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**Protect The Birds**

Conservation, the monthly bulletin issued by the Dominion Commission in that regard, in the current number again urges that protection be extended to Canada's birds. It quotes from the declaration of principles made at the North American Conservation Conference these significant sentences: "We recognize that game preservation and the protection of bird life are intimately associated with the conservation of natural resources. We, therefore, favor game protection under regulation, the creation of extensive game preserves and special protection for such birds as are useful to agriculture. How necessary the last is was shown in connection with the army worm outbreak of last year. Vast flocks of birds visited the infested localities, as noted in a pamphlet written by Mr. Arthur, chief assistant entomologist, recently issued by the Dominion Department of Agriculture.

Conservation notes that there has been a gradual reduction in the number and variety of birds annually visiting Canada and finds this to be due partly to the lack of protection afforded them while with us. By the cutting down of forests and the clearing of wood lots we have removed the haunts of the birds and thus have driven away those which formerly lived and reared their young in these localities. Conservation suggests that

nesting boxes should be provided by both city and country residents and gives instructions how they can be cheaply and easily made. Insects are responsible for enormous losses to farmers and fruit growers and in their own interest they ought to protect and foster the breeding of insect-eating birds.

**Yellow Dogs**

These are the days when what is in a fellow comes out through the skin. The yellow dog shows his streaks. The King and country call for men and a good many are getting under the bed for more than fear of the corporal's guard. It makes you sick to hear the excuses put up just now by those who dodge even other issues than shouldering a gun. There are men making pleas of hard times, war conditions, and so forth, whose real trouble is rotten laziness. There are fellows who lay back on their oars and say "what's the use, you can't get business these days." These saffron livered lie-abeds and stay-at-homes are getting theirs in many cases, but it is astonishing how many dawdlers and dodgers put this kind of soldiering over on their employers and the community. "The sluggard will not plow by reason of the cold." Are you one of those curs that live on the country when their betters are away fighting its enemies?—Solomon.

**WARSHIP DESIGNS**

Work Involved in the Planning of a Dreadnought.

**A TASK OF MANY PROBLEMS.**

The Monster Armored Naval Battery Must Be Steady in a Heavy Sea, Else She is Not a Good Gun Platform. Wonderful Accuracy in Results.

Talk of a Chinese puzzle. It is nothing to the problem set before a naval designer who has to build a battleship. Here he has a steel structure of such and such a length and breadth and depth, and into this space, which is controlled by hard and fast measurements, he has to fit so much coal, so much armament, room for so much ammunition, quarters for so many men, space for engines of a certain power and also allow for an immense weight of armor.

Take the original Dreadnought, for instance. The task which was given to Sir Philip Watts was to plan a battleship capable of steaming 4,000 miles at 21 knots, with room for 800 officers and men and able to carry ten twelve-inch guns with eighty rounds of ammunition for each.

She had also to be enormously, heavily armored. This armor alone when the sum was worked out was found to weigh nearly 10,000 tons and the necessary coal to weigh 2,500 tons. The guns and their mountings weighed 4,000 tons, their ammunition 450 tons. When you add to this that the boilers and machinery of the first Dreadnought were calculated to weigh not less than 1,200 tons the reader may begin to get some faint idea of the difficulties before the designer.

We have not even mentioned the smaller but quite important details, such as boats—some of them large steam launches sixty feet long—anchors and cables of gigantic size and weight, torpedoes, etc.

To be a good naval designer a man must be far more than a mere naval architect. He must have the most extensive knowledge of all sorts of craft and be blessed with a large share of imagination into the bargain.

Now take the Dreadnought again. She is 480 feet long. If her hull had been built of the same shape as previous battleships she would have been very unhandy. Her great length would have prevented her from turning quickly, as is always necessary in a sea fight.

Sir Philip got over this difficulty by shortening her keel base. Under water she is very like a racing yacht, being much shorter below water than above. Another clever dodge of her designer was to fit two rudders abreast well under the stern. The same dodge has been adopted in all the Dreadnoughts, with the result that they are wonderfully quick to answer their helms.

Quite apart from the marvellous internal fittings of a great warship and the utilization of every inch of space inside the hull, the hull itself is a nerve straining problem. A battleship must not only be fast, she must also be a good sea boat.

This is all important, for if she is not steady in a heavy sea she is not a good gun platform.

To gain the requisite combination of speed and steadiness each new warship, as soon as her plans are complete, is built up in model, and these models are tested in a big tank 500 or 600 feet long. The models, which are built absolutely to scale, are drawn through the water at certain speeds, and the waves which they make are measured by a clever apparatus too technical to be here described.

The designing of a new type of battleship is not a one man job. When a new departure is to be made the members of the board of admiralty call together a number of naval experts, and the opinion of each is asked and discussed. When the general design has been approved then the director of naval construction and his assistants get to work.

The extraordinary accuracy of such work may be gathered from the following: The Majestic, of 15,000 tons, was designed by Sir William White. When finished and armed she was exactly, to a very few pounds, the weight which he had estimated beforehand, while her center of gravity was within two inches of the point which he had previously fixed on.—London Answers.

**Military Age in Montenegro.**

In Montenegro in peace times the military age runs between the generous limits of sixteen and sixty-five, and on the first rumor of war the veteran and the schoolboy alike flock to the flag. And a story is told (in sober words of history) of one warrior of eighty, who, on being told he was too old, drew his pistol and shot himself as being of no further use to his country.—London Chronicle.

**ARMY AND NAVY TERMS.**

Origin of Some of the Titles and Expressions in Use.

Here are the origins of some of the terms used in the army and navy: "Captain" is derived from the Latin "caput," meaning a head; "colonel" comes from the Italian "colonna," a column, the "compagna colonella" having been the first company of an infantry regiment, the little column which the "colonel" led. The title "lieutenant" comes from a word signifying "holding the place"—a. g., a lieutenant colonel is a sort of understudy for a colonel, a lieutenant looks after a company in the absence of the captain, and so on. The titles of "lance sergeant" and "lance corporal" originated in the fact that in the old days the holders of those ranks carried a lance instead of a halberd, round the head of which was twisted a slow match. Their duties were to go round the ranks with these torchlike lances and give fire to the matchlock men just before a battle took place.

The word "dragoon" was first used of a regiment of mounted infantry, so called from the "dragons," or short muskets, with which they were armed; the well known cavalry call of "Book and saddle" is really a corruption of the old French signal, "Doute selle," or "Put on your saddles." "Admiral" comes from the Arabic "Emir of bagh," meaning "Lord of the sea"; "commandore" comes from the Italian "comandatore"; "mate" is from the Icelandic and means an equal, and the term "living quarter" is believed to have originated in the agreement which existed in the old fighting days, that the ransom of a foot soldier should be one-quarter of his pay for one year.—Pearson's Weekly.

**BELFRY OF BRUGES.**

A Belgian Landmark That Goes Back to the Thirteenth Century.

Of all the cities of Belgium Bruges has best preserved its medieval characteristics. Bruges in Flemish means bridges, the city deriving its name from its many bridges, all opening in the middle to admit of the passage of vessels. It is connected with the sea, eight miles away, by the three canals from Ghent, Sluys and Ostend.

Dating from the thirteenth century, Bruges ultimately became the metropolis of the world's commerce. Seventeen privileged trading companies, from seventeen different kingdoms, settled there, while its importance was such that twenty ministers from foreign courts at one time had mansions within its walls.

The belfry of Bruges is probably the most famous in the world. It was built at the end of the thirteenth century. It is 353 feet high and possesses a carillon of forty-eight bells, regarded as the finest in Europe. It is really one of the detached municipal belfries which were erected in the twelfth and thirteenth centuries in certain continental towns as important symbols of their freedom.

Caxton, the first English printer, lived at Bruges, where he served out his apprenticeship after the death, in 1441, of his first master, Robert Lange (lord mayor of London, 1439-40). Caxton lived in Bruges for thirty-five years, when he returned to London and set up his press in Westminster.—London Answers.

**Wellington's Plans.**

Wellington's reticence once drew a protest from Lord Uxbridge, the brilliant cavalry leader, who lost a leg at Waterloo and became Marquis of Anglesey. On the eve of the great battle Uxbridge, although next to Wellington in command, knew nothing of his chief's plans for the morrow's battle. With trepidation he approached the duke. If Wellington were killed Uxbridge would become commander in chief. What was the plan? The duke listened patiently. "Tell me, Uxbridge, who will attack the first tomorrow, I or Bonaparte?" "Undoubtedly Bonaparte." "Well, Bonaparte hasn't given me any idea of his projects, and, as my plans depend upon his plans, how can you expect me to tell you mine?"—London Standard.

**Source of Supply.**

"What is one of the principal products of the West Indies?" asked the teacher.

"The class remained dubiously silent. "Oh, come, think a little!" adjured the teacher, with patient encouragement. "Billy, tell the class where the sugar you use in your home comes from."

Billy pondered bashfully for a moment, then, blushing, blurted out: "Sometimes we buy it at the grocer's, but I think we usually borrow it from the folks who live next door."—Chicago News.

**Happy Thought.**

Ministerial Friend (on a visit)—I wonder what it is that makes your mamma so happy today? She is singing around all over the house. Little Nell—I guess she's thought of somef'n to scold papa about when he comes home.—London Tit-Bits.

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