

JAPAN'S SPLENDID NAVY.

A FORMIDABLE FLEET BUILT SINCE THE BATTLE OF THE YALU.

The Will Coon Have a Great Squadron in the Far East—Numbers and Size of the Vessels Composing Japan's Navy.

One of the most notable surprises of recent years has been the rise of Japan from a condition considered to be hardly civilized to the position of one of the great Powers of the world. In part this is due to the admirable organizations of her army and the exploits of her navy in the war with China. The Japanese fleet was handled then with an audacity and skill that startled professional observers all over the world.

The want of a sufficiently numerous fleet prevented Japan from retaining the fruits of victory, but her Government at once set to work to create a navy adequate for the purposes of Japanese policy. The result is seen in the splendid squadron which Japan will soon have assembled in the Far East.

At the battle of the Yalu, Sept. 17, 1894, which disposed of the Chinese squadron, the Japanese had eleven vessels aggregating 36,264 tons against twelve Chinese ships of 34,975 tons and four torpedo boats. The Chinese squadron comprised two armoured cruisers, the Chen-Yuen and Ting-Yuen of 7,430 tons each, superior to any individual vessel of the Japanese squadron, the largest ships in which were three of 4,300 tons; the Matsushima, the flagship, the Itatsukushima and the Hashidate.

Their inferiority in armor protection was compensated for by their formidable armament, but they were not able to venture into close quarters with the

TWO CHINESE IRONCLADS, and the Matsushima was so badly damaged that the Japanese Admiral had to transfer his flag during the action to the Hashidate. The net result of the fighting was that four of the Chinese ships were sunk and several captured, and three Japanese vessels were more or less seriously injured.

In the less than seven years that have elapsed since then the Japanese navy has made enormous strides. Its first line is now composed of six battleships, including four of the most powerful of their class afloat. They are the Shikishima, Hattuse, Asahi and Misa-Ka of 14,900 tons and 14,500 horse power, with speed of 18.5 knots. The only thing that can be said against them is that they are furnished with the now condemned Belleville boilers.

The other two battleships are the Yashima and Fuji-Yama of 12,500 tons, 14,100 horsepower and 19 knots speed. The six belong to the English Majestic class, but are more modern and have many improvements. They form a compact squadron in themselves superior to that of any other Power in the Far Eastern seas. The armored cruisers number six and belong to one class in size, being of 8,850 tons, 19,000 horse power and 22.07 knots speed. Four of them, like the four great battleships, were built in England, the other two coming from Germany and France. The two latter have Belleville boilers. They all manoeuvre with great facility, and are little inferior in fighting value to battleships.

The protected cruisers number thirteen, ranging from 2,700 to 4,800 tons, with horse-power of from 6,100 to 10,000, and from 16.5 to 23 knots speed. Four are of the newest designs, and with their speed and armament form a valuable complement to the preceding armoured cruiser squadron. Two, the Takasago and Yushima, are of English build, and the latter by the rapidity of her fire did

GREAT EXECUTION

among the Chinese ships at the Yalu. The other two, the Kasagi and Chitose, are of American construction.

Of the other protected cruisers the only ones of European build are the Hiam, formerly the Chikan Hamenshida, constructed in England, and the Sai-yen, built in Germany and captured from the Chinese at the same time as the Chen-Yuen, coast defence ship, renamed the Chin-yen.

The Japanese have also a numerous destroyer and torpedo boat flotilla of the most modern build, the destroyers being twelve in number. Their gunboats and unprotected cruisers are now, of course, behind the age and fit only for coast guard and customs service among the islands.

BUTTER BY THE YARD.

In Cambridge butter is sold by the yard. For generations it has been the practice of Cambridgeshire dairy folk to roll their butter into lengths, each length measuring a yard and weighing a pound. Deftly wrapped in strips of clean white cloth, the cylindrical rolls are packed in long narrow baskets made for the purpose, and thus conveyed to market. The butter women who, in white linen aprons and sleeves, preside over the stalls in the market have no need of weights or scales for dispensing their wares. Constant practice and an experienced eye enable them with a stroke of the knife to divide a yard of butter into halves or quarters with almost mathematical exactness.

NEWFOUNDLAND WRECKS.

NATIVES ARE EQUALLY ZEALOUS AT SAVING LIFE AND AT LOOTING.

Mystery Surrounds Many of the Wrecks—Hundreds of Fine Vessels and Thousands of Seamen and Passengers Lie in the Deep Waters of the Eastern Coast.

The rugged coast of Newfoundland seems to possess some mysterious influence upon the shipping that frequents these waters. Its rock-ribbed eastern seaboard is lined with the ruins of hundreds of fine vessels and the bones of thousands of seamen and passengers lie in the deep waters about it.

There is a mystery, too, about many of the wrecks. One day a ship is seen sailing safe on her way. The next day, perhaps, fragments come ashore to tell of her fate, but the manner of her loss may never be known. The recent mysterious loss of the steamer Lucerne is a case in point.

About the same time as the Lucerne and a few miles nearer St. John's, a schooner or square-rigged sailing craft, met her doom under equally mysterious circumstances. No clue has been obtained to her identity. All that is known is that her wreckage in splintered form strewn the shore of Blackhead, three miles from St. John's.

Another mystery identified with Blackhead, where the Lucerne went down, was the loss of the steamer Lion, fifteen years ago. She left St. John's for Trinity, seven hours' run. On a bright, clear winter's night she disappeared and the body of a woman passenger, floating on the tide the next day, was the sole evidence from then until now of her taking off.

A few years later the same locality chronicled another mysterious disappearance, that of the schooner Emeline. She was bound from St. John's to Twillingate, carrying a lot of fisher folk. She was seen by another vessel.

GOING THE CONTRARY WAY, as she made for the entrance to Baccalieu Tickle, or Strait, which separates the islet from the mainland. That was about 10 p.m., and the next morning some raffle of deck gear was washed ashore, that being the sole proof that death had come to all on board.

It was six years ago that the British cargo boat Calisto, from Liverpool for Baltimore, missed her reckoning in the fog and crashed into the promontory that marks the extent of Baccalieu peninsula. She became a total loss and three of her men met a watery grave, but the remainder of her people, including the captain's wife, made their way to shore. They were well received and kindly treated by their belongings and those of the ship were regarded as legitimate spoil by the coast folk, who look on a wreck as a merciful intervention of Providence in their behalf. Promptly was the ship looted, from keelson to trunk, and everything portable was conveyed to some secure hiding places, while what could not be easily moved was hacked into convenient pieces for transport, or smashed into fragments for some trifling gain.

When a Magistrate was detached to the scene with a posse of police to compel restitution and punish the offenders, the mother of the ring-leader waited upon the Judge with an ingenious plea for mercy:

"Oh, Judge, don't be too hard on the poor boys," she said. "It is not often they get a chance at anything. Why did this steamer people keep so close to the shore, putting temptation in the way of poor people?"

The Judge was callous, and a SENTENCE OF SIX MONTHS in the penitentiary gave the wreckers ample opportunity to cogitate on the wisdom of giving way to such temptations in future.

A few miles distant a large Norwegian bark in ballast was driven ashore in a fierce gale. The crew promptly scrambled ashore and left her to her fate, glad to escape with their lives. When the storm abated the fishermen from the neighborhood assembled in force and stripped her. Again was the Magistrate despatched with his minions, and again was swift and sure justice administered to the offenders. On this occasion it was the elderly father of one of the strapping young fishermen who pleaded for his erring offspring.

"I don't know what the Almighty can be thinking of at all," he commented; "first he sends us a bad fishery and now he sends us a damned Norwegian full of rocks." Obviously from this view of it, the looting was of no account.

It is a strange moral code these fisher folk have. There is no danger too great for them to brave to rescue the unfortunates on a wreck. The best in a fisherman's house is none too good for the castaway. Yet the very men will then board a derelict and loot her with a thoroughness begotten of long practice. At the same time they will respect the sailors kitbag as religiously as a sacred emblem.

At another point a large French bark, buffeted by adverse winds drifted near the shore. The crew, being without food, launched their boat and rowed shoreward, seeing which six of the settlers put off and boarded her. Overjoyed with their prize, they drank generously of which they found in the cabin. Sleep succeeded, from which they awoke to find their boat broken adrift and themselves confined on a ship which had not a crust. Incredible misery was their portion for six long days, when they at last succeeded in beating into a harbor.

When the big North German steamer

FROM BONNIE SCOTLAND.

INTERESTING NEWS BY MAIL FROM HER BANKS AND BRAES.

As in the Time of Bobby Burns—Many Things Happen to Interest the Minds of Auld Scotia's Sons.

The Dowager-Duchess of Argyll has decided to erect a monument on Maccharioch shore, Kintyre, to the memory of the late Duke.

Sir Thomas Glen Coats was presented with an illuminated address and a handsome silver basket by the Liberals of West Renfrewshire.

The personal estate of Mr. Walter Melrose, of the firm of Raines, Clerk & Co., provision merchants, of York and Edinburgh, has been valued at £22,011 2s. 4d.

Mr. Stuart Napier Miller, at present a student of Glasgow University has been successful in gaining an open exhibition of £60, tenable for five years at Trinity College, Oxford.

At a meeting of the Corporation of Glasgow Lord Provost Chisholm intimated that the magistrates had decided to continue the observance of the late Queen's birthday as a public holiday.

For the year 1900 the aggregate shipments of coal from Scottish ports amounted to 10,883,759 tons, the largest quantity ever exported in one year, and 1,943,000 tons in excess of the total for 1899.

Boydell's Grain Mill, one of the largest concerns of the sort in Aberdeenshire, was recently burned to the ground. The total loss is estimated at £7,000 and is only partly covered by insurance.

Lieut. Wm. Robertson, V.C., of the Gordon Highlanders, was entertained in Dumfries, his native town, and presented with the freedom of the burgh. Lieut. Robertson won his V.C. at the battle of Elandslaagte.

General Ian Hamilton arrived at Doune and Deanston, in Perthshire, on a visit to his father-in-law, Sir John Muir, a former Lord Provost of Glasgow. His reception at Stirling, Doune and Deanston was of the most enthusiastic description.

Mr. William Stevenson has been appointed telegraph superintendent of the Caledonian Railway, in succession to Mr. Andrew S. Dunn. Mr. Stevenson is a native of Portpatrick, and has been for nearly thirty years in the service of the company.

An extraordinary catch of herrings was landed at Stornoway recently. Forty-five boats arrived with a total of 3,500 tons, giving the unprecedented average of 78 crans per boat. One boat landed 200 crans, and a number had from 120 to 160 crans.

Mr. Quarrier has received a gift of £4,000 to defray the cost of rebuilding the Ferguslie offices of the Orphan Homes in Renfrewshire, which were some time ago destroyed by fire. The gift comes from the family of the donor of the original buildings.

The old Market Cross of Inverness, which has just been restored by Sir Robert Finlay, M.P., Attorney-General for England, was unveiled by Lady Finlay in the presence of a large gathering. On the base of the cross rests the stone of Clachnacuddin, which the Provost described as "the palladium of the burgh."

The death is announced of the twelfth Lord Dormer, who served in the Blues, the Grenadier Guards, and the 79th Highlanders. He is succeeded by his nephew, the son of General the Hon. Sir James Dormer, K.C.B., who commanded the troops in Egypt, and when Commander-in-Chief in Madras was killed by a tiger.

The success of the winter herring fishing on the Fife coast has been most marked this season. At Anstruther the value of the fish landed in February was £25,734, an increase of £7,000 on the corresponding month over the whole group of Fife stations—Anstruther, Pittenweem, St. Monans, Crail, and Kingsbarns. The value of the fish for the past month totalled £33,493.

As the last train from Stirling to Edinburgh passed through Alloa station recently a man who had been standing about the platform was observed to fall suddenly on the rails. The train went over him, causing great excitement and alarm among the bystanders. However, when the train had passed he was extricated not a whit the worse, except that the shoulder of his jacket had been torn. Luckily he had fallen exactly still had escaped from certain death. He had not even suffered the usual shock, for when picked up he had his wits sufficiently about him to promptly demand compensation for his torn jacket.

THE MOST RESTFUL COLOUR.

Green is popularly supposed to be the colour which best protects the eye, but a German professor denies that it has any beneficial effect whatever, and declares that green newspapers, green glasses, and green umbrellas are all a mistake. His theory is: at all events, plausible. It is that each different colour tires a different set of nerves of vision, and, therefore, looking at one particular colour saves one set of nerves at the expense of another. The best method, he points out, is to dim all the rays of light by smoked or grey glasses, which rest all the optic nerves.

AIR TORPEDO.

A new war torpedo for use in the air is impelled by its own force. After being started by a torpedo gun this novel projectile flies by a force caused by gas escaping from it. This gas is generated by a slow-burning material within the missile. At trials made so far the new torpedo has gone a distance of 16,000 feet. The inventor is a Swedish Major, Mr. Unger, and the German Government is paying for the experiments.

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BETROTHALS IN NORWAY.

Young Couple Exchange Rings as Soon as They Become Engaged.

In Norway, it is customary for a young man and maiden to exchange rings directly they become engaged, and from that time forward each wears the circlet which proclaims him or her to be no longer free. This is a universal custom, but among the poor, silver instead of gold rings are used, sometimes filigree, sometimes solid metal.

Norwegian wooings are apparently happy, but they are certainly "long a-doing," for an engagement that lasts but a year or two is considered short. Indeed, Norwegian engagements frequently last for a decade or more, while one of seven years is considered of quite moderate length. The reason is not that Norsemen are laggards in love, but that their laws do not allow a man to marry until he is a householder. The law also permits only a specified number of dwellings to be built upon any piece of land, and as the number is a very small one in proportion to the dimensions of the land, the result is that early marriages are seldom possible.

By his ring one may as surely know a Norwegian to be either betrothed or married, as one knows an Englishwoman to be a wife by the plain gold circlet on the fourth finger of her left hand. But he is not content merely to wear a ring as a symbol of his betrothal; he announces the fact to the world in general by having his fiancée's name printed beneath his own on his visiting cards as soon as the engagement is an accomplished fact.

Robert Hall, of Arkona, Ont., narrowly escapes death.

Struck Twice in the Same Place—The Kidneys Turned Out of Their Natural Position—Doctors Said He Would Die, Yet Dodd's Kidney Pills Cured Him.

Forest, Ont., April 22, (Special).—Probably the best known man in the Townships of Warwick and Bosanquet, is Mr. Robert Hall, of Arkona. Mr. Hall says:—

"Five years ago last April I was kicked by a horse in the left kidney. The doctor that treated me said the kidney had turned out of its place, and I passed blood for several days. 'I did not get quite well from that until I got another kick, which caused me to pass blood again from my kidneys.'

"I continued to doctor until last fall, when they told me I could not get well, and that I would die, so I quit taking their medicine. 'I lost the power of my legs, and had to be lifted in and out of bed. I was so low that I was not expected to live from one day to the other.'

"I started to take Dodd's Kidney Pills, and from the first, I commenced to improve, and by the time I had taken five boxes, I was quite well. Dodd's Kidney Pills certainly saved my life."

No more startling case has ever taken place in the neighborhood of Forest, and many questions have been asked of Mr. Hall, in explanation of the very startling statements made above.

He has but one answer—"Dodd's Kidney Pills saved my life, and that after all the doctors had told me I could not get better, and that I must die."

Mr. Hall is certainly a living monument to the wonderful curative properties of Dodd's Kidney Pills. Dodd's Kidney Pills is the only remedy known to science that has ever cured Bright's Disease, Diabetes, or Dropsy. They never fail.

TELEGRAPH ACROSS AFRICA.

The Survey for the Line has Reached the Heart of the Dark Continent. The telegraph line which Mr Cecil Rhodes is extending from Cape Town to Cairo is making excellent progress. The line, stretched on short iron poles has now reached the neighborhood of the Zambezi River and the surveyors who are selecting the route are far in advance. It has been decided to run the line up the east coast of Lake Tanganyika as far as Ujiji, whence it will be carried north-east to the south coast of Victoria Nyanza; then it will be built along the east coast of that lake and into the little known country west of Lake Rudolf, and finally will skirt the western frontier of Abyssinia and descend the Nile.

Some people may wonder how a telegraph wire can be pushed through a barbarous country and be kept in condition for business. It is a comparatively simple matter. The scheme for safeguarding the wire is that which Stanley suggested long ago. Native chiefs all along the route are subsidized to keep the wire in proper position. As far as it extends through their territory they

British friendly societies have 7,000,000 members, those of Germany 7,400,000.

Ask for Minard's and take no other.

380 soldiers commit suicide for every 110 civilians.

I was cured of a bad case of Grip by MINARD'S LINIMENT.

Sydney, C. B. C. I. LAGUE.

I was cured of loss of voice by MINARD'S LINIMENT.

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must see that the wire is kept off the ground and in its proper place on the poles. They are well paid for their services if they fulfill their duty, but of course receive nothing if they neglect their charge. It is therefore to their interest to keep the wire in good condition. This system has been found to work well on the Congo and in other parts of Africa where it has been tried.

SCAVENGER HEN. "The eggs of a scavenger hen are not fit to be eaten," says Dr. J.H. Kellogg, writing in Modern Medicine. "My attention was called to this a number of years ago. A lady said she could not eat our eggs. She wanted 'sunflower eggs.' I asked her what she meant by that, and she said that an old German at home fed his chickens on sunflower seeds, and that the eggs were remarkably sweet. Some of the eggs were sent for, and this was found to be true. Eggs do partake of the nature of the food which has been eaten. When chickens are fed on dead calves, dead hogs, or other dead animals, their eggs will partake of the strong, rank flavors that they have swallowed with their food."

TO CURE A COLIC IN ONE DAY. Take Laxative Bromo Quinine Tablets. All druggists refund money if it fails to cure. 25c. Write at once. NEW LIFE REMEDY CO., Box 10, Toronto, Ont.

Gold is worth £140,000 a ton. \$100 Reward, \$100.

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure acts on the mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietor has no much faith in its curative powers, that they offer one Hundred Dollars for any case that it fails to cure. Send for list of testimonials.

F. J. CLENEY & CO., TOLEDO Sold by druggists, 75c. Hall's Family Pills are the best.

Great Britain spends 3 1/4 million a year on new drainage schemes.

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