

THAT TERRIBLE DISASTER.

Full Details as to How It Happened.

Attempt to Execute What is Known as the Gridiron Manoeuvre—Apparently a Mistake as to Distance—Awful Struggles for Life—Many Cut to Pieces by the Whirling Blades of the Screws—The Whole Fleet in Peril.

A despatch from Tripoli, Syria, says:—About 3 o'clock last Thursday afternoon the English fleet came in sight of El Mina, the port and town of Tripoli. It was coming from the northeast and making directly for the harbor. The five big ironclads—Victoria, Camperdown, Edinburgh, Nile and Sanguarail—were drawn up in full front. The Victoria was in the centre, the Camperdown was on her left and the Edinburgh on her right. When they were within five miles of shore Vice-Admiral Sir George Tryon signalled to turn and form in double line. This meant that the Victoria and Camperdown were to go ahead a little and describe a turn, the Victoria turning to the left and the Camperdown turning to the right, then they would advance side by side in the direction from which they had come, the others would swing into double-column order and advance two and two behind the leaders.

A DIFFICULT MOVEMENT.
When the order was given the distance between the ships was less than two cables' length. The execution of the order was easy enough for ships further away from the centre, but extremely difficult for the Victoria and the Camperdown. In turning their bows would pass within a few fathoms of each other, even if the movement was executed with the greatest precision. This movement is rarely made and is chiefly for the purpose of training the ship commanders to move expeditiously away from shoaling waters. Whether because Admiral Markham, of the Camperdown, could not believe this movement was to be tried when the ships were so close together, or because he thought Admiral Tryon had miscalculated the distance he did not set about executing Admiral Tryon's order, but signalled that he did not understand it. The Victoria and the other vessels had not hesitated. The Victoria began to turn at once, as she still held to the signal.

DELAY WHICH WAS FATAL.
The Camperdown no longer hesitated, but also began to turn. The brief delay, however, had been fatal. The Victoria had nearly turned, and the Camperdown, swinging around, bore down upon her. Both admirals were quick to act. Admiral Tryon swung the Victoria so as to receive at the smallest angle the blow which both officers saw was inevitable, and Admiral Markham did the same for the Camperdown, besides reversing her screws. The 12-foot ram of the Camperdown struck the hull of the Victoria just in front of the armored bulkhead and plunged into the thin plates of her starboard side. The armor ends at the bulkhead and the forward part of the Victoria above the water line were now cardboard to the great iron wedge so mightily propelled. There was a smashing of wood and iron plates, and the ram and eight feet of the bow of the Camperdown crashed 20 feet into the bowels of the Victoria. The Camperdown was halted by the heavy armor of the Victoria, and as her screws were reversed she at once began to back away.

THE WHOLE FLEET ENDANGERED.
As all the other vessels were moving to get into double line behind the two leaders they were bearing down upon the entangled ships, and a catastrophe involving all the ironclads was imminent. Only the coolness and prompt action of the other commanders prevented a general disaster. The Victoria's bow was now pointed full towards the shore. It seems that Admiral Tryon did not realize the extent of the damage to the Victoria. As no accident of exactly this kind has happened before he could not know what the effect of the hole in the compartment was to be. He no doubt thought that as only one compartment was damaged the others would keep his ship afloat, so when the Camperdown and the other ships signalled orders of boats he replied that he did not need them.

HEADED FOR SHORE.
The Victoria began to forge straight for the shore under full steam. It is one of the rules of the British Navy that if a ship is in danger of sinking and shore is not far away she must get into shallow water, so that if she goes down she may be raised again. So Admiral Tryon was making for the shore and was widening the distance between the Victoria and the other ships. When the Camperdown's ram struck the Victoria, Admiral Tryon, the navigating officer, two signal officers and the men at wheel were all upon the bridge, either in full view or in the chart house. Most of the crew were on the forward deck. Lunging about, trying to keep cool under the blazing sun of the clear, calm day. With the crash they rushed into the battery and as far as possible, but when the two vessels separated all returned to their places.

DISCIPLINE WAS PERFECT.
Discipline was perfect. The admiral and officers remained steadfast upon the bridge, setting an example. So good was the discipline that within five minutes after the blow a diving suit had been brought on deck and a diver was getting in it to obey orders to go below and find out the extent of the damage. The untangling and the getting under full headway had taken some little time. About 10 minutes after the blow, the Victoria, having got something like two miles nearer shore from the scene of the collision, all at once leaned over to starboard, and with a great roll and plunge buried her bow beneath the calm surface of the sea. It was almost instantaneous. There was only a chance for a few wild cries, and the Victoria was almost half submerged, bow foremost, with her swiftly revolving screws whirling clear of the water and high in the air. Those on deck were plunged immediately into the water. The men forward and below had no time to rush to the deck, but found themselves groping for doors of rooms filled with water and compressed air. There was a little more time for those in officers' quarters. They heard the shouts and warning cries and rushed to the almost perpendicular deck.

HEROIC RESCUE.
Commander Jellicoe, lying in his berth sick with fever, started up and dashed to

the deck in pajamas to find himself immediately struggling in water. A lieutenant swam up to him, put his arm around him, and, despite the handicap of supporting a helpless man, was able to get away from the side of the sinking ship. It took a strong skilful swimmer in full possession of his senses to do this. The huge hull was drawing in the water as it went down, and several hundred men hurled suddenly into the water, fully dressed, had to battle against the increasing suction. A moment more and a new peril more horrible descended upon them. The great engine deep in the heart of the hull and inclosed in water-tight compartments was still throbbing at full speed and the great steel flanges of the tin screws were whirling round up in the air. As the vessel sank these screws came nearer and nearer to the water, and descended into the midst of struggling human beings. The vessel sank slowly, and when the screws were low enough to begin to whirl in the water, again the suction had increased until there was a deepening vortex like a maelstrom.

A SCENE OF DEEPEST HORROR.
At the bottom of this maelstrom the screws were revolving like circular knives. The poor creatures battled in vain against the suction. They were drawn down and thrown against the swift blades. Then came a scene which made the officers on the decks of the other warships of the fleet turn away sick with horror. Screams and shrieks arose, and in the white foam appeared reddened arms and legs and wrenched and torn bodies. Headless trunks were tossed out of the vortex to linger a moment on the surface and sink out of sight. All within reach of that vortex lost their presence of mind. Men who knew how to swim ceased swimming and fought with the waters. Men clutched each other in frenzy and struck each other off. The deep cone of whirling water with the swift knives chopping human bodies at the bottom of it, was a horror to daunt the bravest. One man who escaped says that he saw in this great vortex at least 50 of his fellows fighting with each other and with inevitable death. In a moment or so the knives disappeared and the vortex began to close up.

THEN THE BOILERS EXPLODED.
The ship was beneath the surface. Just as the whirl was shallowed almost to the surface there was a muffled sound of thunder the waters were tossed up and a cloud of steam burst from them. Again the shrieks and screams burst from the swimmers. The boilers had exploded, the sea had rushed into the furnaces, and the swimmers were heating waters of scalding water. Thus in less than 10 minutes death in three awful forms attacked the officers and crew of the Victoria—death by drowning, death by the knife-like screws and death by scalding water.

HELP WAS SPEEDY.
With the first underplunge of the Victoria all the boats were called away from all the other ships and came straining over the calm sea to save the strugglers. These boats were soon picking up those fortunate ones who had got out of reach of the terrible vortex. So long as the vortex was there the boats dared not venture near, but they did lift from the scalding water several wrecked sailors who were horribly burned. It is thought that more than half of those drowned got out of the ship, but were caught in the vortex or scalded to death by the boiling water.

STUCK TO HIS SHIP.
Admiral Tryon stuck to the bridge and refused to leave it. Just before the Victoria made her underplunge he saw what was about to happen and issued an order for each man to save himself, but the order never got beyond the bridge.

How to Prolong Life.
William Kinneer, in The North American Review for June, says that the most rational modes of keeping physical decay or deterioration at bay, and thus retarding the approach of old age, are avoiding all foods rich in the earth salts, using much fruit, especially juicy, uncooked apples, and by taking daily two or three tumblerfuls of distilled water with about ten or fifteen drops of diluted phosphoric acid in each glassful. A diet made up of fruit principally is best for people advancing in years, for the reason that being deficient in nitrogen, which is to be avoided by persons who want to ward off old age, is especially abundant in the cereals which we regard as the staff of life. Looked at in this light, bread may be described as a slow poison. The process by which age and death creep on us is thus given:—"Seventy per cent. of the human body is water—nearly three-fourths. Not a single tissue is there in which water is not found as an ingredient. Certain salts are held in solution by this water, portions of which—notwithstanding the large quantity eliminated by the secretions—become more or less deposits in the body. When these become excessive and resist repulsion they then cause the stiffness and dryness of old age. Entire blockage of the functions of the body is then a mere matter of time, and the refuse matter deposited by the blood in its constant passage through the system, stops the delicate and exquisite machinery which we call life. This is death." We cannot defy death, Mr. Kinneer says, but we may, by searching, find certain secrets of nature and apply them to the renewal of the organs whose decay is constantly going on in the body. The desirability of living to be 110 or so in a world which is already satisfactory enough without the added misery of a diet in which apples displace bread, seems to be taken for granted.

Well-Dressed Troops.
The Germans are very thrifty in their habits, and no one visiting a German barracks-room would suspect their military authorities of extravagance, yet in regard to uniforms they seem to us extremely liberal; each soldier has five uniforms for varying degrees of work. The most inexpensive is the coarse linen one used in summer about the barracks, and the most valuable one is that which he wears on extraordinary festive occasions, as, for instance, the grand review of the Guards in the spring of the year; but beyond all those which he wears at more or less frequent intervals is the uniform which he puts on when the Emperor issues his order to mobilize for war. Then is taken out the absolutely new uniform, and with this he marches to the front. The troops that marched to the front in 1870 looked as though ready for a review rather than for the dirty work of campaigning.

THE GAEKWAR OF BARODA.

He is the Ruler of 2,500,000, and His Annual Revenues Are \$7,500,000.

His Highness the Maharajah Gaekwar of Baroda, who may come here this summer, is one of those native Indian princes who have a hard road to travel each time they do a thing against the will of the Empress. He rules over nearly 2,500,000 people, has an annual income of about \$7,500,000, and enjoys just as much power as the English statesmen think it is beneficial for him to enjoy. The way he came to occupy a throne was as follows:

In 1875 the Gaekwar, who was Mulhar Rao, tried some chemical experiments upon the food of Col Phayre, the English Resident. Col Phayre died and it became necessary to find a successor to Mulhar Rao. They had a hard time, those English statesmen, to find a prince who would be suitable at once to the natives and the Home Office. After much intriguing and fine diplomatic work they selected Gopal Rao, a boy of twelve, who, though not of the main branch, could trace his ancestry as far back as Pilsaji, the founder of the dynasty. The English gave him a crown, proclaimed him Syaji Rao the Third, and told him to go on and rule.

As the English were kind enough to take charge of most of the important affairs of the Gaekwar's dominion, his Highness had plenty of time for self-culture. He studied the English language and mastered it thoroughly. He read a great deal, conversed much with all the learned men who came into his country, took a long trip through Europe and became a cultivated gentleman.

While he was in London last year the Gaekwar was interviewed by a reporter of the Pall Mall Budget. The reporter questioned him only about affairs of state and the condition of his people, and the Gaekwar's answers showed that he took a deep, intelligent interest in everything that pertained to India.

"My visit to Europe," he said, "has done me an immense amount of good. It is a great thing for any one charged with responsible government in India to see with his own eyes the results of modern civilization. I think that every ruling prince in India should visit Europe at least once. My first object has always been to promote education in Baroda. Shortly after I assumed the government in person, I ordered that wherever the necessity for a school should be shown, one should be opened at the cost of the State, up to the number of thirty each year. I defined the proof of this necessity to be the existence of sixteen pupils, whether boys or girls. By this arrangement I hope and believe that every village in my State—and there are 3,500 towns and villages in the Baroda dominions—will shortly possess a school at which the young of both sexes shall obtain the rudiments of education. I am now providing for several Baroda students in England, who are working here with a view to becoming proficient teachers in my own State."

The Gaekwar has always expressed a strong disapproval of the child marriages that are so frequent in India.

"For my own part," he said, "on the occasion of this interview, 'I am determined that my sons or daughters shall not marry before they are twenty.'"

Cattle Inspection in Britain.

The importance of the inspection of live stock and meats for export into the British and European markets cannot be over-estimated. As Great Britain has insisted upon the existence of contagious pleuro-pneumonia in Canadian cattle when the Canadian Department of Agriculture claimed that infection did not exist, it behooves the Government and all interested to inaugurate a system of cattle inspection which will not only not admit of the refutation of our claim, but maintain the prestige which our live stock and meat products are, against odds, on the point of attaining. Admitting that we have the material, of which there is little doubt even in Britain, it is most important to have a Government inspection of live stock and meat products to guarantee them free from disease. This inspection should be expected to detect all animals that are diseased or affected with disease, and to prevent stock from becoming diseased in transport. The cattle inspected at interior towns and cities, when found free from disease and from exposure to contagion, might be tagged and shipped to the port of export, where they would be again inspected. Clean and disinfected cars would carry them safely to point of export, and this should be insisted upon. If persons who ship live stock were required to give name and place from which animals come, and name of feeder, inspectors could trace diseases to their origin. A reasonably good inspection is already enacted at point of embarkation, but ocean steamers should be cleaned and thoroughly disinfected, and should not be allowed to receive more than they can comfortably carry. Canadians are already alive to the importance of these and other conditions already carried out, such as the refusal of clearance papers until the veterinary inspector certifies that the animals have been duly inspected and are in good condition. So far this year the British officers allege contagious pleuro-pneumonia in only one doubtful case, and the Canadian inspectors who disputed the British diagnosis had their case almost confirmed by the British veterinary authorities. The cost of a rigid and effective inspection all along the line would be most insignificant compared with its incalculable results. It is estimated that the numbers available in this country, when done systematically, the cost might be less than 5 cents per head, and a microscopic inspection of hogs would not cost much more than .05 per cent. of their worth. The restrictions so far upon Canadian cattle have only been modified, and there is no reason why the most flimsy ground of objection should not be forever removed. The latest account regarding the suspension of the embargo on Canadian cattle is as follows: "Cattle men in Glasgow and Liverpool now say that they have no hope of the removal of the restrictions regarding the importation of Canadian cattle this season. The veterinary examinations lately made, it is said, have showed that the removal of the embargo would be risky."

What he Wanted to Know.

"I don't believe we can ever be happy together, I—"
Fred.—Well, what's the use of bothering over trifles, what I want is to know if you will marry me?

NOT THE RESULT OF INSANITY.

Six Out of Seven People Who Commit Suicide Do So Deliberately.

Suicide is almost unheard of among barbarians; it is the crime of civilized humanity. Insanity is almost unknown to barbarians, and is an inheritance of civilization. But it does not follow that all suicides are the result of insanity. The United States supreme court has laid it down in life insurance cases that the law presumes insanity to be the cause of all suicides; but the most eminent men who have made exhaustive study of the subject, say that where one person commits suicide through insanity and without motive, six, if not more, do so premeditatedly. Two of the six are led to the deed by disappointment in love, one is driven to it by failure in business, one by family trouble, and the remaining two are forced to it by a feeling that life is a failure. Almost twice as many men commit suicide from design as women. Women's greatest motive for suicide is disappointment in love; next to that is paternal opposition in her love matters. She rarely commits the deed through family sorrows, and she has so little to do with business that her suicide from troubles of this order has hardly been heard of. Few are able to recall an instance of a woman committing suicide through the feeling that life is a failure; this motive belongs almost exclusively to the male sex.

Woman is made happy by small things. She will sit alone in her home the livelong day and enjoy to herself some small kindness bestowed upon her or a compliment paid her. She almost invariably has a confidential friend of her sex, and has a world of pleasure in that one's society. She generally has a circle of friends whom she visits and who visit her, and the little things said on these occasions make her life bright. She may have a husband who does not make himself congenial to her, yet she will extract enough comfort from the society of her female friends to feel that life is worth living. Women are far happier in single life than men, and it is because they find so much pleasure in little things and the society of each other. As a rule, man is bored by the little things which make women happy. If he makes a social call upon a friend of his sex he talks a few minutes and is anxious to get away. A small kindness rarely leaves a lingering impression upon him, and he holds a compliment in light esteem, unless it comes from a lady for whom he has a deep regard, or it appeals to his vanity and conceit. Outside the laboring classes almost every boy is taught at school and home to be aspiring. He grows up with the feeling firmly fastened upon him that nothing in the medium walks of life is good enough; he must become distinguished or his life is a failure. He goes out into life with the chances several thousand to one against his having the ability to achieve the great end of his ambition. Here and there one starts out with sufficient ability to accomplish his aim, but lacks the stamina to plod and wait for results; so he falls into dissipation. Of all the young men who aspire to great things, not one in many thousands reaches his goal. The great majority of those who fail are tortured with the feeling that life is a failure. It is little wonder that so many men commit suicide from this cause. Prosperous business-men sometimes commit suicide because they had aspired to what they considered much greater than a business life.

The Canadian Banking System.

The Canadian banking system, which is modelled upon that of Scotland, is one of the very soundest that exists to-day. According to some authorities, it has never yet been subjected to the test of a very severe strain. Owing to the expenditure of large amounts of borrowed capital and the development of rich natural resources, the financial situation has hitherto been comparatively favorable. The Australian troubles, however, show how disastrous may be the results of bad financial management where the natural advantages are even greater perhaps, than in Canada. The general situation in the Dominion is one, we believe, of security. There is no branch of trade that is being greatly overdone; there is no general inflation. The only danger, if any, lies in the direction of the industries and institutions which may have become inflated as a result of the working of a paternal policy on the part of our Government. These are represented to be in a most prosperous condition. If this be the case the only real source of immediate trouble for Canada must be external. The Australasian troubles are not yet over by any means; in fact, years will have to go by before all danger from their effects will be over. Then the currency and silver questions of the United States are clouds upon our horizon. Our chief bankers have warned Canadian business men against too rapid expansion, and they themselves have placed the great banking institutions in a very strong position, indeed. The annual reports of the banks show that all of the most prominent of them have added greatly during the year to the amount of their assets, which in time of financial trouble can be immediately and without loss drawn upon or realized upon, while they have reduced those accounts which are least safe and secure. They have also added to their Reserves and their Profit and Loss accounts, which form a double line of fortification.

It is not interesting to learn that cholera still keeps marching on and on. It has spread in the south of France from Cete to Nimes, from Nimes to Montpellier, from Montpellier to Alais, from Alais to Toulon and Lyons, and is now persistently, quietly marching towards Paris. The French authorities conceal the returns or flatly deny that the disease exists. They never admit that a town is infected until the outbreak is impossible to hide. At Mecca the disease is as bad as it could well be, and the deaths average nearly 300 a day—1,020 deaths are reported from Mecca alone since June 16. The English Government has become alarmed, and Dr. Thorne of the Local Government Board, has issued a fresh circular warning all the port authorities to look carefully after cholera indications. The authorities, it is pleasant to know, are adding every safeguard experience can suggest in inspecting vessels bound for this continent. Every cargo of rats is thoroughly fumigated before the ship gets a bill of health.

Watts—"Are you a detective or just an everyday policeman?"
Officer McGobb—"Nayther. I'm on th' night force."

GOING ON A PERILOUS MISSION.

One of Stanley's Lieutenants to Investigate the African Slave Trade.

E. J. Glave, who has just started for Africa to investigate the slave trade for an eastern magazine, knows perhaps as well as any man save Stanley himself the Ardes whose business it is to catch slaves and steal ivory on the Congo. Glave was six years in Africa with Stanley, and, unlike some other of Stanley's lieutenants, he came back to civilization still firm in his allegiance to his leader. He has taken no part in the quarrel among Stanley's men, though he has written much upon the subject of explorations. Glave was very young when he first went to Africa in Stanley's employment. He returned to London after some time spent on the Congo laid up with a swollen spleen. Those who have traveled in Africa think they have discovered the use of that puzzling organ, and believe that its sole function is to make its owner thoroughly uncomfortable, without serving any useful purpose in the economy of nature. Glave's spleen shrank to normal size during his days of recreation in London, and he shipped again for the interior of Africa. He had already crossed the continent with Stanley, and he now joined the Emin relief expedition. Stanley dropped the young man with a few black Zanzibaris on the edge of a savage negro village, 200 miles from any other white man. Glave built himself a little home, established liveable relations with the savages and dwelt there twenty months. He already knew a good deal of savage African speech, and had added to his linguistic attainments. He studied the natives in their savage state and hunted big game to his heart's content. Being an observant young man, with a larger fund of humor than Providence usually allows to men of British birth, Glave brought out of Africa and that lonely year and a half among savages a fund of delightful anecdotes and a remarkable acquaintance with the ways of the negro. He learned to sing a cannibal song in a way to make your hair stand on end, and his stories of domestic life are uncommonly droll. On coming out of Africa Glave visited the United States, and soon found himself welcome among all sorts of people and his manuscript sought by the publishers of newspapers and magazines. He joined an exploring company sent to Alaska by a weekly illustrated newspaper, and was so pleased with the country that he made a second expedition on his own account. With a single white companion and a few Indian guides he penetrated far into the interior, and he was the first man to take horses beyond the Alaskan mountains. Naval officers who know the Alaskan coast have sometimes sneered at Glave's pretense to have taken horses into the interior, but he has photographs to show for it, and he did what seems to ordinary folks an even more remarkable thing in teaching his horses to walk upon snowshoes. They were painfully awkward at it for a time, but they eventually became skillful and fearless snowshoers. Glave saw many interesting things in Alaska, and came back to write upon the subject. After his last return from that country he attempted a discouraging course of lectures in Canada. For the past six months, however, he has been living in New York and writing for several publications. His new quest is most important, and it may bring him into hostile contact with some of Tippu Tib's adherents, a thing that no man acquainted with the Congo country cares to encounter.

Britain and Russia.

It appears to be easier for Great Britain to make treaties and amicable arrangements with her ancient enemy and eastern rival—Russia—than with the American Republic of whose kinship so much is talked. This fact is illustrated in the recent agreement between the two Powers as to sailing by British vessels off the Russian coasts and islands in the North Pacific. It will be remembered that in consequence of a request from the Canadian Government made last January, Lord Rosebery commenced a correspondence with the Russian authorities in regard to the matter. After considerable discussion between Sir Robert Morier, the British Ambassador at St. Petersburg, and Lord Rosebery on the one side, and the Russian Foreign Office on the other, an arrangement has been made for the year ending December 31, 1893, prefixed, however, by Lord Rosebery's refusal to admit the right of the Russian Government to make any regulations affecting British vessels beyond the customary three mile limit from the shore. For the period named, it is agreed that the British Government shall prohibit its subjects from hunting seals within a zone of ten marine miles on all the Russian coasts of Behring Sea and the North Pacific ocean as well as within 30 marine miles of certain seal islands where such hunting is considered injurious to seal breeding. Any British ships sailing within the prescribed maritime territory may be seized by the Russian Government, but must be promptly taken to the nearest British authorities or handed to a British cruiser, by whom they will be brought for trial before the proper tribunals—the English Government guaranteeing such trial in each case. The Russian authorities promise to limit within 30,000 the killing of seals during 1893 on the islands referred to, and to permit an agent of the British Government to visit them in order to ascertain that the agreement is properly carried out. Whilst the claims or rights of neither Power are prejudiced in this arrangement, it will be seen, however, that every facility is given for its effectual working. Russia trusts the justice of British tribunals, Great Britain concedes for the moment a wider ocean limit than is usually given, but all seems to have been done in a friendly spirit.

In the wildernesses about the great lakes the Indians are tame and good natured and they are glad to get a job as hunters and guides for parties who are going into the woods. That much of their wild nature remains with them: that they prefer life in the open air at small pay to steady and remunerative employment in towns. Occasionally one of them will be found who has a liberal education, this being especially true among the Ojibways, a good number of whom have schooled at Sault Sainte Marie, Mich. Among the western Indians, accustomed to the freedom of the plains, education is only transient in its influence, and a story is told of a chief's son who, after being graduated with honors at Hampton, was found in Montana living in a wigwam and going about in buckskin, feathers, and beads, wholly indifferent to whatever a civilized life may have had for him.