BRITAIN'S WOODEN WALLS,

THEY HAVE BEEN REPLACED BY GREAT WALLS OF STEEL.

The Anti-British New York Sun Tells of the Growth of the Navy Since Victoria Came to the Throne.

During and since the Jubilee week the London journals nave printed innumerable articles setting forth the progress made by England in many directions since the accession of Victoria. Among these the most interesting to Americans are those which deal with the expression of the British navy, which sixty years ago ranked in respect to effective strength only third upon the list of European naval armaments, but which is now supposed to be equal, if not superior, to those of Russia and France combined.

When Victoria came to the throne in 1837 her country's sea power had shrunk to a shadow of its former greatness. There had been a time during the struggle with France when the British fleet had reached the amazing total of 1,239 ships, manned by 146,000 men, and when the naval estimates were more than $115,000,000, a gigantic figure for the nation's resources at the time. In 1837, on the other hand, the naval estimates were less than $25,000,000, which sum, under the still surviving regime of jobbery and corruption, counted for much less than it would now. There were but 31,000 men on the navy lists, and the number of line-of-battle ships had declined from 286 to 93. In December, 1837, when the rebellion of Canada demanded a display of force, there was at home only one ship of thirty-six guns available, and vessels had to be recalled from the Portuguese and Spanish coasts before four ships could be dispatched to

THE SCENE OF TROUBLE.

Of the ninety-three ships of the line on paper, very few were fit to take to sea, the result being that England was incapable of coping with Russia, much less with France and Russia combined. When in 1840 the Turkish-Egyptian contest came near embroiling the English with France, their fleet in the Mediterranean was inferior to hers. For a number of years, indeed, thereafter the French had a larger number of line-of-battle ships in commission. Since then the English have rebuilt their fleet and now in the Jubilee year they own sixty-six armoured battleships having a displacement far greater than that of the 286 ships of the line in 1810. They are spending this year on their navy the sum of $111,500,000, and are using money more economically and wisely than at the beginning of the reign. Within the last few years the total of men has been raised from 60,000, to 110,050, and these are enlisted, it should be borne in mind not for the period of a ship's commission, but for twelve years. No one pretends that the problem of manning the fleet has been completely solved, but it seems certain that the British navy is now better prepared for war than it ever was before in time of peace. It needs to be; for at the beginning of the reign it was possible to build a ship of the time, in three months; nay, there are instances where the whole work was done in eighty days. Then, too, it was possible to take sailors from the merchant service and convert them in a very short time into

MAN-O'-WARS MEN.

To-day, with the utmost expedition, British shipbuilders are not able to produce a modern battleship in less than two years, though three now building are promised in twenty months. At present, moreover, in the judgment of naval officers, it takes from three to four years to train a sailor. The raw recruit, unless he were a mechanic, would be useless on board an ironclad or cruiser.

As everybody knows, the Victorian age has witnessed the supercession of sails by steam; the supplanting, however, has been gradual. When steam was introduced it was looked upon as a mere auxiliary of sails, and was intended to be used only in battle or in emergencies. The idea long outlived the disappearance of the three-decker and the advent of armour; the first mastless seagoing battleship was the Devastation of 1869; the last masted and rigged battleship, the Edinburgh, was launched in 1882. In the newest battleship the mast is only a survival used for signalling and for military purposes. In proportion as sails were discarded the supply of coal carried needed to be much augmented; the Majestic and Renown have twice the allowance of the Edinborough, and, though their engines are more economical, can steam double her distance. We note further that at the beginning of the present reign the typical battleship was still in all essentials identical with the ships which had fought at Trafalgar. An example is the St. Vincent, a 120-gun ship, which was the crack vessel of the fleet in 1837 and which still exists. She had been launched as far back as 1815, was 205 feet long, and displaced 4,673 tons by the modern method of measurement. Her battery was composed of 32-pounder smoothbores;

THE WEIGHT OF HER BROADSIDE.

was 1,920 pounds. After her came the so-called "block-ships," which, when the success of the screw was demonstrated, were cut down from old line-of-battle ships, and fitted with engines and propellers. As they were designed for sailing, they were very slow. In 1852, however, two vessels were built expressly to carry the screw, and developed on trial a speed of over ten knots. These were the Duke of Wellington and the Agamemnon. The former displaced 6,000 tons, and carried 1,120 men and 131 guns; she fired a broadside of 2,426 pounds. Being a wooden vessel, however, she proved unable in the Crimean war, to withstand the hot shot of the Cronstadt batteries. Presently, however, eight armoured "floating batteries" were built; these were armour, carried fourteen or sixteen 68-pounders. They were virtually impregnable and unassailable, their defects were want of seaworthiness and of speed. These shortcomings were soon remedied in the first real armoured battleship made for the British navy, the Warrior launched in 1860. She was the first battleship in the world to be constructed wholly of iron. She had armour amidships only, her ends being left quite unprotected. Her length was only ten feet less than that of the Majestic, and, like the latter ship, she had numerous watertight compartments. Her speed was very high for the time, being

NOT LESS THAN FOURTEEN KNOTS

The Armstrong 110-pounder was ultimately employed in her armament. This gun would just penetrate her four-and-a-half-inch armour; it had less than one-third the power of the present 100-pounder quick-fire. From the Warrior there was a gradual passage to the mastless turrent ships of the Devastation type, wherein were abandoned the rigging and sails which had found a place in the earlier ironclads. The Devastation, though now in her twenty-fourth year, is still capable of rende. ig good service. She is excellently protected, and lies very low in the water, so that she is a very hard target to hit; on the other hand, in a heavy sea she would find it almost impossible to work her guns. The gap between her and the Warrior is bridged by the masted turret ship Monarch; between the Davastation and the Majestic by the turret ships of the Nile class. In the arrangement of the Majestic there is a return to the system of the Warrior, though the resistance of her armour is twice and perhaps three times as great; the speed is eighteen knots instead of fourteen; the gun armament is incomparably heavier and more powerful. The weight of her broadside is 4,114 pounds, against the Warrior's 1,224. In size she is more than half as large again, yet she draws but little more water. In the cruiser the changes have been much the same as in the battleship, with the exception that upright armour has not been largely applied in England to ships which have to scout and protect commerce. The sailing frigate gave way in the fifties and sixties to the

WOODEN STEAM FRIGATE

this in turn to the iron steam frigate of the Inconstant type, and this in turn to the Protector, in which a horizontal deck of steel armour covers and protects the boilers, engines and magazines. It is uncertain whether this type of vessel will float under fire, and a conflict of unarmoured cruisers threatens to result in mutual destruction. In the Blenheim, Powerful and th eeight large cruisers of the Diadem class, now building, the English have ogne to enormous displacements and produced fast and formidable vessels, which, however, are viewed with a certain distrust by naval officers. Of torpedo boats, on the other hand, the English have built very few during recent years, although the torpedo is acknowledged to be progressing much more rapidly than other engines of offence and than the means of defence. The ninety-two torpedo destroyers, however, built or building, constitute a flotilla which for speed cannot be surpassed, and the English court upon them to sweep torpedo boats from the sea. The steam turbine having driven the little Turbinia at the rate of 32 3-4 knots and more, it is expected that torpedo destroyers, fitted with it, will eventually reach a speed of forty knots.

Not only is the home fleet available for the defence of the United Kingdom against invasion—this mustered 165 war vessels for the naval parade in Jubilee week—but in the number and size of the foreign squadrons, there was been memorable progress during Victoria's reign.

IN THE MEDITERRANEAN

in the waters of the Cape, and of the East Indias, in those of the West Indies and North America, England is far more impressively represented than she was in 1837. In that year the Pacific station, the China station and the Australian station had no permanent British squadrons. Now the China fleet comprises one battleship, eight good cruisers, two destroyers and twelve other vessels. The Pacific and Australian squadrons between them have two armoured cruisers, seven other fast cruisers, two torpedo gunboats, and several other vessels. On the South American coast, indeed, England is weaker than she was sixty years ago, when she had no less than seventeen ships employed in that quarter, as against four at the present day. This is the only part of the world in which there has been a diminution of the armed force maintained by England on the ocean.—N. Y. Sun.

Dizzy Spells.

THE EVIDENCE OF RHEUMATISM REACHING FOR THE HEART.

MRS. WELDON A VICTIM, KOOTENAY HAS CURED HER.

Dizziness and fainting spells when associated with Rheumatism are indications that the Rheumatism is beginning to work its direful influence on the very centre of life itself—the heart.

Mrs. Martha Weldon, of 25 Bowen St., Hamilton, Ont., was in a condition of this kind when on the recommendation of a friend she began taking "Kootenay."

In her sworn declaration she says:—"I was so weak and sore that it took me from 15 to 20 minutes to get out of bed, and once the pain in my knees was so severe that I nearly fell down stairs. My appetite was very poor and I was at times seized with such dizziness that I thought fainting would surely follow. On the recommendation of a friend, I commenced to take Ryckman's Kootenay Cure, and immediately began to gain strength and recover the use of my limbs. Now there is no pain or soreness whatever in my legs. I am willing and anxious that all my friends should know what a grand medicine Kootenay Cure is, and I sincerely recommend it for Rheumatism and as a general tonic."

Sold by all druggists, or The S. S. Ryckman Medicine Co., Limited, Hamilton.

Chart book sent free to any address.

LUXURY ON CAR WHEELS.

MAGNIFICENT PRIVATE CARS OF RAILROAD MAGNATES.

They Are Superbly Furnished — Mahogany the Favorite Wood Used in These Rolling Palaces—All the Comforts of Home

Now is the season that millionaires give themselves up to enjoyment and speed away from the city in their luxurious private cars. No house interior is more magnificent than these cars, with their costly furnishings and beautifully polished woodwork. From place to place their owners travel about, and yet are always at home, as it were, for each car was built for the especial use of its individual owner, and is furnished after his own ideas.

In magnificence of design and beauty of decoration they surpass anything that moves on wheels, either in this country or abroad. They are the embodiment of luxury as it is to be found in but few places. No hotel is furnished more gorgeously than they, and even the city residences of their owners are no more handsomely decorated. In the eyes of the millionaire traveller nothing is too good for the private car, and into it is crowded the richest ornamentation and most superb furniture that money can buy. It is said that these cars are fast rivalling the steam yacht as a means of summer enjoyment—in fact they have already been termed the "land yacht of America."

They are fitted up the same as a gorgeous apartment in a hotel, and are arranged for living purposes

THE SAME AS A HOUSE.

They have regular bedrooms, a parlor, library, kitchen, bathroom, hot and cold water in all the rooms, and in fact, all the conveniences found in a well appointed modern residence. Of course everything is on a smaller scale, but the cars may truthfully be said to be cosey little seven or eight room apartments on wheels. In them the owners and their guests live the same as they do at home, having their own servants, their wardrobes and their favorite books and amusements. In the closets their clothes are hung up the same as in their own bedrooms at home, and at night they sleep in a regular open bed, not fastened to the wall, but standing out in the room.

The most magnificent of these cars is owned by Dr. W. Seward Webb, of New York, and is called the "Ellsmere." It is considered the finest specimen of rolling stock architecture that money and genius can produce. It is 79 feet long, 14 feet high and 10 feet wide. It is built to accommodate ten persons, not including servants, but has often been comfortably used by as large a party as fifteen.

You enter it through a deep vestibule into the observation room, which is at the rear of the car. This room is almost entirely windows, the extreme end and each side being heavy plates of glass, closely fitted into the oak sockets and frames. All the chairs are movable, and mostly wicker, and the general furnishing of the room have been arranged to fit it for smoking and lounging apartment, as well as observation purposes.

BEDROOMS FOR THE GUESTS.

From this you pass into a narrow but handsomely decorated hall, running along the left hand side of the car, and and into this, from the right, the guests' state rooms open. They are superbly furnished and finished in mahogany. Each is a little over nine feet long by seven wide, fitted with stationary beds, dressers, wardrobes, etc., and connecting with each is a toilet room with hot and cold water.

Passing these rooms you step into Dr. Webb's own bedroom. It is magnificent, measuring 11 1-2 feet long by almost 7 feet wide, and equipped with every luxury and comfort that wealth can squeeze into it. Besides a massive open bed, with deep drawers below, there is an elaborate dresser, stationary berths for the children, an abundance of clothes press room, closets for hats and shoes and everything that a man could desire in his own room at home. Every bit of the woodwork from floor to ceiling is mahogany.

The next room is the parlor and dining room, eighteen feet long, and with an extension table capable of comfortably seating twelve persons. This is the room mostly occupied, and, while handsomely furnished, it is arranged with as great an eye to comfort as magnificence. At one corner there is a large mahogany writing desk, with a bookcase over it, while the other end is taken up with an immense Turkish divan.

There are invisible berths all around which can be used if the party is particularly large, and have all the privacy of staterooms, being separated from the main saloon by an ingenious arrangement of curtains and portieres. Adjoining this saloon is another toilet room and also a bathroom for the general use of the party.

Next comes the china closet, then the pantry, and in the extreme end the kitchen.

All the rugs and carpeting, as well as all linen, china and tableware, was especially imported for this particular car. The cost of the car was about $50,000, but frequent alterations and additions to its grandeur have brought the present value to a sum considerably greater than this; $30,000 was spent on its interior decorations and paintings alone.

VANDERBILT AND MORGAN CARS.

Another magnificent car is that owned by Cornelius Vanderbilt. It also cost considerably over the $50,000 mark. The rooms are large, and the paintings and decorations are exquisite. Every room has a private toilet adjoining, and it is as near the realization of a movable palace as carbuilders will probably ever come. Its furnishings are of the costliest kind, and were manufaced solely for it.

J. Pierpont Morgan also travels in a sumptuous car, its interior arrangements being as splendidly appointed as is any house. In one corner is a beautiful writing desk, with a large, easy wicker chair, and here, surrounded with his papers and books, the millionaire is able to pass the summer days in peaceful seclusion.

George Gould has one of these cars. It is called the Atalanta, and was built for his father. It is looked upon as one of the finest pieces of workmanship ever put on wheels. The rooms are exceedingly large, and it is a delightful summer home. Riding in it, one soon forgets that he is on a train, it moves with such ease, the rooms are so homelike, and the vision of soft footed servants quietly attending to their duties cause the feeling that you are on the road to quickly pass away.

About the House.

"Nothing lovelier can be found
In woman, than to study household good."
—Milton.

THE BEDROOM.

There are many people who built houses with sleeping rooms so small there is scarcely room to turn around after a bed is put in. They say they do not believe in wasting space, and if sleeping rooms are big enough for a bed they serve their purpose. Of course, if people have other rooms besides a sleeping room does not necessarily need to be spacious; but a large light room is far more healthy and comfortable. In small city flats people are compelled to put up with little, stuffy rooms, but it seems that in the country, where there are acres of ground to build upon, a few feet more or less would make no difference, and every room could be large and light, with high ceilings. There are no obstructions to cut off the sunlight, and the beautiful pictures seen through windows are far lovelier than any which can be hung on the walls, although they, too, are always a welcome addition to the furnishings of a room.

A lovely bedroom seen recently was fitted up in a most pleasant manner. It was one of those rather dark rooms in a large apartment house, and although there were two windows they opened into a court where the sunlight never penetrated. To brighten up the cold cheerlessness a pretty rose pink was chosen for decoration. The walls were delicately tinted a pale pink, the ceiling was cream, and around the top of the walls was a dainty stenciled border a foot wide. The woodwork was a light oak. The floor was covered with Japanese matting in oak color. At the windows were sheer Swiss curtains, which scarcely excluded any light. A silkoline drapery in cream, with pink rose buds scattered over it, was caught here and there, lambrequin fashion over a brass rod. Two dainty white framed pictures were hung on the walls, and also a small shelf draped with the same kind of silkoline as over the windows. A few pretty ornaments were artistically arranged on it. An inexpensive little willow rocker had been given a coat of white enamel paint, and looked so very pretty with its bows of pink ribbon. A white wooden chair, with a cushion of silkoline tied with pink cord and tassels, made another artistic piece of furniture. The bed was of iron, painted white. A canopy drapery of the silkoline over the bed was tied with pink ribbons. The dressing table was of light oak. The cover for it was made of pink silesia covered with white swiss. Around the edge was a lace-edged ruffle. The pincushion was covered to match. White goat skin rug was placed in front of the dressing table. On a small oak table at one window was an embroidered linen centerpiece. The design was pink rosebuds on a white ground. A pretty little lamp with pink decorations was placed in the center. In the farthest corner was a small white washstand, almost like a table, and the washbowl and pitcher were white with pink borders. The pink had a cheerful effect in this dimly-lit room, and every one who entered it was delighted with its daintiness. There was nothing superfluous in it, nothing to collect dust, nothing expensive, and nothing but which could easily be replaced or washed when soiled.

In this same little home the dining-room was especially cheerful. The walls were tinted a pale terra cotta, the ceiling a deep cream. The woodwork here was also of oak. The floor was stained and varnished like the woodwork. A large rug in shades of dull red covered the floor, leaving a space of two feet of the polished floor bare all around the room. Simple swiss curtains drawn over brass rods were looped gracefully back from the windows with white cord and tassels. A few simple oak-framed pictures decorated the walls, and some pretty flowering plants bloomed in the sunny windows. A china closet was built in the wall, and inside the glass doors were curtains of soft China silk. They were drawn over brass rods, one at the top and another at the bottom of each door. They were a lovely shade of terra cotta. The dining table was of polished oak, with chairs to match. A pretty oak cabinet, having glass doors, was placed in one corner, and held the prettiest china, silver, and glassware. A low couch, covered with red leatherette was placed under the windows, and a couple of pretty pillows made it very comfortable.

The table looked especially attractive with its beautifully laundered white cloth. In the center was a lovely embroidered linen center piece. A tall glass filled with flowers was the only decoration, but it was exquisite in its simplicity.

SUMMER COOKING.

A good cup of coffee, says a caterer, is made by taking two-thirds of the best Java for flavor and the remaining third of equal parts of Mocha for strength and Maracaibo for color. Boil fresh water in the porcelain-lined pot, then add the coffee. After the coffee has been on the fire ten minutes shake the pot slightly with a rotary motion and then let it stand for five minutes more. Serve with cream. Some people add an egg and others put a bit of fish-skin with the coffee. An essential point to be remembered is the best quality of coffee and fresh water are necessary. For hygienic reasons, hot water from this faucet must not be drawn, but cold water must be allowed to boil on the stove for the especial purpose of coffee.

A Pot Roast.—Some of the cheaper pieces of beef will answer for this dish. Place it in a flat-bottomed kettle and cook slowly until it is browned on all sides; then add a pint or more or water, keep closely covered, and cook until the meat is very tender. If the water boils off, add but little at a time, so that only enough liquor is left for the gravy. Remove the fat if more than desired, and thicken the remainder. Season to taste and serve with the meat. A poor piece of meat cooked as above may be made very palatable

Cherry Pie.—Rich, ripe cherries are required for this purpose. It is a mistake to use inferior fruit. Line a rather deep tin pie plate with good crust. Brush it over with the white of an egg, setting it in an oven just long enough for the white to become glazed Stone cherries enough to fill the pie heaping them in the centre and sprinkling half a cup of sugar over them. Make a rich puff paste, wet the undercrust on the edge and press the uppercrust into it lightly with the fingers half an inch from the rim and not on the rim. There should be abundant slits in the uppercrust to allow the steam to escape. Put the pie in a very hot oven and bake it as rapidly as possible.

Mixed Mustard.—Cream one heaped tablespoonful butter and one tablespoon of sugar. Add two tablespoonfuls of mustard mixed with one tablespoonful of salt. Beat one egg very light, and beat it into the creamed mixture. Heat half a cup of vinegar to boiling point and stir it in quickly, and if it does not thicken the egg set the bowl over boiling water a few minutes, stirring constantly until thick.

Cherry Pudding.—One of the simplest cherry puddings is made of two cups of flour, two tablespoonfuls of baking powder, a tablespoonful of butter rubbed through the flour and about a cupful of cream or rich milk enough to make a soft paste. Butter tin cups holding half a pint. Drop a tablespoonful of the batter in them, then a tablespoonful of cherries, than a tablespoonful of the batter. Set them in a steamer and let them steam for three-quarters of an hour, or bake them in an oven for twenty minutes or till done. For a boiled cherry pudding, add three eggs to this mixture and a pint of cherries. Put it in a pudding mould and steam it for two hours.

Cottage Pudding.—Two cups of flour, one cup of milk, one-half cup of sugar, one egg, two teaspoons of baking powder, two tablespoonfuls of melted butter. Sift the flour, baking powder, and sugar together. Add the melted butter to the milk and pour over the egg, after it has been well beaten. Then stir the ingredients all together and bake in gem cups or in a square, flat pan. Serve warm with a liquid sauce.

AMUSEMENTS FOR CHILDREN.

When the little child becomes two or three years old, some form of amusement must be provided for him, and nothing has been found which affords more pleasure than building blocks. There are so many different kinds of these that suitable selections can always be made. At that age the little one will not be able to understand the alphabetical blocks, but he will learn to distinguish and know the different animals or birds pictured on them. As he becomes older he can be acquainted with the alphabet and taught to know the letters when he sees them elsewhere. Little folks have amused themselves for hours building houses from their blocks, and as a rule they never become tired of this form of amusement.

Blocks, like everything else, are being improved, and where in former years only simple wooden cubes were to be obtained, there are now genuine stone bricks and pillars nicely polished, from which the handsomest buildings may be constructed, besides any number and variety of wooden ones. The prices range from but a few cents to several dollars a set, so that some kind are within reach of all.

Another most instructive pastime for the children are maps mounted on wood, and cut up into all manner of shapes and pieces. Children who have commenced school enjoy putting these maps together, and in that way learn the location of countries, cities, rivers, etc. If the little folks have a corner or a large table where they can sit and play undisturbed, these amusements will keep them out of mischief for hours at a time, and besides being instructive for them, the mother will doubtless appreciate the time she can have to herself.

UNCLE BLLIY'S WISDOM.

Bobby asked Uncle Billy what noise was.

What did Uncle Billy tell him.

He told him noise was any old kind of racket—except the kind we like to make ourselves.

FOR TWENTY-SEVEN YEARS.

DUNN'S BAKING POWDER

THE COOK'S BEST FRIEND

LARGEST SALE IN CANADA