action these gigantic spars would be dropped overboard. In peace time, however, they are an ornament—nothing more. You see no marines as you enter the Rurik, but two bluejackets are at the entry port with fixed bayonets. You climb the almost perpendicular brow, wet and slippery with rain, and spring over a two-foot chasm—between the bayonet—and declare your business. The men with the bayonets are puzzled, but an officer who stands by knows a little English, and is steep to the eyebrows with that politeness which is the characteristic of a Russian gentleman. His French is better than mine; his English not so good—so I think; but he gathers that I want "copy" and then hands me over to a young lieutenant who speaks English fluently. We promenade the upper deck, which reminds one of the days when English ships were things of beauty and not everlasting mazes. From one end of the upper deck to the other there is on either side a clear promenade. A thousand people might dance at a ball without crushing, and my guide tells me that he and another officer are in the habit of taking bicycle exercise there when the day's work is done. I mentioned this subsequently to some of our officers, and they smiled incredulously. They have not seen the upper deck of the Rurik.

There are three principal decks in the Rurik, upper, battery, and main—but there are three decks below these, into which we did not penetrate. But on each deck the visitor is struck with the enormous amount of spare space. The complement consists of 27 officers, 700 men, and 35 musicians, but there is no overcrowding; everywhere there seems to be room enough and to spare, and yet the Rurik is of the same tonnage as the In-

flexible, and carries 25 per cent. more crew, while the English ship, with all her complement on board, is greatly overcrowded. After leaving the upper deck we first visit the ward-room, which is designed to suit the cultured tastes of Russian officers. The *salle à manger* forms but a third of the apartment, and you pass through archedways in the bulkhead into the larger section, which constitutes a luxurious drawing-room. There the officers assemble after dinner, and music reigns. As we pass through a selection of Beethoven's lies upon the piano, and as we glance at the instrument the officers began humming the tune. By the side of the wardroom, which is larger by far than any I have seen in the biggest English ships, are the officers' cabins. We are all familiar with the character of cabin in an English man-of-war—clean, tiny, cool, and tastefully furnished. But the cabins in the Rurik are sumptuous in the extreme. I mentioned to my guide that the Dimitri Donskoi was a fine ship. "Yes," he said, "but she is not the Rurik;" and he said it with an expressiveness that indicated that the Rurik was incomparable. And that is the idea which the officers have carried with them in upholstering their cabins. While you find nowhere a gaudy display of wealth, you readily observe that no expenditure has been spared in making these cabins the delightful habitations of the officers while they are sea. The pride that the officers take in their ship is here carried to the utmost extreme.

We pass down to the main deck, with the view of working our way upwards, and first come upon the refrigerator, where the officers' provisions are stored. There is no ice inside the store, but the thermometer shews that the temperature is eight degrees below zero. The apartment is chilled by the cold air that is pumped into it, but at the moment of my visit the engine was inoperative, otherwise the thermometer would have marked 22 degrees below zero. And yet standing as we were on the deck the air was oppressively warm, for the ship is heated throughout with hot water pipes. We pass right aft and see the Whitehead torpedo gun, and then look forward. There is no obstruction to the view, and that is the peculiarity of the three principal decks, for the officer on duty on the port or starboard side can obtain at a glance a complete view of all that is going on on his side of the ship. My guide explains that there is a torpedo discharge right aft and forward and two discharges abeam, and then we go to the engine-room, which is about amidships on the main deck. We linger for awhile over the engine-room admiring its cleanliness and brightness, but, above all, the wisdom of the designer in not cramping the engine builder for space, a great flood of light from a skylight, as expansive as the engine-room, dispenses with the need of the electric light, and lingering at this spot we discuss the capacity of the engines. They have propelled the ship at the rate of 19½ knots, but this was exceptional. Twelve knots is the economical speed, demanding only 52 revolutions, and at this speed the vessel can travel 20,000 knots without coaling. Then there is absolutely no vibration, as a 12 knots bicycle exercise can be taken on the upper deck in a fairly smooth sea. The Rurik had a trying time in crossing the German ocean, and could not make more than two knots an hour, but, thanks to her bilge keels, she did not roll more than 10 degrees, and then she was handicapped, for only three of her eight boilers were going.

The position of the bunkers was pointed out, but the means of filling them did not seem quite obvious, and it was explained that the ship was always coaled from out-