

The Battleship Resolution.

The new first-class battleship Resolution, which has been built and engined by the Palmer Shipbuilding and Iron Co. (Limited), has arrived at Portsmouth. She was launched on the 28th of May last year, so that the time taken to complete her is only a little over thirteen months, an altogether creditable performance, considering the immense amount of work done since the launch, and the drawbacks of various trade strikes, coupled with the fact that her sister vessel, the Renvege, has been fitting out simultaneously. The Resolution is one of the largest battleships afloat, comprising one of the eight built under the Naval Defence Act of 1889. An idea of the enormous size of the vessel may be gained when it is stated that she is forty feet longer five feet broader, and has 3,680 tons more displacement than the ill-fated Victoria. Her displacement is 14,150 tons, and her indicated horse power forced draught 13,000, giving her a of 17½ knots. She is built entirely of steel the stem, sternpost, rudder, and shaft brackets being formed of cast steel. The hull is divided into 220 watertight compartments, thereby reducing to the fullest extent the risk of danger to bottom plating from rocks and torpedoes, and rendering it practically unsinkable. There is a double bottom extending throughout the engine-room boiler, and main magazine spaces. The inner bottom to the lower deck. The engines and boilers are separated by longitudinal bulkheads, extending the whole length of the magazine space. Longitudinal bulkheads at the sides extend throughout the machinery space and form coal bunkers and wing spaces.

A sloping protective deck of steel 2½ inches in thickness extends under water from the bow for about 76 feet, and from the stern for a distance of about 72 feet and between these two points there is a protective deck three inches in thickness worked horizontally about the water-line. From the level of this deck there is a steel-faced armoured belt 18 inches in thickness and 8 feet 6 inches wide, extending for a distance 250 feet of the midship part of the vessel, the thickness tapering at the ends of 14 inches. Immediately above this belt there is also a light belt of armour, four inches thick, extending for a distance of 144 feet and terminating at the screen bulkheads at each end three inches thick, which extend from side of ship to sides of barbettes behind this thin belt of armour coal bunkers are arranged, whereby a large amount of additional protection is secured above the thick armour belt. With a view to prevent water from finding its way below the protective deck, means are provided for closing the several openings by watertight covers, while in the case of those which must necessarily remain open cofferdams have been fitted with the same object.

The main armament of the Resolution consists of four 57-ton breechloading guns of 13½ calibre, with a training of 120 degrees on each side to the centre line. The auxiliary armament consists of ten six-inch 100 pounder quick-firing guns, (four in armoured casemates on the main deck, and six on the upper deck); sixteen 6-pounder quick-firing guns, four on the upper deck, and twelve on the main deck; nine 3-pounder quick-firing guns, (three in military tops, and six for boats); two 9-pounder R. M. L. field guns, eight 45-inch five-barrelled guns and seven torpedo tubes—four on the broadside, one at the stern and two submerged. The total weight of the main armament is 1,410 tons, and the weight of the auxiliary armament is 500 tons.

The Resolution is lighted throughout with electricity by an installation of about 700 electric lamps, and is also equipped with four electric search lights of 25,000 candle power, each of which will be worked by a dynamo under protection. The 900 tons of coal carried at the designed load line, will enable her to steam 5,000 knots at a ten knot speed but in case of necessity she will be able to stow about 400 tons more, and so obtain a radius of action of over 7,000 knots. When used as a flagship the Resolution will have a complement of over 700 officers and men.

The General Back.

Major General Herbert returned yesterday from England, where he had been for nearly three months on business connected with the military affairs of the Dominion. "I was away a good deal longer than I expected," said the stalwart soldier who commands the Canadian army, "for the business upon which I was engaged for the government gave me considerable to do with the War and Colonial offices, besides the Admiralty; and these are pretty busy departments, dealing constantly with matters affecting other portions of the Empire."

"How did I succeed? Well, you must wait for an answer to that question until the Minister returns. My mission was to carry out the orders of the government, and I shall have to make my report to the Minister of the department before I shall be at liberty to say anything."

The Major-General was pleased with the attention bestowed upon the Canadian soldiers whom he took with him to England. Evidently he is proud, too, of the men he selected to represent the forces of the Dominion at the opening of the Imperial Institute. Her Majesty paid them a personal compliment, addressing a few words to each as they were introduced by the Major-General after the review at Buckingham Palace. The Queen, also as a further mark of royal favour gave special permission to the Canadian contingent to visit Windsor Castle. "And the

men," added Major-General proudly, "richly deserved all the honors paid to them. During their stay in London they were attached to the Guards and were most popular with the officers and non-commissioned officers with whom they were associated."

Capt Evans, it was learned, has had his leave of absence from Canada extended, so as to allow him to take part in the cavalry manoeuvres on Berkshire Downs.

As to the report, already denied by Hon. Mr. Patterson, that the Minister had taken advantage of the commanding officer's absence to defer certain changes in the district staffs recommended by him. Major-General Herbert seemed to consider the story too palpably absurd to be seriously discussed, merely dismissing the matter, when the Citizen reporter alluded to it, with the remark that "nobody who knows Mr. Patterson would for a moment suspect him of doing behind my back what he would not do if I were here."—Ottawa Citizen July 28 '93

British Valor.

With the name of Victoria will ever be associated a story that the nation will cherish as one of those precious records by which empires live. It was all over in fifteen minutes, but that fifteen minutes will live in history as lives the Balaclava charge, which did not last much longer. The testing times of life seldom last long. The first dip of the litmus paper in the solution proves the existence of acid, and the first moment of a supreme crisis suffices for a test. And as it has been said that it was almost worth the enormous expenditure of the Crimean war to have the object lesson which was afforded by the charge of the Six Hundred—of the absolute readiness of the British soldier to ride "into the jaws of death, into the mouth of hell—" so it may be said that it was almost worth while to lose the Victoria in order to have so superb an illustration of the mettle of our men. Death in the old phrase, is the gate of life, but Death is more than that: Death is the sovereign alchemist who assays the value of the coin struck in the mint of life. Death is the supreme test. Invincible in life, are our blue-jackets invincible also in death! Their drill goes like clockwork by day and by night; their discipline is perfect by sea and by land. But how will it be when each individual, nay, when the whole ship company with all its component weakness and shortcomings, is suddenly slung over an abyss yawning 80 fathoms deep below, with not one chance in three that any will escape alive? The Victoria supplied an answer. Not for a single moment does there seem to have been even a faltering word or a flurried deed.

Not even when the great ship reeled and quivered like a wounded thing be-